

Stunt News

Precision Model
Pilot's Association

November/December 2013 \$5.00



features

8 **2013 Nats**
Open, Expert, Advanced, Junior, and Senior Stunt *by Bob McDonald*
Intermediate and Beginner Stunt *by Allen Brickhaus*
OTS and Classic Stunt *by Frank Williams*

30 **2013 Nats L-Pad Scrapbook**
by Gene Martine



44 **66th Australian Nationals**
by Peter White

On the cover: Paul Walker must have spent a fortune in engraving over the years just on the plates that bear his name on the Jim Walker Trophy. This year he won the prestigious award for the 11th time! Paul became the first pilot to win the US Nats flying an electric-powered model. His original-design Predator also features an active motor management system, a logarithmic control system, and a paint scheme that was designed in collaboration with Sina Goudarzi. Paul has won the Nats with traditional glow power, with a four-stroke engine and now with electric. What's next, Paul? Steam power? Photo by Gene Martine.

Inside cover: Kenny Stevens flew this SVE-22 to a top-five berth at the 2013 Nats. His electric-powered ship features an outstanding transparent finish. Martine photo.

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.



63



44



8

pampa news and reports

2	President's Report <i>Don McClave</i>
3	Level Laps <i>Bob Hunt</i>
5	Membership Application
7	PAMPA officers contact information
53	Vice President
	District Reports
56	District I
59	District II
62	District III
63	District IV
66	District V
68	District VI
72	District VII
73	District VIII
76	District IX
80	District X
82	District XI

extras

54	PAMPA Plans Service
84	Vintage Stunt Championships
86	Contests/Contest Calendar
97	PAMPA Products



72

73



columns

42	E-Stunt
----	---------



82

President's Column

by Don McClave

“While I will miss PAMPA in many ways, a number of productive changes have been made during the past two years.”

Dear PAMPA members,

This is the last message that I'll be sending to you as President because my term expires on December 31. However, I was able to persuade Warren Tiaht to accept the nomination to succeed me as president on January 1.

It's a wonderful opportunity for PAMPA. Many, if not most of you, are familiar with Warren and the contributions that he has made to AMA, PAMPA, and the entire CL stunt world. If not, you should know that he has run 10 F2B team trials that select US teams to attend the World Championships.

Warren also served as the F2B event director at the 2004 World Championships in Muncie, Indiana. In addition, he has also run 13 Nats in various cities. Warren is an excellent leader and will provide superb leadership to PAMPA. I hope very much that you will vote for him!

While I will miss PAMPA in many ways, a number of productive changes have been made during the past two years. Earlier this year our long time *Stunt News* Editor, Bob Hunt, agreed to accept a modest stipend from the Executive Committee to enable the issues that we receive to arrive on schedule and to include a more varied content. Many improvements have already been noticed and more are on the way.

Also in 2013, Secretary/Treasurer Jim Vornholt split his responsibilities with Mike Strand, who took over the responsibilities of Membership Secretary. That has improved service considerably to PAMPA members in recent months.

In January of 2013, Executive Committee Member Eric Viglione volunteered to begin the development of a new PAMPA website to replace the out-of-date existing one that Bob Kruger has been nursing along faithfully for nearly a decade. The new PAMPA website has now evolved to a level which will allow members to purchase products through PAMPA directly.

At this time, however, we still need a highly experienced operator for this type of technology, and Eric will head up the Executive Committee doing the search. You can help by contacting him at: Eric Viglione, eric@fcclaw.com.

Bob Kruger, who I have learned has been a wonderful asset for PAMPA, has decided that it is time for him to step down for personal reasons after the search for the new website operator is over. However, he has promised that he will continue operating the existing website for us until the search is completed and an



individual who fits in joins us. Bob, as I said, is a wonderful and loyal person.

My first final comments will be to thank David Fitzgerald for doing a fine job of running the Nats in 2013, and to thank Bob McDonald for taking on the effort in 2014. It's a considerable effort that begins the previous year. I also want to thank my Vice President, Matt Neumann, and Jim Vornholt for his creativity in structuring a very functional Treasurer/Membership structure.

Stunt News is going to become increasingly important during the coming year, but until then I'll simply wish you Merry Christmas and a Happy New Year. **SN**

—Don McClave

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Level Laps

by Bob Hunt

team won the 2008 F2B Team Championship Gold, and David won the individual Gold at that world championships. This is how I will always remember Don; as one willing and anxious to help others succeed.

Nats coverage

In this issue we are presenting reports on all the CL Stunt activities at the 2013 Nats. The Assistant Event Director for the US Nats, Bob McDonald has prepared a report on the goings on in the Advanced, Expert, Open, and the Junior and Senior events that were conducted on the "L-Pad" in Muncie. Allen Brickhaus, as usual, volunteered to write up the Beginner and Intermediate event reports, and Frank Williams has provided a report on the OTS and Classic events.

We also have a report on the 2013 Australian Nats by Peter White. I wanted to get this coverage into a much earlier issue, but just could not manage that. My thanks go out to Peter for his patience.

I want to take this opportunity to congratulate Paul Walker for his 11th Nats win! Paul's brand of dedication is well documented; his work ethic and preparation are legendary in the event. Paul has prepared a piece about his 2013 Nats adventure, but, with all the other Nats coverage reports and the many great photos we have to present in this issue, there was no room for it. We will run it in the next issue. It's an interesting piece that gives great insight to how Paul prepares and competes.

Each year we run as many photos as is practical in our Nats coverage, but there are still plenty that don't get used. This year we have decided to show you a few more of the outstanding models that were present at Muncie. We are calling this article, "Gene Martine's Nats L-Pad Scrapbook." Gene is the official PAMPA photographer and he takes thousands of photos each year at the Nats. We thank Gene for unselfishly providing these images to us for use in our Nats report.

Shark's perch

In the last issue (September/October) we presented a piece about Lew McFarland's original Shark 45 being accepted for permanent display by the Aviation Museum of Kentucky. Our PAMPA Historian, Wynn Paul sent along a few photos of the Shark being attached to a beautiful holder that was crafted by Kenny Stevens (see next page).

Wynn wrote and explained that the Executive Director of the Aviation Museum of Kentucky likes this plane so much that they are discussing an enclosed large display case that would hold the Shark 45, an example of an RC model, a Free Flight model, and possibly a profile CL plane. This would give visitors a real idea of what model airplanes are all about.

There would also be some modeling history featured, and, of course, information on how to get in touch with a local model airplane club. Wynn indicated that there would be a holder outside the case filled with brochures for the Lexington club. Lew would have liked all of this!

Same old tune

Stunt News is in need of authors and/or articles. Yes, I know, I've made this plea before many times ... This is not just a magazine; it's an organization, and everyone in the organization needs to contribute if it is to be perpetually successful. If the newsletter is your only contact with PAMPA, then you are relying on it to provide building and flying information, as well as contest reports and district specific items.



We come to the end of another great year of stunt flying, and also to the end of our current President's term of service. Saying goodbye to Don McClave is a tough thing; he has served our community extremely well and I know that we all thank him for that service and wish him the best. Finally Don can get back to model building and flying. I know he has a Midwest Panther on the building board that has been gathering dust while he was busy serving PAMPA.

Don's service to the CL stunt community started well before his term as President. He has served on two occasions as the official F2B team coach at world championships, as an Assistant Team Manager in 2012, and as a US Nats judge in 1990.

Don's coaching work with Paul Walker is well documented. Don seemingly has coached Paul forever. Hey, with Paul's record what it is, perhaps Don should consider a new career as a professional CL Stunt coach!

On a personal note I'd like to thank Don for the many times he has coached me at VSC, and also for helping me to fine-tune the trim on my Caprice.

Don sent along a photo of him with the 2008 United States World Team at the AMA site in Muncie, Indiana. Orestes Hernandez, Paul Walker, and David Fitzgerald practiced there prior to leaving for France and received coaching from Don. This



Don McClave, kneeling, provided expert coaching for the victorious 2008 US F2B team. That team consisted of (L-R standing) Orestes Hernandez, Paul Walker, and David Fitzgerald.



Kenny Stevens produced a beautifully finished wooden holder to display Lew McFarland's Shark 45 at the Aviation Museum of Kentucky. Here Kenny has just finished mounting the Shark to the holder. Photo by Wynn Paul.

Please consider writing something each year for possible publication in *Stunt News*. What specifically do we need? Well,

how-to articles are always the most popular, but, alas, are also usually the most time consuming and difficult to prepare. If you have a new way of doing a modeling chore, please let us in on it by taking photos of it as you build and writing a step-by-step how-to piece about it.

If in doubt about how to work up something for publication, call or write to me and I'll do my very best to guide you through the process and bring your work to fruition in print.

We also need construction feature articles. If you have a new plane that you feel would be interesting to the membership, please send in a photo of it and some information. Preparation of a large feature like a construction article can be daunting, but the rewards are great in possibly seeing your model being built and flown by others.

We also need a few columnists. We need a "Flying" column for sure. If you feel that you have a handle on the many aspects of how to fly the pattern correctly, and how to set up a model to perform the maneuvers better, then you might be the right person to author this column.

We could use a new "Competition" columnist. Derek Barry did a fantastic job writing this column for about a year awhile back. His insights on how to compete were sage and helpful. Some new blood in this column might provide the spark for a newcomer to begin to compete, or help a journeyman flier to get to the next level.

Here's the message: volunteer to write something this year for *Stunt News*. There is no monetary reward for doing so, but there's lots of personal satisfaction. *SN*

—Bob Hunt
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4. Seasonal address changes (snowbirds/rainbirds) must notify the Membership Chairman of changes and dates; there are no automatic transfers of mailing addresses. (Both of your addresses will be kept on file. Please let us know which one to use and when; it's up to you to be timely!)

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MIKE STRAND

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2013 Nats Reports

Open, Expert, Advanced, Junior, and Senior Stunt *by Bob McDonald*

Intermediate and Beginner Stunt *by Allen Brickhaus*

OTS and Classic Stunt *by Frank Williams*



Top five in Open, Expert, and Advanced winners and Junior and Senior winners. (L-R) Jason Greer (Advanced champion), Sam Niebel (Senior champion), Ken Stevens (5th Open), Doug Moon (2nd Open), Paul Walker (1st Open champion and Walker Trophy winner), Derek Barry (4th Open), Bob Hunt (3rd Open), Gavin Barry (Junior champion), and Eric Taylor (Expert champion). Photo by Gene Martine.

The 2013 Control Line Precision Acrobatic Nationals was flown between July 17 and 21. Once again Paul Walker is our National Champion and Walker Trophy winner, just edging out last year's champion, Doug Moon, in a real barn burner by just 1.4 points. The barn did not burn long. Just as the final Top-5 flight landed, in this case Bob Hunt, we got a rain storm that rivaled anything I have seen around here in a long time. Fortunately, Bob got his stuff to safety, and after a couple hours' delay the Walker Trophy flyoff was held in pretty good air, if somewhat wet ground conditions.

Before Paul whipped everybody, lots of other stuff happened, so let me share with you some of my Nats experiences and some cool photos, many taken by Gene Martine and a few by Will Hubin.

First of all, I got to Muncie, as many do, midday on Saturday. I went to the grass area where we can practice all week if we want, but it's the only available area until the RC Scale guys are done Sunday evening. Not much was going on, as it was a bit breezy and *hot*. The control line scale people were flying so I went over to watch.

Shortly, I ran into Bob (Sparky) Storick and his dad. Sparky and his dad Richard had been on a road trip that started with Sparky picking up dad in Denver, driving to Reinlander, Wisconsin, where his dad wanted to see the house he had built 60 years ago, back to St. Louis, and then to the Nats. By the way, Richard is now 90 years young.

The next day, Sunday, was nice for wind in the morning, and



there was some practice activity on the grass ... and it was *hot*. Somehow I got talked into judging Intermediate with Don Ogren, which was fun. After Intermediate ended, we got some more practice in on the grass. Later in the day the RC Scale event ended, so the L-pad opened in the evening and some of us got a few flights in.

Monday was my first day of doing anything official as the Assistant ED of the stunt program at the Nats—things like helping set up the pit area cones, checking out the scoring

Right: Paul Walker, 2013 National Champion and Walker Trophy winner, poses for the cameras with his very attractive, electric-powered Predator. Martine photo.

trailer, and later helping run the pilots' meeting. By this point the L-pad was getting busy with practice flying and it was hot. You may be getting the theme here that it was hot all week, until Friday when the wind made it less uncomfortable heat-wise. Then Saturday was a whole new ball game.

Monday is, of course, the day for processing and the pilots' meeting at the One Eighty building. David Fitzgerald (this and past year's Event Director) arrived about 1 p.m. to get the Nats program up and running. An added challenge this year was the inclusion of the Expert class for the first time.

The program, created by Howard Rush, does a great of managing the entire paperwork side of the event for the two groups it was designed for (Open and Advanced). However, it could not be fully altered to work for the third group (Expert) in time for this year's Nats. Through manipulation of seeding numbers on the side, Dave, with a little help from me, was able to get the Advanced and Expert fliers into the two groups on two sets of circles desired. That's what took so long at the pilots' meeting.

Once that was accomplished, all went pretty much as normal.





Richard and Sparky Storick with Sparky's Crossfire. Martine photo.

Personal observation: getting a large group of stunt fliers to draw ping pong balls for their flight order is a lot like herding cats.

During the pilots' meeting, as usual, the task of weighing in and assigning appearance points was going on in the gym area. This process was handled by Ted Fancher, Bill Gruber, and Bruce Hunt.

Once again the appearance group did their outstanding job and

Ted Fancher, Bill Gruber, and Bruce Hunt doing their things, assigning appearance points. Martine photo.



this time came up with a very much deserved 20-pointer. Kaz Minato's Hellcat joined that very special and small group of stunt models at the US Nats that have been judged as perfectly built and finished. Kaz won the coveted Concours trophy, as well, for his work, and by a large margin.

Tuesday for the L-pad events is just a practice day with Classic and Old-Time Stunt going on at the grass areas. A report on those events will be handled by others, so let's go on to the qualification days.

Wednesday and Thursday weather-wise were much the same as the previous four (hot with not too much wind), but not without incident. On Wednesday the event started on time and without turmoil until Rich Oliver hit the ground due to a control system failure that turned out to be the bellcrank pulling loose. Odd as that might be, the airplane itself escaped with light



Above: Kaz Minato with his fabulous Hellcat that garnered a perfect 20 points in appearance. Martine photo.



Left: Here's Kaz with the Concours trophy at the awards banquet. Martine photo.

damage. This was followed by a panic repair session involving Rich, Frank McMillan, and a few others to allow Rich to get his required first-day qualifying score in. (They made it).

Meantime, while Rich, Frank, and the group were sweating away, I counted five separate impacts during official flights that day. I can't remember that many problems in the past, even in bad weather. To make thing even more unusual, Joe Gilbert pulled his bellcrank loose during the pull test of his ship. (What's with the bellcrank anchors?) Fortunately, it was also repairable.

Of course, while there were some strange happenings going on, we all got to see the neat creations that are always brought to the Nats by the competitors in action.

Qualification days are the highest work load days for the workers, so while we pilots are having "fun," the judges, score runners, tabulators, pull testers, etc. are real busy. My personal thanks go out to those folks, and we all should be grateful for their efforts.

After two days of qualifying, the Open field was cut to the traditional Top-20 fliers. This time we had a new face in the crowd: Dale Gleason made his first Top-20 appearance and he

Right: Will DeMauro with his SV-22-based, electric-powered machine. Will eventually finished a strong fourth in the Expert class. Will's son, Kevin, flew in the Advanced class for the first time. Photo by Will Hubin.

Below: Scott Reynolds brought this interesting original, electric-powered design. Scott finished fourth in Advanced. Hubin photo.



Right: Sam Niebel's E-Tracer in flight. Sam is this year's Senior Champion, and he also made the Top-10 cut in Advanced. Sam's ship unfortunately lost a tire off of one wheel during the landing on his second flight which zeroed the flight. If not for that, it looks as though he would have done very well in Advanced, as well. The airplane has retractable landing gear that is powered by its motor battery power system. It seems to work well, and it looks great in the air! Hubin photo.

Dave Wenzel was our new addition to the pull test team. I talked with Dave, who said that he had the best seat in the house and plans to back next year, as does our longtime friend, Linda Gleason. Martine photo.





Some of the members of the judging corps: (L-R) Lanny Shorts, Dan Banjock, Curt Nixon, Ted Fancher, and Head Judge Mark Overmier. Martine photo.

was also the Rookie of the Year. The Advanced group was reduced to ten fliers and Expert was pared down to six fliers. The number of finalists in these categories is based on the total entry in each category.

Friday of Nats week is Top-20 day for the Open fliers and Finals Day for the Advanced and Expert classes. This is the day in Open when everything counts; there are no throw-away flights. This is to me the most challenging day, as it determines the final placement for most (except the Top-5 in Open), and there is no margin for error.

The weather had changed quite a bit; it was a little cooler with a steadily building breeze which became challenging by the middle of the second round.

By the end of competition on Friday, we had our first-time Expert Champion, Eric Taylor, and Advanced Champion, Jason Greer, chosen. Also, the Top-5 at this point had been determined. They were Paul Walker, Doug Moon, Bob Hunt, Derek Barry, and Kenny Stevens with Kaz Minato missing the top 5 by $\frac{1}{3}$ of a point.



Right: Bob Hunt and his new Crossfire, which featured tricycle landing gear. Hubin photo.

At last we had made it to Saturday: Open Finals day, Junior and Senior, and the Walker Trophy flyoff. This day was about the same temperature as Friday but not quite as breezy. In fact, the conditions were pretty good, but it was threatening rain, which did come later.

The competition between these five gentlemen was extremely close, as one can see from the final score report provided later in this article. As we all know, Paul Walker was once again the best in class but not by much, as he edged Doug Moon (last year's champ) by only 1.4 points. The remainder of the field was, in descending order, Bob Hunt, Derek Barry, and Kenny Stevens.

At the end of the third and final round the rain came just after Bob Hunt's final Top-5 flight ended. And when I say it rained, I mean there was a *deluge*! Bob had just enough time to unhook his lines and get his airplane under cover. His helper, however (Bud Wieder), stayed behind and dutifully rolled up Bob's lines in a torrent of rain. When he was done, it sort of gave new meaning to that drenched cat look. (*Hey, it's difficult to find good help these days. Buddy's a, well, buddy!—Ed.*)

The rain resulted in about a two-hour

Derek Barry's PA-powered Cutlass XL Starship in flight. Hubin photo.



The 2012 Champion, Doug Moon, doing his thing during a Top 5 flyoff flight. Hubin photo.



Paul Walker in action during the Walker Trophy flyoff. Hubin photo.

delay before the Walker Trophy flyoff could start, which now would include Paul Walker, Senior Champion Sam Niebel, and Junior Champion, Gavin Barry.

Once the rain cleared and most of the water drained off the L-pad, the Walker Trophy flyoff commenced without incident. The weather was actually quite good but the ground was wet. The flying was very good.

After all was said and done, this Nats was a great deal of fun. To prove it, what could be better than to play with your little sister in the puddles?

Thanks to all who participated and worked to make this a great event. Complete results will be attached in the following pages. **SN**

—Bob McDonald

Gavin and Layla Barry celebrate in the puddles after the competition. Martine photo.



Scores

C/L Precision Aerobatics

Event 322 Open

Place	Contestant	Wednesday		Thursday		Qual. Total	Fraction of group leader	Friday		Semifinals Total	Saturday			Finals Total
		Round 1	Round 2	Round 1	Round 2			Round 1	Round 2		Round 1	Round 2	Round 3	
1	Paul Walker	578.33	0	585.00	0	1163.33		554.33	583.67	1138.00	589.00	588.40	591.00	1180.00
2	Doug Moon	570.67	0	568.00	579.33	1150.00		564.33	567.33	1131.67	580.60	588.40	590.20	1178.60
3	Bob Hunt	571.00	0	571.00	0	1142.00		575.00	549.00	1124.00	581.80	586.20	579.60	1168.00
4	Derek Barry	566.00	0	562.67	562.00	1128.67		575.00	559.00	1134.00	582.20	584.00	576.80	1166.20
5	Kenny Stevens	549.00	562.00	559.00	550.67	1121.00		555.67	558.00	1113.67	562.20	575.60	584.20	1159.80
6	Kaz Minato	561.33	564.00	551.67	552.67	1116.67		563.33	550.00	1113.33				
7	Howard Rush	543.67	530.67	588.33	0	1132.00		554.00	556.00	1110.00				
8	Joe Gilbert	552.00	0	560.33	0	1112.33		562.00	547.33	1109.33				
9	Frank McMillan	539.33	555.67	545.00	552.33	1108.00		562.33	544.00	1106.33				
10	Bud Wieder	533.33	544.33	558.00	0	1102.33		546.67	558.67	1105.33				
11	Richard Oliver	452.00	533.67	581.67	0	1115.33		550.33	552.67	1103.00				
12	Steve Moon	545.33	545.00	560.67	0	1106.00		551.67	535.00	1086.67				
13	Robert McDonald	533.00	531.00	571.33	0	1104.33		531.00	550.33	1081.33				
14	Matt Neumann	556.00	563.00	552.33	545.33	1115.33		562.00	511.33	1073.33				
15	Gene Martine	508.67	517.00	558.33	566.00	1083.00		538.33	528.00	1066.33				
16	Bene Rodrigues	537.67	538.67	535.67	537.33	1076.00		540.33	519.33	1059.67				
17	Dale Gleason	538.33	526.00	545.33	529.00	1083.67		525.33	527.67	1053.00				
18	Frank Williams	545.00	547.33	549.00	552.33	1099.67		517.33	534.33	1051.67				
19	Joe Bowman	496.00	504.00	546.33	564.33	1068.33		521.33	530.00	1051.33				
20	Bob Dixon	526.33	522.00	534.33	526.00	1060.67		0	0	0				
21	Steve Fitton	531.00	531.33	525.00	526.00	1057.33	.943							
22	Mike Scott	395.33	531.00	517.33	537.33	1068.33	.935							
23	James Smith	336.33	521.00	525.67	517.67	1046.67	.934							
24	Allen Brickhaus	471.33	518.67	510.33	527.67	1046.33	.933							
25	Wayne N. Smith	510.00	512.00	541.67	537.33	1053.67	.931							
26	David Trible	523.00	525.33	503.00	515.33	1040.67	.928							
27	Tom Dixon	516.67	529.00	520.67	530.67	1059.67	.928							
28	Jose Modesto	528.67	524.33	543.33	538.00	1072.00	.921							
29	Eric Viglione	490.67	498.00	540.00	535.67	1038.00	.917							
30	Robert Storick	490.00	483.67	543.67	540.33	1033.67	.913							
31	Mike Haverly	413.67	517.33	505.00	500.00	1022.33	.912							
32	Wesley Dick	516.00	464.67	513.67	513.00	1029.67	.902							
33	Jim Lee	490.67	487.67	519.00	527.67	1018.33	.900							
34	Richard Giacobone	492.33	502.33	503.00	450.67	1005.33	.880							
35	John Leidle	482.67	505.67	492.00	493.67	999.33	.859							
36	Thomas Case, Sr.	480.67	487.00	458.67	480.67	967.67	.832							
37	Dan Banjock	0	0	0	0	0	0							

C/L Precision Aerobatics AMA National Championships, 2013									
Event 322 Junior									
Contestant	Flight 1		Flight 2		Flight 3		Total Score	Place	
	Flight Order	Score	Flight Order	Score	Flight Order	Score			
Gavin Barry	2	58.40	2	0	2	0	58.40	1	

C/L Precision Aerobatics AMA National Championships, 2013									
Event 322 Senior									
Contestant	Flight 1		Flight 2		Flight 3		Total Score	Place	
	Flight Order	Score	Flight Order	Score	Flight Order	Score			
Samuel Niebel	1	492.40	1	492.60	2	0	985.00	1	

C/L Precision Aerobatics AMA National Championships, 2013

Event 322 Walker Cup Flyoff

Contestant		Flight 1		Flight 2		Flight 3		Total Score	Place
		Flight Order	Score	Flight Order	Score	Flight Order	Score		
Junior Champion	Gavin Barry	2	0.00	1	0.00	1	0.00	0.00	3
Senior Champion	Samuel Niebel	1	498.20	2	498	3	507.00	1005.40	2
Open Champion	Paul Walker	3	573	3	581.80	2	576	1154.80	1

Intermediate Stunt

Bob Brookins continues his quest to keep the Intermediate class of stunt flying at the US AMA Nationals each year. The event is sponsored by John and Buzz Brodak. (John Brodak is now being treated with radiation for larynx cancer, as we all are encouraged to keep him and his family in our thoughts and prayers.)

Bob Brookins had the wonderful help of Elaine Brookins and Merry Phelps for the tabulation duties, while Linda Gleason continued in the Pit Boss slot. Joe Peters was his Weigh Master, and Vince Bodde worked the Pull Tester job. The two judges were Don Ogren and Bob McDonald. Vince Bodde and Merry Phelps accomplished the score sheet runner positions.

The weather for the Intermediate competition was hot and muggy. Bob was encouraged that the event was back on Sunday and hopes that it will grow to a larger number of pilots next year. The top three Intermediate fliers were those who moved up from Beginner, which is flown on the same day as Intermediate, but they were former winners of Beginner. *SN*

—Allen Brickhaus



Right: John Glatfelter preps his model for the Intermediate wars and placed sixth.

Below: Joe Peters (Weigh Master) and the ladies Elaine Brookins/Merry Phelps (Tabulation) are needed jobs in the Intermediate tent.





Joe Peters confers with Merry Phelps on scores in the Intermediate tent.



Steve Drake of Bowling Green, Kentucky, was our Intermediate Class Champion after he moved up from his Beginner win.



Above: Kevin DeMauro used the model kit won in Beginner Jr./Sr. last year to place third in Intermediate this year.

Right: Jay Williams used a Brodak Profile Oriental to take the fifth spot in Intermediate.



Don Sopka utilized his Top Flite Tutor II to take fourth in Intermediate.





Left: Jeff Traxler took the second place plaque in Intermediate after his earlier win in Beginner and with the Streak kit he won in Beginner.



Above: Bob Brookins (Intermediate Stunt Director) and Linda Gleason (Pit Boss) take a rest from the heat under the shade tent.



Left: Bob McDonald and Don Ogren took on the judging duties in Intermediate.

Beginner Nats



These are the winners of Junior/Senior at the Beginner event at the Nats.

The CLPA Beginner Stunt event has been flown at the Nats since its beginning in 1991 at Lawrenceville, Illinois. It was originally sponsored by the Peoria Wyreflyers and continues to this day with the help of the St. Louis Lafayette Esquadrielle, the New Albany Skyliners, the Paducah Aero Modelers, and Dale Josephson of the Tampa Bay control line club. (The only year it was not flown was in 1992.)

The event brought together 18 novice pilots from nine states and two from Brazil. Last year the event had 17 entrants and it was increased by one this year. Mike Stinson filled in for our passed friend, Byron Barker, as Pit Boss and runner. Roland

Trevino became our Weigh Master and Pull Tester.

Ruth and Paul Thoms stepped in to do the tabulation duties this year. Our two judges were Mark Overmier and Wes Eakin. Steve Smith and Dale Josephson helped all fliers by taking turns watching the flights and critiquing each pilot as they came off the circle, assisting them in improving their flying technique.

The Open winners were as follows (in order of finish): Mike Riebe-1st, Rick Bollinger-2nd, Paul Barbour-3rd, Dan Miles-4th, Terry Bentley-5th, George March-6th, Andy Saunders-7th, Carlos Henrique-8th, Jack Park-9th, and Dr. Jaques Pinus-10th. The Junior/Senior winners were as follows (in order of finish):



These are the winners of the Open pilots at the Beginner event at the Nats.

Samantha Hines-1st, Chris Lamb-2nd, Marquis Thurman-3rd, Joe Strickland-4th, Charles Carter-5th, Melanie McHenry-6th, Ben Mills-7th, and David Lenkewitz-8th.

The two perpetual trophies were built by my friend, Harry West, of the Paducah Aero Modelers, and the two were sponsored by the Bob Howard family of Texas. All the frames for the certificates were paid for by the Paducah Aero Modelers of

Kentucky. The prizes seen in the grass area photo were supplied by generous modelers.

The names and addresses of each donator were placed on the boxes or packages. I also placed a special message next to each name and address to state that, "The most important part of Beginner Stunt at the Nats is the cards and letters of Thank You which you send to each donation person."

I only hope that each recipient will send those letters or thank-you cards to the appropriate person. If you have a kit, engine, handle, set of lines, or other items that would help a Beginner move up from that class to Intermediate, please contact me so that donation can be taken to the Nats for 2014. I so appreciate everyone who has donated in the past and who might donate in the future. *SN*

—Allen Brickhaus



Steve Smith worked as a critique person and went home sick after the event. He surgically received two stents when he got back to St. Louis and is much healthier now. Dale Josephson was our other critique worker.



Ruth and Paul Thoms tabulated for the Beginner event at the Nats this summer.



Mark Overmier and Wes Eakin continue in the judging duties at the Beginner Nats.



Pit Boss (right) Mike Stinson receives a thank-you from Dave Tribble for his work in Beginner.



Left: The twin perpetual Beginner "The Eagle's Nest" trophies are displayed with the plaques to be given out at the Beginner event.

Below: Fifty-four groups of prizes are displayed on the grass at the Beginner area. The 18 winners then moved out in order of finish and pick their prizes. The first-place winner in Junior/Senior chooses first, then the winner of Open, going to the second-place Junior/Senior, and so on.



OTS and Classic at the Nats

Bill Rutherford and I had the pleasure of filling in for Darrell Harvin to direct Old Time Stunt (OTS) and Classic Stunt at the 2013 Nats. Darrell was faced with work/vacation complications at the last minute, and since Bill and I fly every week with Darrell, we thought it was the least we could do to help out our flying partner.

Having run many local and regional contests, we didn't think it would be too big a problem; however, it is a big stage at the Nats and we wanted to do well, so we were just a little apprehensive. Not to worry! With the fantastic help of so many volunteers (there's that word again...—Ed.) judges, tabulators, and pit people, the contest ran like clockwork.

We broke with tradition a bit and waited until the main PA check-in on Monday at the One Eighty building to take entries. This got 90% of the entries pre-registered, with only a couple of late entries on Tuesday morning at the field to register.

We got started fairly early, flew on through without a break between rounds, and finished by early afternoon. The weather on Tuesday was great ... yes, a bit warm for some, but the winds were light all day for the contest. The AMA had prepared the field quite well, and all we had to do was to set up pit areas. The flying all day was superb and so many great old designs were entered.



Jim Lee flew this sporty, George Leib Jr.-designed Triumph to fourth place in the OTS event at the Nats.



Dale Josephson flew this rendition of the Hal deBolt-designed All American Sr. to 11th place in OTS. The powerplant? A Fox 35 of course!

When I say we had great help for the contest, that's an understatement. Darrell had solicited judges and helpers prior to the Nats, and he had a great team set up. The OTS event was



Charlie Reeves flew his well-traveled, Addie Naccarato-designed Big Job to a close second in OTS. Charlie's models are always flawless in construction and finish.

judged by Jeff Traxler and Bruce Hunt. Bruce stepped up at the last minute when Steve Smith went home Monday night with what turned out to be a heart attack! Thank goodness he got home safely. Two circles of Classic were run, with Dave Tribble, Doug Patterson, Steve Yampolsky, and Lanny Shorts doing the judging.

Pit Boss Linda Gleason, along with Curtis Ship, Mike Scott, and Andy Stokey, kept the circles loaded and moving and score

Vince Bodde was a man for all seasons at the Nats; he flew in three events! Here he gives us a look at his Lou Andrews-designed Barnstormer.



Mike Schmitt also flies a lot of different events at the Nats. His model of choice for OTS was the Jamison Special.

Another Jamison driver was longtime Nats OTS competitor, Dale Barry.



Above: The judges for OTS this year were Bruce Hunt (at left) and Jeff Traxler. We thank them for their service. And here a record of all the OTS labors; the scoreboard shows that the flying was excellent!

sheets coming back to the tabulators. Ah yes, the tabulators, Elaine Brookins and Merry Phelps, performed this chore. These two ladies are fantastic; I'm amazed at not only the speed and accuracy of their tabulation of scores, but prior to the start of the contest their support was invaluable in getting score sheets and flight orders set up.

Trophies for the contest were sponsored by Brett Buck, Jim Aron, Keith Trostle, Clint Ormosen, and Jim Rhodes. Thanks to all. *SN*

—Frank Williams

Houston / Scoobie Prop Twisters					
CONTROL LINE PRECISION AEROBATICS					
EVENT	AIRCRAFT	1 ST FLIGHT	2 ND FLIGHT	Date	FINAL
CONTESTANT	ENGINE	SCORE	SCORE		PLACE
OTS					
CIRCLE 3					
Vince Bodde		266.75	178	266.75	10
Mike McHenry		301.25	295.8	301.25	7
JAMES LEE		297.25	306.5	306.5	4
Allen Beckhaus		296	302	302	6
Dale Barry		302.75	310.25	310.25	3
Charles Rogers		306.75	310.25	310.25	2
Bob Brookins		273	288.75	288.75	9
Tom Dixon		292.25	302.75	302.75	5
Dale Josephson		255.75	241.25	255.75	11
Mike Schmitt		296.75	290	296.75	8
Dan Bandrock		323.75	320.25	323.75	1



The prototype "Southern Gentleman," John Simpson took top honors over a large field of Classic contenders. John flew his original design, Aero Tiger 36 powered Cavalier.



Once again Brazil's Bene Rodriguez attended the Nats. Bene flew an absolutely flawless version of the Bill Werwage-designed Ares. Bene finished in eighth place this time.



Also traveling from Brazil was Jaques Pinus. Jaques flew this very clean rendition of the George Aldrich-designed 1952 Nobler.



Tom Dixon flew his veteran Predator to a fine third place finish in Classic. Anyone doubt that it was powered by a Double Star engine?



Thomas Case, leader of the Brazilian contingent, flew his latest Lew McFarland-designed Shark 45. Thomas is a regular visitor to the US Nats.



Samantha Hines flew her nicely finished, Dee Rice-designed Oriental in Classic this year. She continues to improve each year. Sam and her dad, Steve have become an integral part of the CL stunt community.



Mike McHenry flew this outstanding version of his father, Bob's original design A7 Corsair. It's powered by the popular Aero Tiger 36. Note the great paint work and surface detailing.



Gerry Phelps flew his original-design Patriot this year. It's powered by an Aero Tiger 36 and sports a flawless finish. With the original versions of this ship Gerry flew on two US F2B World Championship teams in the 1970s.



Here's that Vince Bodde guy again! He was a busy man at the Nats and flew this beautiful version of Lew McFarland's Shark 35 in Classic. Vince is another flier who is improving noticeably each year.



Sam Hines offers moral support to Dan Banjock who flew his amazingly beautiful version of the Red Reinhardt-designed Galloping Comedian in both OTS and Classic. He won the OTS event with this model and placed in the top-10 in Classic as well. Note the spun aluminum cowling. Dan spun that himself!



No one has more fun at the Nats than Dennis Moritz. Dennis flew his veteran, Jim Silhavy-designed Magician in Classic this year. Dennis is a playwright in "real life." Bet he could write a doozy about our sport!



Lanny Shorts (left) and Steve Yampolsky teamed up to judge on one of the two Classic Stunt circles.



Dave Tribble (left) and Doug Patterson were the Classic Stunt on the other circle. The day was hot and humid and we thank all the judges and workers who served in such extreme conditions.



Wesley Dick built Bill Werwage's 1962 Ares (a slightly larger version than the 1959 variant), and powers it with an Aero Tiger 36. It's a great looking and great flying ship!



Longtime Nats regular, Bob Brookins flew his Jack Sheeks-designed, twin-boom LaDonna. He's now known around the circles as "Elaine's husband..."



Ronnie Thompson flew this John Simpson-designed profile Cavalier in Classic. He must have put in a good flight; he look pretty happy!



Elaine Brookins (left) and Merry Phelps handled the tabulating chores for Classic. Even though they had a tent for shade, it was still mighty hot! Thanks ladies!



Don Ogren built this very nice version of Charles Mackey's Junkers Gobbleswanz. Don's ship is electric powered and it flies very well.



The Louis Van Den Hout-designed Olympus was the model of choice for Allen Brickhaus. He's been flying this outstanding ship for the past several years. Note the transparent finish.



Roger Wildman built a new version of a model that he designed back in the 1960's. He calls this model the "Last Beamer." No, it's not a BMW; it's an I-Beam model that is obviously gorgeous!



Jim Rhoades, brought along the very same Jerry Worth-designed Apterix that won it all for him in Classic last year. This year he placed a close second with the big and beautiful ship.

CLASSIC Houston / Scobee Prop Twisters
CONTROL LINE PRECISION AEROBATICS

EVENT	AIRCRAFT	1 ST FLIGHT	2 ND FLIGHT	Date	FINAL
CONTESTANT	ENGINE	SCORE	SCORE	TOTAL	PLACE
CIRCLE #1					
Tom Dixon		533.5	502.5	1036	3
Bob Brookins		454.5	385	839.5	21
Steve Drake		460	444.5	904.5	18
Charles Reeve		531	464.5	995.5	10
Dan Green		498.5	482	980.5	12
Allen Brockhaus		539.5	494.5	1034	4
Nesley Dick		502.5	482	984.5	11
Rodney Thompson		477	468.5	945.5	16
Rodger Wildman		503.5	466	969.5	13
Mike Schmidt		516	453	969	14
Jim Rhodes		554	489.5	1043.5	2
Sam Hines		267.5	325.5	593	22
CIRCLE #2					
Mike McHenry		482	550.5	1032.5	5
Terry Phelias		483	537.5	1020.5	6
Thomas Case		416	476.5	892.5	19
Vince Badde		464	477	941	17
Boris Rodriguez		470.5	534.5	1005	8
Rich Giacobone		482	516.5	998.5	9
Jacques Poirer		ATT	-	-	-
Tom Leidle		440.5	505.5	946	15
Deane Maritz		392.5	453	845.5	20
John Simpson		512	545	1057	1
Dan Bastone		490.5	519	1009	7



Rich Giacobone seems very pleased with his new, electric powered, Bob Hunt-designed Caprice. The model features a Dupont ChromaBase finish.



Steve Drake flew this ARF Nobler in the Classic event. The Nobler is still an very competitive model and it certainly is a classic!



John Leidle flew this rendition of the Dick Williams-designed Electra. He powers it with a Double Star 54 engine and says that, "It's a good airplane!"

Gene Martine's Nats L-Pad Scrapbook

Each year our official PAMPA Photographer, Gene Martine, takes a ton of great photos, many of which don't get used in the Nats coverage here in *Stunt News*. This year we thought those of you who didn't make it to the Nats might like to see a bit more of Gene's work and more of the models that were there and the people who attended. So, here's our first edition of "Gene Martine's Nats L-Pad Scrapbook."

For those who are interested, Gene has CDs available for sale of the photos that he took at this year's Nats. There are more than 900 individual photos on the CD. If you are interested in purchasing one of these CDs, contact Gene via email at gmflying@bellsouth.net, or by phone at (904) 786-8650. The CDs are priced at \$15.00 including shipping in the continental United States. Trust me, this is a bargain! *SN*

—Bob Hunt



Allen Goff



Joe Gilbert



Bob Krug



Bob Dixon



Bob McDonald



Buddy Wieder



Dale Gleason



Chris Stevens

Dan Banjock, Bill Gruber, Dale Barry, and Samantha Hines.





Don Ogren



Doug Moon



Doug Patterson, Curt Nixon, and Bruce Hunt



Eric Taylor



Eric Viglione



FCM tent

Frank McMillan



Frank Williams



Howard Rush





Jim Smith



Joe Bowman



Bob Hunt

Les Demmet, Steve Yampolsky, and Mark Overmier



Matt Neumann



Mike McHenry



Mike Schmitt



Neal Thompson



Ted Fancher, Lanny Shorts, and John Simpson



Robert Redmon



Roger Wildman



Sam Neibel



Rich Oliver



Steve Moon



Wayne Smith



Jose Modesto



E-Stunt

by Will DeMauro

Electrics at the 2013 Nationals

This year's Nationals C L Aerobatic program featured a record number of electric-powered planes. There were around 25 electric-powered planes out of approximately 80 entries between all the classifications. This includes the unofficial classes of Beginner and Intermediate which were flown on Sunday.

It was interesting to note that of six Intermediate pilots, the top three spots were won by electric-powered airplanes.

Congratulations to Steve Drake, who placed first, Jeff Traxler, who came in second, and Kevin DeMauro, who placed third. These top three pilots all decided to immediately move up to Advanced, and they all flew on the L-Pad the rest of the week.

In the Expert class there were 11 pilots. Places one through three were won by IC-powered airplanes. My SV 22 took fourth place and was the highest placing electric-powered plane in Expert at this year's Nationals.

setups that were “different” than the rest. I asked Jason Greer to send me a write-up on his setup and he was more than happy to do it. Below is what he sent to me:

“My 2013 Nats setup was a direct copy of Paul Walker's Impact fitted with a new type power system. I used Igor Burger's active regulation timer. Igor's timer incorporates an accelerometer to adjust the motor power as needed to maintain a more constant flight speed throughout the pattern. I have been very pleased with this system and will continue to use it in the future.

“All of my past electric-powered models have utilized the Castle Creations set RPM configuration. The set RPM system works very well, but personally, I feel there is a definite advantage with the active regulation system. The flight speed through all maneuvers is held much more constant with Igor's system. Windy weather performance is also very controlled. The complete power system in my Impact is made up of the following:

- Motor: Scorpion 3026 710kv
- ESC: Jeti Spin 66 (Available directly from Igor)
- Timer: Active Timer (Available directly from Igor)
- Battery: Thunder Power 5s 2700 G6 Pro Lite 25C
- Propeller: APC 13x4.5 EP F2B



Above: Jeti Spinbox, Jeti Opto Spin 66 speed controller, and Igor Burger's Active timer in the original packaging. Jason Greer photo.

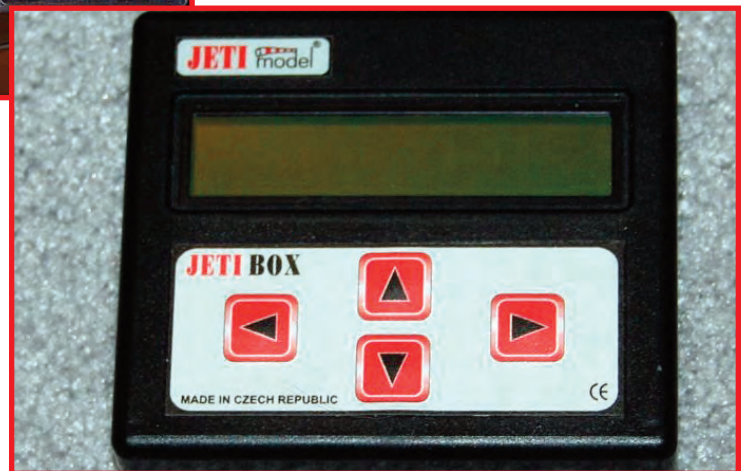
Right: Jeti Spinbox. This is used to program both the timer and the speed control. Jason Greer photo.

In the Open class three of the final top five were electric-powered. Paul Walker finished first, Bob Hunt finished third, and Kenny Stevens finished fifth. Congratulations, Paul, for the first Walker Trophy win ever for a control line electric-powered aircraft!

In the Senior class, which was also flown on finals day, Sam Niebel finished first with his electric-powered, retract-equipped Tracer. Congratulations, Sam!

The Advanced class, which I purposely saved for last, was won by Jason Greer with his e-powered Impact. Jason was one of two pilots flying a very advanced active timer to power his electric Impact. (Paul Walker was the other, and each of them won their respective classes). These systems are similar to the setup that Igor Burger used to win the World Championship.

Rather than write this year's Nationals column as a “list your setup” type column, I decided that I would focus on the two



“Igor has written very detailed documentation for both of his timers and lists the settings that should be used with the Jeti Spin ESC. The documentation can be found at www.netax.sk/hexoft/docu/iAccTimer_en.pdf. The software settings in my setup are very close to Igor's settings. I've changed the RPM settings appropriately to get to my desired lap time of 5.4 seconds on 67-foot lines. I've also gradually increased the sensitivity setting to achieve the desired amount of active regulation.



Above: Jason and his wife Shannon pose after Jason is announced the winner of Advanced Precision Aerobatics at the 2013 Nats. Linda Gleason photo.

Below: Jason with the winning plane, The Advanced Perpetual Trophy, and his first-place plaque. Shannon Greer photo.



“During the Nats I was using a fairly subtle amount of regulation due to my inexperience with the system. I have since increased the sensitivity setting a bit more and am now even happier with the system.

“Both the timer and the Jeti Spin ESC are configured using the Jeti Spin box. The timer settings can be quickly configured at the field using this box. No computer interface is necessary for either the ESC or timer. This makes field changes to both the timer and ESC settings very quick and easy.

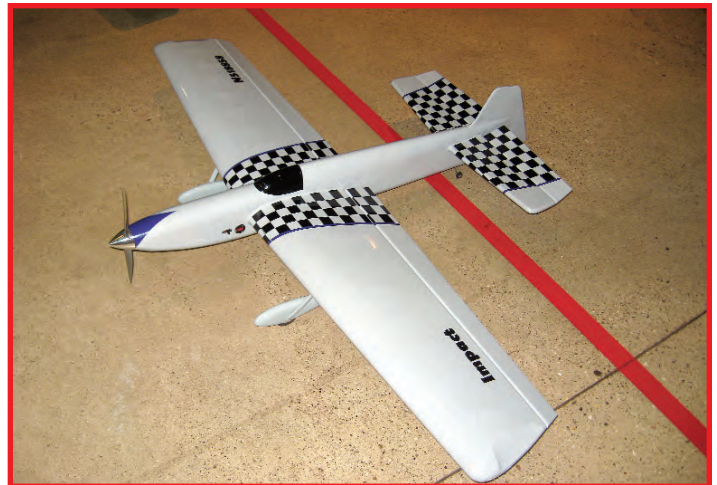
“My Impact was built directly from the *Flying Models* plans. The wing was built using Bob Hunt’s Lost-Foam Wing Building System and the motor was mounted using Bob’s ‘Hardnose’

motor mount. The model is covered with UltraCote. The takeoff weight with the battery installed is 54 ounces. I have been most pleased with the performance of this model.

“After the Nats, Paul Walker offered several trim improvements. The trim suggestions were to improve line tension, turn performance, and to droop the elevator halves to raise the tail in level flight. I’m even more pleased with the performance after experimenting with these trim suggestions.

“I will continue the Impact program with my new 2014 model.”

—Jason Greer



Above: Jason’s Impact at appearance judging. Paint scheme was kept simple in order to keep the weight down. This plane weighed 54 ounces ready to fly! William DeMauro photo.

Below: Paul Walker’s Predator at appearance judging. This is the plane that won the Walker Trophy. William DeMauro photo.



Thank you, Jason, for telling us about your model. I would like to add that I was hoping to fly Jason’s plane at the end of the Nats, but due to high winds and scheduling difficulties, it never happened. Recently, though, I had the opportunity to meet up with Crist Rigotti in Saint Louis, and he let me fly his Potroma, which uses the same active setup.

I can report that you can feel it increasing power as the nose goes up and decreasing on the way down. This is not a setup for people new to electrics, but anyone who has been doing this for a while should be able to get this up and running. I would think that you will start seeing this or similar setups more in the very top-end pilots, planes as we move forward. **SN**

66TH AUSTRALIAN NATIONALS AEROBATICS EVENTS

by Peter White



The Expert F2B winners were (L-R) Joe Parisi in second place flying his original design Hot Pursuit, Mark Batty, the Champion, flying his Yatsenko Shark, and James Batty in third place flying a well-traveled (see text) profile Sukhoi.

The 66th Australian Nationals were run on one of the sports ovals at the Alexandra Park Sports Complex in Albury, a regional city on the border of Victoria and New South Wales, from December 29th to January 3rd 2013. The flying surface was well mown, if a little undulating and showing the effects of the hot, dry weather the area has been experiencing over the summer period.

Temperatures at the beginning of the week were in the low to mid 30s C [86°F to 95°F] and crept steadily up to the very high 30s [98°F to 102°F] as the week progressed. The wind, for a change, was not really an issue, apart from an occasional rough patch that came through. It tended to drift around in the mornings, catching some fliers unaware and requiring constant

repositioning of the judges, but in general, as each day wore on, it became more insistent but quite manageable.

F2B was flown over four rounds with the best three scores being counted. Advanced and Expert were run separately and alternated on each of the four days, giving both classes equal exposure to morning and afternoon conditions.

All of the events (F2B, Classic, and Vintage) were ably CDed by Frank Battam while Alan Matthieson-Harrison carried out all line-pull duties for the week. Score tabulation was very efficiently handled by Susan Hegarty, and Steve Vallve did the bulk of the score sheet running and posting of scores. Our thanks go to these hard-working people and all others who chipped in at various times.



Left: Russell Bond flew his original design, electric powered, Bandolero to a well-deserved fifth place finish in Expert F2B.

Jazzmate/Stalker 61LT combination into third place with some well-flown shapes along with his share of missed bottoms and intersections.

Newcomer to Nats competition, Adam Pogue, flew a Saito 56-powered ex-Reg Towell Seafire. Adam had his four-stroke starting technique sorted out and the motor well tuned. He tended to fly quite high, not being totally familiar with the model.

South Australian "retread" from the 60s, Jeff Prosser, put up some well-shaped manoeuvres with his electric-powered, modified Legacy running an EMAX motor, ICE LITE 50 speed controller, and Hubin FM 9 timer. Bottom heights and 45's were generally good and flown confidently. Jeff is one of a group of SA fliers who have enthusiastically taken to electric-powered aerobatics.

Tony Clifford had his OS LA 46 running consistently in his neatly built, scaled-down KA-10. Heights were varied but with increasing confidence; Tony's flying is improving. Nats regular Don Kyssecker, flying his OS LA 46-powered Vector 40, put in some reasonably good

Right: Tony Bonello flew this very colorful and well-finished, Brian Eather-designed Firecracker in Expert F2B. It is powered by the venerable ST 60.



The Advanced winners were (L-R) Steve Bakac in second place flying a Robby Hunt-designed, electric-powered Europa, Robert Graham, the Champion, flying an electric-powered SV-11, and Peter Koch flying a Stalker 61LT-powered Jazzmate.

Advanced F2B

A field of seven flew in this event with Robert Graham taking out first place running an electric-powered SV-11 fitted with an Arrow Wind 2832, Phoenix speed controller, and a Hubin timer. Robert put in some good flights, enabling him to win by a comfortable margin.

Second spot went to Steve Bakac flying a Turnigy 4S 2650-powered Europa with ZTW controller and KR timer. He flew some neat manoeuvres but didn't seem to be up to his usual standard. Peter Koch guided his ex-Doug Grinham

patterns, missing some intersections and bottoms along the way.

Judges for the event were Joan McIntyre, Russell Bond, and Peter White.

Expert F2B

A total of 17 pilots in the Expert class flew in front of judges Joan McIntyre, Don Kyssecker, and Dave Simons. Of these, Russell Bond and Bruce Hoffman ran electric power—Russell with a Plettenberg 25-10, ICE LITE 50 speed controller, and



Jeff Prosser, a "retread" from the 1960s, placed fourth in Advanced F2B flying this modified, Allen Brickhaus-designed, Legacy. Jeff used electric power in this model that he has named Wild Card.

Hubin FM 9 timer; Bruce with an Arrow Wind 2832, JETI 66 speed controller, and Igor Burger timer. Both setups ran flawlessly, producing an abundance of power, and were totally consistent.

Almost one third of the field was made up of Yatsenko models. Frank Battam ran a Yak 55/Retro 76 combination, while Peter Anglberger flew a Classic and Mark Ellins a New Classic, each Retro 76-powered Classic. Eventual winner, Mark Batty, put his Shark through four precisely flown patterns to top second spot by a mere four points and show us how it's done. Most of the Retros had what appears to be a characteristic rattle in parts of some manoeuvres, although this didn't seem interfere with their performance in any way.

Fitted with a side mounted

CLASSIC AEROBATICS SCORES AND PLACINGS

Competitor	Model	Motor	Round 1	Round 2	Score	Place
J Floate	Dolphin	OS LA 46	687	884.5	884.5	12
T Clifford	Oriental	Tower 40	849	931	931	10
B Eather	Magnum	Stalker 51	1087	1038	1087	2
F Battam	Rabe Bearcat	Saito 56	1082.5	DNF	1082.5	4
S Masterton	Chizler	ST 46	945.5	1081.5	1081.5	5
A Matthieson-Harrison	T'Bird MK 1	OS FP 35	328	374	374	14
B Frederickson	T'Bird MK 2	ST 46	841	935.5	935.5	tie 8
P White	Venus	HP 40	1083	868.5	1083	3
A Pogue	Skyscraper	ST 46	743	704.5	743	13
R Towell	T'Bird MK 2	ST 46	1050.5	1143.5	1143.5	1
P Koch	T/F Nobler	OS FP 40	758	999.5	999.5	7
D Grinham	Phoenician	OS 35S	1048	1053.5	1053.5	6
D Kyssecker	Jamison Sp.	Atwood 49	919.5	848	919.5	11
J Prosser	Formula S	OS LA 46	921.5	935.5	935.5	tie 8



Above: Frank Battam flew this Al Rabe-designed Bearcat to fourth place in the Classic Stunt event. Frank powers his "Cat" with a Saito 56 4-stroke engine.



Right: John Floate's Lew McFarland-designed Dolphin performed well in Classic.

VINTAGE AEROBATICS SCORES AND RESULTS

Competitor	Model	Yr	Motor	Yr	Round 1	Round 2	Static	Score	Place
D Harvison	Windy	52	ST 34	60s	136	130	91	227	8
F Battam	Jamison Sp.	47	Atwood 49	48	165.5	DNF	129	294.5	4
D Kyssecker	Jamison Sp.	47	Atwood 49	48	159.5	182	129	311	1
P Turner	Wombat	49	Sabre 29	53	165	163.5	127	294	5
P Koch	Larakin 1	59	Glo Chief 49	59	168	179.5	98	277.5	7
B Frederickson	Jamison Sp.	47	Atwood 51	48	171.5	175	129	304	3
D Grinham	Demon	53	Frog 500	49	7	DNF	122	129	11
A Matthieson Harrison	All Aust. 2	56	Enya 29	80	131.5	32	90	221.5	9
T Clifford	Jamison Sp.	47	K&B 35	54	81.5	DNF	105	187.5	10
P White	Jamison Sp.	47	Atwood 51	48	174.5	181	129	310	2
R Grahame	All Amer.	51	Frog 500	50	169	168	122	291	6

ADVANCED SCORES AND PLACINGS

Competitor	Round 1	Round 2	Round 3	Round 4	Total	Place
D Kyssecker	697.43	661.8	608.33	569.6	649.86	5
S Bakac	781.37	837.5	791.83	746.43	803.57	2
J Prosser	671.47	654.4	671.9	712.03	685.13	4
P Koch	748.77	755.6	713.77	705.73	739.38	3
A Pogue	592.8	561.1	531.83	579.93	583.94	7
R Grahame	825.9	829.47	809.37	750.07	821.58	1
T Clifford	204.4	681.97	634.97	603.97	640.3	6

EXPERT AEROBATICS SCORES AND RESULTS

Competitor	Round 1	Round 2	Round 3	Round 4	Total	Place
P Turner	10.0	DNF	DNF	DNF	3.00	17
R Towell	952.8	959.6	961.33	959.6	960.18	6
F Battam	950.33	937.47	899.6	933.37	940.39	8
B Frederickson	826.27	783.5	816.03	829.73	824.01	15
R Bond	963.73	952.13	938	965.43	960.43	5
T Bonello	943.97	921.57	907.37	932.13	932.56	10
M Ellins	925.47	913.3	873.2	908.83	915.9	11
B Hoffman	958.73	929.47	915.13	924.47	937.56	9
PJ Rowland	984.5	968.83	DNF	DNF	651.11	16
B Eather	977.3	963.33	940.87	971.47	970.69	4
J Batty	965.93	964.03	969.57	981.27	972.26	3
S Masterton	863.57	868.33	812.23	865.6	865.83	14
M Batty	1029.03	1019.8	1000.83	1011.5	1020.11	1
D Grinham	871.13	879.03	744.07	865.6	877.92	13
P White	954.73	950.83	949.43	964.4	956.72	7
J Parisi	1008.37	1026.53	1013.53	1008.23	1016.14	2
P Anglberger	DNF	918.07	881.87	866.27	888.73	12



The winners in the Classic Stunt event were (L-R) Brian Eather, in second, flying his Stalker 51 powered, George Aldrich-designed Magnum, the Champion, Red Towell flying his ST 46 powered, Bob Palmer-designed T-Bird II, and Peter White in third place, flying his Mario Rondinelli-designed, HP 40-powered Venus.

Stalker 66, Barry Frederickson's Classic 1 appeared to be handling well. Barry is capable of flying precise square turns with generally good heights.

Doug Grinham ran a Stalker 66 in his O/D Starcraft. In its original form this motor, similar to many other Stalker 66s, would not run symmetrically unless it was side mounted. Doug has had some mods done to the crankshaft timing resulting in a powerful, consistent-running motor that is now quite happy to run in an inverted mounting situation.

The lone four-stroke in Expert was Reg Towell's Saito 56 fitted to his Miss America. Reg, as usual, put in good flights consisting of neat manoeuvres with many accurate heights and intersections.

Paul Turner's Wind Wonder/Stalker 61LT suffered a prop strike on the first round takeoff, and for various reasons Paul elected to not fly the remaining rounds.

Flying a Muggleton 40-powered Sukhoi, James Batty claimed third place with the same model that his father Mark had used to win the 2001 and 2002 Nationals. The Sukhoi, in James' capable hands, flew as though on rails, having been finely trimmed over many years of competition flying.

Tony Bonello's Firecracker featured a standout finish and a superbly running Super Tigre 60 which, with its deep



Steve Masterson flew this very nice, Dick Mathis-designed, ST 46-powered, Chizler to a fine fifth place in Classic Stunt.



Adam Pogue competed in his first Nats and chose to fly this Saito 56 powered Seafire. This model once belonged to Reg Towell.

exhaust note, gave an impression of power and smoothness as it four-cycled through the pattern while Brian Eather's O/D

Firecracker performed very well, its Stalker Pro Series 61 putting out a great deal of power to haul the large model around with little effort.

Steve Masterton's ST 60-powered Firecracker flew well, appearing to be stable and well trimmed, but despite flying some good shapes, he lost valuable points on wandering intersections and heights.

Joe Parisi took out second place flying his PA 75 equipped Hot Pursuit. Joe was running the PA on a long Eather pipe giving a similar run to that of a muffled motor with lower revs and a lower-pitched exhaust note. With the power that is available, the model is very positive in all parts of the pattern.

Sporting yet another eye-catching paint scheme was PJ Rowland's piped PA 75-powered modified



Doug Gingham's OS 35S-powered, Claire Sieverling-designed Phoenician appears to be in splendid trim as it circulates in level flight during one of Doug's Classic Stunt flights. Doug finished in sixth place.



Here are the Vintage Stunt winners. Left to right we see Peter White who placed second, the Champion, Don Keysecker, and Barry Frederickson who placed third. They each chose to fly the very popular Jamison Special.



Paul Turner flew his gorgeous, Sabre 29-powered, Gordon Burford-designed Wombat biplane in the Vintage event. He finished in a very credible fifth place!

Thunder Gazer that was flying well and scoring accordingly until landing gear failure caused damage to the underside of the fuselage and wing. In the two flights he made, PJ had scored third highest for both rounds, which must have made his exit from the competition all the more disappointing for him.

Stunt News 50

A lack of preparation on my part, along with broken starting leads, lost wingtip weight, and a lazy Stalker 61 all contributed to a lacklustre performance from my GEO-XL and its pilot. A small number of fliers, me included, were caught out by the heat and humidity with missed needle settings, unsuitable props, etc.

When the dust finally settled, it was decided that father and son, Mark and James Batty, had taken out first and third places, surely a first for our Nats, separated by Joe Parisi in second spot, while Brian Eather sat in fourth place by two points and Russell Bond a further six points down.

Classic Stunt

Classic aerobatics was run on the morning of the final day, Thursday 3rd January. Typically, a light breeze drifted around from various quarters to keep us on our toes, and temperatures began to climb quite early in the day. Fourteen hopefuls lined up to vie for honours, judged by Paul Turner and Joe Parisi.

First up was John Floate sporting a new and very colourful OS LA 46-powered Dolphin that sat well in manoeuvres. Wandering consecutive manoeuvres and varied heights cost John points.

Next up was Frank Battam with a Saito 56-powered Bearcat 111 which flew very well.

Finished in a simple blue colour scheme with minimum colour trim, it appeared to be stable yet quite responsive to the controls. Frank elected to fly only one round.

Tony Clifford took to the air next flying a reasonably new Oriental/Tower 40 combination. After spending some time



Denver Harvison flew this Windy, a design from 1953, in the Vintage event. It's powered by an ST 34 engine.

swapping motors around, he had finally found the one that was best suited, giving two good consistent runs.

Making his first foray into Classic stunt at Nationals level and taking out second place, Brian Eather flew a new Stalker 51-powered Aldrich Magnum which presented well. Considering the lineage of the Magnum, it's surprising that we don't see more examples of it in competition.

The dubious distinction of being the first casualty, if only in practice, went to Steve Masterton when his much travelled Chizler fell apart in mid-air as either the wings folded or the bell crank pulled out. Using his backup ST 46-powered Chizler, Steve went on to post the fifth highest score for the event.

Alan Matthieson-Harrison's first flight proceeded well until the FP 35 in his Mk1 T'Bird suddenly richened up making further manoeuvres all but impossible. On landing, an inspection showed a number of small insects stuck in the venturi. A miscalculation on refuelling for the second flight resulted in an under-run, costing points.

Barry Frederickson's neatly built MK 2

Thunderbird/ST 46 combination, with its simple but effective blue and white finish, performed well. Bottom heights were generally good, but intersections and consecutives tended to wander. Barry has a great-running 46 in the model.

Following a lean, fast engine run in the first round in which the ST 46 ground to a halt near the end of the flight, Adam Pogue removed the cowl from his ex-Herb Hanna Skyscraper, suspecting a cooling problem. The 46 then proceeded to run flawlessly through Adam's lower scoring second flight, showing no ill effects from its hot run.

First place went to Reg Towell with his ever reliable ST 46-powered MK 2 Thunderbird. In typical unflappable style, he went out and put in two respectable-scoring flights, winning with a commanding margin of fifty-six points over the next four placegetters who were all within a six-point range.

Flying a colourful Nobler with a consistent running OS FP 40, Peter Koch put up a great fight to gain seventh place, improving his second round score by 243 points. He had a near miss in Round 1 when



Denver Harvison flew this Windy, a design from 1953, in the Vintage event. It's powered by an

a breeze shift mid-manoeuve sent the Nobler off on its own course with slack lines for a last-moment save.

Doug Grinham put in two consistent flights to gain sixth spot with his neatly built take apart Phoenician powered by a BRISTUNT ABC OS 35S. Some missed intersections cost points in otherwise tidy flights.

Flying his Vintage entry, an Atwood 49-powered Jamison Special, Don Keysecker put up a reasonably good first flight but later had to contend with the less-than-pleasant conditions that had moved in. The Jamison was blown about at times, spoiling shapes and placement of some manoeuvres. Don has a smooth-running and powerful motor in the Atwood.

Jeff Prosser's Formula-S/OS LA 46 setup was flown quite well to gain equal eighth spot with Barry Frederickson. Bottom heights were generally good while some of the shapes wandered off a little. Considering Jeff's long absence from the scene and an unfamiliar pattern, he acquitted himself very well with two closely scored flights.

My first flight with the Venus/HP 40 was a little faster than usual, although it scored quite well, but a missed needle setting resulted in a slow, loose second-round flight that was scored accordingly.

By the time the last competitor, Don Keysecker, stepped up to fly Round 2, the wind and temperature had both increased in readiness for Vintage Stunt which was to follow after the lunch break.

Vintage Stunt

With Bruce Hoffman and Reg Towell in the judges' chairs, Vintage aerobatics kicked off early in the afternoon with a field of eleven competitors. Temps at that time were in the very high 30s C., and the breeze had stiffened to a constant south-easterly.

Denver Harvison commenced the proceedings, putting his ST 33-powered Windy through a windblown pattern with many of his manoeuvres being misplaced and high. His second round flight suffered the same problems, as the model struggled to penetrate despite the good performance of the ST.

Frank Battam's well-seasoned Jamison Special handled well with its Atwood 51 doing a fine job. Frank flew Round 1 to achieve a reasonable score but again chose to sit out Round 2.

Don Keysecker, the eventual winner, put in a mediocre first flight but picked up an extra 23 points to top score the second round. By this time Don had the measure of the conditions, as his

Jamison Special/Atwood 49 handled the elements with few problems.

Flying his aged, refurbished Gordon Burford Wombat, Paul Turner had his hands full just keeping the little biplane level. Under the circumstances, Paul's Burford-built Sabre 29 did a great job of hauling the Wombat through the pattern.

A Brian Horrocks' design in the form of a Larakin 1, fitted with a Glo Chief 49, was flown by Peter Koch. The model handled very well, appearing to be stable at all times and positive in manoeuvres. Peter's static score took quite a hit as the finish, while being nicely done and eye catching, was not based on period materials.

Another Jamison Special/Atwood 51 setup in the hands of Barry Frederickson was flown into third spot with two consistently-scored flights. Barry ran the Atwood with an effective tube muffler, which helped to create an impression of smoothness.

Doug Grinham lined up with a neatly finished, but untested, Hearn's Hobbies Demon that was powered with a Frog 500. Off to a quick start, Doug was immediately in trouble with the Demon proving to be tail heavy and grossly unstable. Within a couple of laps the model was in pieces, and the Frog was missing both mounting lugs, usually a weak spot of the early "thin lug" 500s.

Alan Matthieson-Harrison put up a reasonable but wind-affected first flight with his All Australian/Enya 29 combination, only to have a line break early in his second-round flight. The resulting prang totally destroyed the model.

Tony Clifford's neatly done Jamison Special started Round 1 flying quite well until the Torpedo 35 went blubbering rich during inverted flight. While trying to clear the run, Tony crashed the Jamison inverted and in the process doing serious damage to the model and his Nats hopes.

Flying an attractively finished All American with a Frog 500, Robert Grahame made two quite respectably-scoring flights to gain a sixth spot. Heights were consistently good as were many of the manoeuvre shapes.

My Jamison Special handled quite happily in the wind, particularly in the second round when I opted for a faster flight/leaner needle setting on the Atwood 51.

To conclude, a sincere thank-you is due to all who assisted officially and unofficially in the running of all three aerobatics events. **SN**

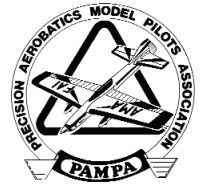


Here's a group photo of the competitors at the 2013 Australian Nats. Looks like they all had a great time!

PAMPA News & Reports

Vice President Report

by Matt Neumann



Don McClave has announced that he will be retiring as PAMPA president at the end of this year. It has been a pleasure working with him over these past two years.

Fortunately we have someone who has stepped up and will be taking over the reins (unless there is a huge write-in vote for another person). He is Warren Tiaht. Many of you know him as the person who ran the Nats for many years. So he is well versed in the “who’s who” and “what’s what” categories of stunt. He should fit in just fine and I will look forward to working with him.

This past Labor Day weekend, the FAI contest was held in Muncie, Indiana, to determine next year’s United States’s World F2B Team. I took some vacation time starting the Wednesday before the contest, and drove up to my parents’ house in Indianapolis on the Wednesday before the contest. I helped out around their house that afternoon and then proceeded to Muncie with my dad on Thursday afternoon.

This allowed me to get some practice in on Thursday night and Friday morning. It was nice to do some leisurely practice while saying hi to everyone who showed up. It was nice to see some friends who have not been there for quite some time.

Late Friday afternoon we had the pilots meeting and weigh in. I was happy to find out that my new electric plane did not get the prize for the heaviest plane at the contest. Whew! We also had the ping pong ball draw for the flight order. This went quite well, especially since we did not have that many fliers. I think there were 13 total entrants.

Saturday morning turned out to be a good day for flying. Winds were fairly steady but light. We got in our four flights, finishing up around lunchtime. Not bad really. So dad and I went and had a bite to eat and then headed back to the motel for a shower so we could get to a Saturday evening church service.

I had just plopped down on the bed and started to channel surf while dad headed into the shower. I was just about ready to change the channel because what was on was how to train a pig (not my type of show), when all of a sudden the lights went out. A thunderstorm had popped up and knocked out the power.

We still wanted to get to church later on that evening so we had to figure out how to take showers in the dark. That was interesting to say the least. On the way to the church service it rained cats and dogs and a few other things. It cleared up a bit just before the service but we did hear a lot of rain hitting on the roof of the church during the service.

After we got back to the motel I noticed the clock said 1:30 so I knew the power had come on an hour and a half earlier, which made it about seven that night. So that made for a total of four hours that the power was off. That was quite a lightning bolt! Fortunately, once the power was on, I could charge the batteries for the next morning.

Sunday morning started out cool; at least for me. I thought it actually felt good in reality. However, some who resided in warmer parts of the country—like Miami—decided it was a bit cold for them. I was kidding Orestes, who resides in Miami, about wearing a jacket. There were a couple of others but not many.

The winds started out light but picked up a bit during the morning. They maybe got to 8 to 10 mph toward the end of the



flying. Our biggest concern was if the rain would hold off long enough for us to complete the rounds. Fortunately it did and we got to choose our new FAI team.

The team consists of Orestes Hernandez, Howard Rush, and Kenny Stevens. Way to go guys. I have to say that I believe this is a really good and strong team to go to Poland next year.

Orestes has been on the team several times. Howard has not been on the F2B Team before, but has been a member of the US F2D (Combat) team twice (1984 and 1990), and the Assistant Team Manager in 2008. Kenny is a rookie but will have the other two there to help him along.

We should all have high hopes of the team doing well next year. And on a side note, they are all flying electric. Go get them team! **SN**

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District I

by Dave Cook

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

Here's a brief report on the Mass Cup contest. The weather was good and the field was in great shape. The contest administration did an outstanding job. The CD was Chris Sarnowski, and his crew members were Guerry Byers and Stan Baron. The judges were Dick Carville, Guerry Byers, Lin Smith, and Chris Sarnowski.

Steve Yampolsky won the Expert class. Will Moore captured second place, and Perry Rose came in third. In Advanced, Lin Smith won, Norm Liversidge was second, and Matt Dube placed third.

Jerry Rudzinski, Jr. won Intermediate, with Jerry Rudzinski, Sr. in second. Damian Sheehy won Beginner, besting Lyle Spiegel in second. Damian also won the Mass Cup. Perry Rose won Old Time, with Norm Liversidge in second. Lin Smith won Classic, and Norm Liversidge once again came in second.



Steve Buso's new Fox .35 design, the Bobcat, is a very pretty airplane. Photo by Steve Teerlink.



Above: Steve Buso's new Fox .35 Bobcat caught in flight. Teerlink photo.

Right: Will Moore's new electric design, the Whistler, features areas of clear finished balsa. Well done! Photo by Will Moore.



Stunt in the Berkshires

Steve Yampolski has supplied an article about and photos from the Berkshire meet:

"Theaters. Shopping outlets. Historical downtown. Norman Rockwell Museum. This is what one can look forward to when they come to Lee, Massachusetts. Oh, and we also fly model airplanes here, as well!

"There is something magical about the annual 'Stunt in the

Berkshires' contest. Perhaps it's the most picturesque of any stunt site I've ever been to. Perhaps it's the wonderful host, Bill Hummel, who creates a very friendly and lighthearted atmosphere. Perhaps it's the type of fliers that come to fly here. Perhaps it's all these things; I don't know. Whatever it is, every year I come to Lee I am left with great memories and the desire to come again next year.

"This year, the contest was extra special for me; this was the first time I entered a contest in almost four years. For the past four years, I dedicated myself to become a good judge. I judged every local contest, and the culmination was the privilege to judge at the Nats this year. That was a dream of mine and I realized it. So when I decided to enter a contest, I wanted to realize another, much older dream of mine.

As a kid, when I started flying control line in 1984, there was no greater World Champion than Les MacDonald. I've always dreamed to fly his models in a contest. Fast forward twenty years and I met my idol at the WC in Muncie. That same year I bought a Tom Morris quick kit of the .35-size Stiletto. Nine years later, and after multiple starts (bricks and fuselages, flaps, and stabs apparently don't play nice with one another. I managed to save the top block, elevators, and one flap, though.), it flew for the first time last September.



Steve Yampolsky's beautiful wife, Victoria, came to help and encourage Steve to his second-place finish in Expert. Teerlink photo.

"So here I was, with a Stiletto that had barely ten flights on it (and a brand-new motor) in the back of the van and on the way to Lee, Massachusetts. I was nervous that I would fail miserably, excited that I would get to see my friends, and excited that I would get to compete. This weekend was gearing up to be a rollercoaster, and it was!

"During the first flight on Saturday in practice I knew I was in trouble. I did not have enough tank capacity to complete the pattern. The shapes appeared squiggly and very nervous looking. The speed, which I thought would be comfortable, turned out to be too fast (4.8 second laps). The motor charged out of corners as though it was trying to set a new world record in acceleration.

"The model hunted in level flight and would not groove in the rounds. The entirety of Saturday was spent getting these things addressed. The nervous model condition turned out to be too wide a spacing at the handle (how do you expect a model to fly smoothly with a 5-inch handle spacing, a 4-inch bellcrank, and 1:1 controls?).

"I picked up a gallon of FAI fuel which fixed the motor charging situation as well as extending the motor run long enough to complete the full pattern plus some comfort margin. Launch rpms were adjusted for proper lap speeds (5.2-5.3). The model started behaving much better... but I didn't. On turn two of an outside square loop I came down two inches 'too low' and crashed inverted.

"There was some damage to the model but nothing major. I was so upset that I was ready to pack it in and go home. Instead, I took a break, put on a new prop, and flew again, only this time I listened to what my wife, Matt Colan, and Mike Chiodo kept telling me the entire day: fly smooth and no lower than five feet altitude on the bottoms. I actually flew a recognizable pattern! Exhausted, but feeling ready for Sunday, my wife and I ate dinner while listening to classical music on the lawn at Tanglewoods.

"Sunday came and it was time to compete! There were no lightweights in Expert that day! Everyone brought their 'A' game, and no one 'brung it' more than Bud Wieder. Buddy set the stage in round 1 by placing thirty points in front of the next guy and remained untouchable through the rest of the day.

"Hey! Top-5 guys! Yes you! I'm talking to you! You better watch out 'cause Buddy Wieder is coming after you! (*Believe me, Steve. We are aware...* —Ed.)

Buddy, I'm rooting for you! Go get 'em!



District II PAMPA Director, Buddy Wieder, captured the win in Expert Stunt at the Berkshire meet. He flew his original-design, electric-powered Ryan's Eagle. Photo by Damian Sheehy.

"There were other pilots who impressed. Let me list a few who stand out in my mind.

"David Chang was a hot ticket ten years ago when I was just beginning to compete. Family and work got in the way and David stopped competing. This was his first contest in many years. He flew a borrowed airplane on which he had only a few practice flights. As a result, at the end of round one, with a score of 406.5, David was trailing in seventh place.

"Any other pilot would have settled. First contest, borrowed airplane, lack of practice. There are many valid reasons to feel content with the seventh place. Not David. No! David reached deep and delivered an amazing performance as well as a score of 509 in round two, giving him third place in Advanced and only 0.5 of a point away from the second place flier.



David Chang is back! After a four- or five-year absence, David Chang came back to fly in the Advanced class, borrowing a plane from Norm Liversidge. Teerlink photo.

"John Pasalaqua is a soft-spoken fella. From interacting with him, one could think that he doesn't have a single bone of competitiveness in his body. If you thought that, you would be wrong! John is a competitor all right! He led in both rounds to win the Intermediate class. This is especially impressive considering that everyone in his class had improved scores in round two; the scoring was tight.

"I was particularly impressed with John's first-round flight. The model took off with the motor running rich and slow. For an intermediate flier, this type of flight can have only two outcomes: the model crashes or the model falls out of maneuvers. Instead of succumbing to the fate, John did the kind of piloting that Expert fliers can be proud of; he properly managed his model's energy, did not expend it where he didn't need to, and gave a very skillful performance.



John Duncan came to fly on Saturday, judge on Sunday, and sell his gorgeous foam cores all weekend. This is a photo of his Vegas in flight on Saturday. Teerlink photo.



Here's Will Moore with his latest electric ship, the Whistler. Everyone believes he ran out of paint while finishing the plane, and that is why the wing is mostly bare wood. Ha! Teerlink photo.



Mike Chiodo competed on Sunday with this beautiful rendition of the Bob Gialdini-designed Olympic. Teerlink photo.



Chris Sarnowski's Cascade catches the afternoon sunlight in Lee MA during a practice flight on Saturday. Sheehy photo.



Above: Don Herdman's P-51 was the weekend's Concours award-winning plane! Teerlink photo.



Matt Colan's gorgeous Thundergazer is caught by Steve Teerlink's camera during an overhead maneuver in practice. Teerlink photo.

Right: Steve Teerlinck's Vector 40 made its debut in the Advanced category during Sunday's contest. Sheehy photo.



Left: Linheart Smith used this very clean, electric-powered profile Cavalier to win the Advanced class competition. Teerlink photo.

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"These individuals were not the only ones to demonstrate the spirit of competition. I could tell you about Perry Rose's most notable improvement in flying over the past three years, or Lin Smith's trials and tribulations that preceded his win in Advanced, or mention Steve Teerlinck's first time in Advanced (it can get scary), or relate Jerry Rudzinski's incredible feat of flying a model that looked as if it would fall out of the sky any moment, or highlight Steve Buso's beautiful Bobcat.

I could tell you all that, but I would rather you, the reader, experience it firsthand. Come join the wonderful experience that is 'The Stunt in the Berkshires'!"

Thanks for that great report, Steve! This will be my final report as your District I PAMPA Director. Thanks for the opportunity to serve. *SN*

—Dave Cook

New Jersey, New York

Hi, all. Today's date is September 30, and the contest season in the Northeast is almost over. The one remaining local contest in District II is the Garden State Circle Burners Fall Air Show run by Mike Cooper and held at the Palisades Park Municipal Swimming Pool complex.

Everyone who helped run the contests this year should be commended. It's a job that is time consuming and tiring. Sitting out in the hot sun all day can be a drain on you physically and mentally, so a huge thanks goes out to all who helped run our contests this year.

Another person that I think should get some recognition is Rich Peabody. A few years ago Rich moved to Florida, which is in District V, but he has continued to help out our District II area. He is always sending emails to keep us all informed of upcoming District I, II, III, and IV events. Thanks, Rich. We miss you a bunch!

On September 15, the Bergen County Control Line Flyers held their annual Precision Aerobatics contest. Ron Heckler, as usual, was good enough to supply me with great pictures and a write-up of the event, which was run by Rich Giacobone:

"On Sunday, June 15, 2013, the Bergen County Flyers held their first contest this year at PAL Park, New Jersey. It was a great day for flying. As most stunt fliers would say, 'It was stunt heaven.' The winds were less than 10 mph, and sometimes there was no wind, but what wind there was that day was blowing directly into the sun. This caused one plane to perform a figure '9' and some near misses for others.



Above: Rich Giacobone conducts the pilots' meeting at the June PAL Park Stunt Contest. Photo by Ron Heckler.

Left: The Expert class winner at Pal Park was Buddy Wieder. Buddy smoothly flew his original design, electric-powered Ryan's Eagle. Heckler photo.

District II

by Bud Wieder



Will DeMauro placed third in Expert at the Pal Park meet flying his electric-powered SV-22. Will also won the Concours trophy for the best looking plane. Heckler photo.



Steve Yampolsky has returned to the "stunt wars." He is flying very well and placed second in Expert at Pal Park with his glow-powered Stoli Special original. Heckler photo.



Buddy Wieder launches Steve on his final flight. That's nice form, Buddy! Who taught you that? Heckler photo.



Ed Barry gives us a look at his glow-powered, Allen Brickhaus-designed Legacy. Ed placed third in Advanced. Heckler photo.



Ryan Barry used this colorful glow-powered Vector 40 to best all comers in the Advanced class. Heckler photo.



Tom Tucker built this very snazzy A.J. Special and flew it at the Pal Park meet to a first-place finish in the Intermediate class. Heckler photo.



Mike Ostella signals the judges to start a flight with his profile P-40 Warhawk. Mike Cooper assists. Heckler photo.

“There were a total of 15 contestants: four in Intermediate; four in Advanced; and seven in Expert. The judges for Intermediate and Advanced were Mike Ostella and Jose Modesto. The judges for Expert were Jim Damerell and Sleepy Dawson. Mike and Sleepy also competed. (The final results of the contest are listed in the Contest Report section elsewhere in this newsletter.)

“Will DeMauro captured this year’s trophy for the best looking plane.

“Before everyone left for the day, I reminded them that on Sunday, September 22, our club was having its second Fun Fly at Flushing Meadows Park and all were invited. I have also enclosed some pictures.”

—Ron Heckler
mrandmrmagic3131@yahoo.com

Thanks for that report, Ron!

While we are on the subject of contests, let me briefly mention a couple that I attended this year.

One of the many contests that I attended this year was the Brodak Fly-In, which is always well run, and a contest at which everyone has a great time. Another one that I was able to attend this year was the District I contest in Lee, Massachusetts. Bill Hummel did a great job of putting together a really special day. I

got to spend time with some old friends and made some new friends, and that was great!

Bill supplied free burgers, dogs, and soda, and no matter how much I insisted on paying, the answer was always no! He also arranged for great “stunt heaven” weather, which is no big deal when you’re Bill Hummel. Next year you should all try to attend this great contest.

Bob Lampione

I really enjoy profiling special people in our District II area. This time I’d like to tell you all about Bob Lampione... or, as he’s known around these parts, Bob “Championne.”

Bob first got interested in model airplanes when he was eight years old. One day he was walking on 13th Avenue—a main shopping area where he grew up with his parents—in Brooklyn, New York. In the window of a local store called the Toy Center was a Wen Mac .049-powered red plastic airplane that was packaged as a full system. The kit included the airplane, flying lines, a handle, fuel, and a battery. He pestered his parents for many months and finally got his airplane for Christmas from Santa Claus. Yes, he was one of those kids who still believed in Santa and the Tooth Fairy (*I think he still does... —Ed.*).

From that day on Bob was hooked. When he broke into the “stunt world” he was fortunate enough to have Gene Schaffer as a mentor. Gene coached Bob, who was then flying a profile Magician, and the two of them practiced on the parking lot that is now the location of City Field, the home field of the New York Mets. With Gene’s help, Bob made rapid strides and was soon flying great patterns and competing at a very high level.



In 1970 Bob flew this enlarged version of his F-86 Sabre to a fourth-place finish at that year’s Nats. The ship featured a Shark 45 foam wing and a Fox .59 for power. Lampione photo.



Here’s Bob Lampione working on his 1969 Nats-winning F-86D Sabre Jet. His daughter Susan seems to approve of Bob’s original design ship. Photo courtesy Bob Lampione.

Bob had three original design stunt planes published in magazines: an F-86D Sabre Jet (*FM* June 1970), the Vulcan (*FM* June 1971), and The United (*FM* April 1972). Bob also flew a fourth design named the Pisces in the 1971 and 1972 stunt campaigns. He also built a larger version of the F-86D Sabre in 1970, using Lew McFarland’s Shark design foam wing, Shark moment arms, and a Fox .59 given to him by Duke Fox. This came about after seeing Larry Scarinzi fly his Blue Angel design, which was also powered by a Fox .59.

Bob has flown in many national events and has done extremely well. In 1969, while flying the aforementioned semiscale F-86D Sabre Jet (not the one from the Jetco kit), Bob won the Walker Trophy flying in front of the Navy Blue Angel pilots who were the judges that year. That Nats was held at the Willow Grove Naval Air Station, just outside Philadelphia, Pennsylvania. In addition to his great performance that year, Bob finished fourth at the Nats in 1970 and 1971. In 1993 Bob won the Concours award at the Nats with his United 2, which is a testament to his great building and finishing ability.

By winning the 1969 Nationals, Bob became the first person to do so using a foam wing equipped stunt ship. The wing was cut by Mike Stott, who was marketing his wings under the name of Foam Flite Wings. Bob then became the East Coast representative for Foam Flight from 1965 through 1970.

During his flying career, in addition to his National finishes, Bob won many local contests, and he still is always the most colorful and friendly guy at the flying field.

That’s it for this time. Remember to send me “stuff” for this column. *SN*

—Buddy

District III

by Ken Armish

Ohio, Pennsylvania, West
Virginia

Since this column will not be in print until November, let me wish all of our members a very happy holiday season. When giving thanks at Thanksgiving, remember to include all of our modeling family members, and since my next article isn't until 2014, I wish you all a very Merry Christmas!

2013 Nationals

I had the pleasure of attending and helping my flying partner and great, great friend, Alan Buck, at this year's Nationals. It became quite a week for Alan, as everything that could possibly go wrong did go wrong. Alan's SV-22 suffered a forced inverted landing due to a flameout on Circle 3, and later was lost to yet another unexplained engine stop at a most inopportune time on Circle 1. This alone would make one think that it was a lousy trip for us, but oh, contraire! What we came away with was a lot of flying forced upon Alan by having to go to a backup plane.

With nothing to lose, it freed up our minds to try some new trimming schemes. What we learned from the experience is that we had become too complacent with how our planes were flying. So what started out as a real downer became a great learning experience.

How did all this turn out, you ask? Well, Alan qualified for the top ten in Advanced on his circle and went on to place ninth overall. Great job, little buddy! Lesson learned: Don't be afraid to experiment when practicing. Just know what your baseline is and how to get back to this setting if what you change proves to be a negative.

The Top-5 fly-off at this year's Nats included some of the best flying that I have ever been privileged to witness. To the fliers: Paul Walker, 1st; Doug Moon, 2nd; Bob Hunt, 3rd; Derek Barry, 4th; and Kenny Stevens, 5th, congratulations, and thank you for a great show. Also, I want to send out our congratulations to the members of our F2B team: Orestes Hernandez, Howard Rush, and Kenny Stevens. I am sure these men will do us proud at the World Championships in Poland.



The prize at the end of the race. If your name is on this trophy, you are a member of a very exclusive club. Well done to all of the Top-5! Armish photo.



Paul Walker's Nats-winning, e-powered Predator. And I always thought the Walker Trophy was named after Jim Walker! Ken Armish photo.

If you will indulge me for a few moments, I would like to talk a bit about my learning experiences from this contest season. Returning from the Joe Nall Fly-In with my glow-powered Legacy 40 (which gave me many frustrating moments trying to get any kind of engine run, much less a good run), I decided to do something different... right or wrong.

Since I had all the necessary parts to build an electric model on hand (which were to be for a future build), I decided this was the time to jump into the deep end of the pool. After taking the glow engine out of the Legacy, I took out my trusty Moto Tool, armed it with a new carbide cutter, and began to grind away all the unnecessary parts from inside the plane. Since this was to be a training tool, I didn't spend a lot of time on design or application; my purpose was to just get this plane in the air so I could access this power source.

The conversion went as well as could be expected, considering the challenge. What lessons did I learn?

Number one: Rebuild-conversions don't come about without some issues. I had inadvertently built in some slight down thrust when installing the motor mount plate.

Right: The new, yet unfinished, modified Legacy features an AXI 2826-10 motor, a Castle Creations Phoenix 45 ESC, a Hubin timer, and a Hyperion battery. I hope it makes for a good second step! Armish photo.

Below: Ken converted this Legacy 40 from glow to e-power. Not pristine, but a good first step. Armish photo.



Number two: Since the plane was not designed to be electric powered, space for e-equipment became a problem.

Number three: Learning to speak e-language was as hard as foreign language classes in school.



After the conversion was completed, I took it to the field for its first test flights. Would this flight confirm all that I had been told about the virtues of electric? The answer was, "Yes." The e-system worked flawlessly.

After several outings, it became very clear that my e-mentor (that would be you, Mr. Hunt) was absolutely right when he told me it would free up what memory cells I had left to concentrate on the pattern and worry less (not at all) about whether the engine was set properly or would it quit in the allotted time. Will this make me a better flier? Time will tell.

I was so happy that I started a modified Legacy, meant to be electric only. I am not suggesting that everyone should convert to electric. I am just saying it has rejuvenated my enthusiasm for the new plane. If you have a glow engine setup that works for you, then by all means, stay with it. If you are like me and enjoy the challenge of experimentation, give e-power a try!

Until next year...Ken *SN*

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

District IV

by Steve Fitton

This District report finds me having to write what is for me the very hardest of stunt obituaries. This past August 6, Jimmy Paul, of Richmond, Virginia, passed away after a brief battle with cancer. Jimmy was 81 years old.

Jimmy was a lifelong resident of Richmond and my connection with him began around 1996, when Jimmy's longtime flying buddy, Ron Burn, had moved away from Richmond to California. I had recently moved to Richmond, and for some reason one day I inquired about control line models at the local hobby shop, even though I had barely been able to build and fly a Ringmaster as a little kid back home.

It turned out that Jimmy knew the hobby shop crew really well and had given them instructions to collect contact information from anybody walking in who might fly, or want to fly, control line. Within a short time Jimmy had gotten in touch with me and then my stunt journey began.

Jimmy Paul was an electrical engineer by education, but he was all old-school when it came to stunt, and he never, ever, changed his ways. His preferred method for trimming airplanes was to build an airplane, finish it in clear, and then fly it. Tip weight, leadout guides, etc. were fixed during construction. If it flew well, it got color dope and entered the fleet. Once in the fleet, it stayed until it fell apart. If it didn't fly well, it got stuck up in the top of the garage or attic, never to be seen again, and Jimmy built another new plane!

If Jimmy found an engine he liked, he bought a lot of that particular type. I remember being surprised at the rows of McCoy

and OS .35S motors in his shop. He wore out quite a few of those engines, but he always had plenty more on the shelf.

Jimmy believed in the minimalist approach to teaching somebody the pattern and making him a stunt flier. Minimalist, as in just the merest hints at how to assemble a good plane or trim it and get the motor run right. Also, minimal as far as the pattern itself should be flown, with instruction being limited mostly to, "Watch what I do and do the same thing!" It was learning the hard way, but I think Jimmy really believed in that versus setting up a rookie with a well-trimmed plane and power train and teaching him that way; kind of the opposite of the more recent, "Start with a Skyray or Flightstreak and an FP.20" type approach.

Jimmy displayed considerable stoicism and patience as I proceeded to splatter dozens of planes all over the circle. The toll of destruction was fearsome, and I was learning the hard way, but I learned. As I improved, Jimmy's approval increased. Under that genial, grandfatherly exterior of Jimmy Paul beat the heart of a competitor as fierce as any you might find at the Nats or the Worlds.

Like so many other stunt fliers, Jimmy was there to win. Although Jimmy couldn't always teach you *how* to achieve excellence, he certainly advocated that you pursue excellence however you could reach it. I could always see the pride and respect on his face whenever I was able to pull out a win or high finish as I moved through the ranks, and there was always the admonition to strive to improve when faced with defeat on the circle.

My very last conversation with Jimmy took place when I was finished after day one of qualifying at the Nats. Jimmy was at home preparing for surgery the very next day. Jimmy was keenly interested in how I was doing, what the competition was up to, and what my prospects were for the next day. Jimmy did not recover from the operation, so he did not get to hear of my poor performance the next day. I know he would have been a bit reproachful, but also optimistic that I would work harder, improve, and do better the next time.

Another feature of Jimmy Paul was that he was never, ever, ready to fly at the contest when it was his turn. It was just the Jimmy way. The judges or pit boss would be roaring, "Paul! Paul! Where the #@%& is Paul!" Meanwhile, Jimmy would be busy shooting the bull with somebody until he realized it was his turn to fly. Then he would carry his plane out, roll out the lines, and fuel it. Willis Swindell used to call Jimmy a contest director's nightmare; but it was just Jimmy's way. As soon as the flight was finished, the lines were rolled up, the plane off the circle, and Jimmy would be right back to telling his story wherever he had left off.



Jimmy Paul during happier times.

Jimmy's capacity for storytelling was legendary, and featured prominently at his funeral service were the telling and retelling of some of his tales. His memory was prodigious, even for stuff that he never used. I once rode with him to a contest where we spent hours while he described heterodyning and super heterodyning

signals; all stuff he learned back at Virginia Tech but stuff he had never needed since he got out of the Air Force back in 1955 or so. On another trip there were hours of discussion over the career of Ron Burn's fantastic scale Warbird stunt planes, and Jimmy remembered every detail and the fate of each one of those planes.

College football, especially Virginia Tech football, was Jimmy's number one talking point for pretty much every occasion. Every flying session at home required about a 20-minute discussion into the latest football news. In football discussions, Jimmy revealed his old school side again, because any season that did not result in a National Championship for VA Tech had to be regarded as some sort of failure! He constantly teased me about how lousy my college was at football and how far they had fallen from the days when they could actually beat his beloved Tech.

I mentioned before that once Jimmy found something he liked, he stuck with it, and as far as planes went, the Sig CL-3 Chipmunk was absolutely perfect. At the end he still had a pile of Chipmunk kits squirreled away—kits he didn't need because the five or six he had built provided all the planes he needed. Many of you will remember the plane he campaigned the last 20 or so years, a plane we called the Noblemunk. Somehow, Jimmy found himself with an extra Nobler wing lying around, so he built it into a Chipmunk fuselage and liked the final result. Somewhere along the way the nose got broken off by a line snag while flying over grass (he never forgave the grass for doing that and he always hated flying off grass ever after), and the repaired airplane never had a cowl after that. The plane had untold thousands of flights on it and was held together more by old castor oil than glue, but it kept going. Now, as Jimmy once predicted, the Noblemunk and his fleet of Chipmunks has outlasted him.

Jimmy had a way of doing things that can never be duplicated or replaced, and Stunt has lost a true Southern Gentleman of the highest order. Farewell, my friend.

I wanted to touch on some contest action around the district, as well. The usual Philly Fliers contest thunderstorms held off until after the contest, although the storms then made up for their absence by dumping eight inches of rain on I-95 for my trip home! Tim Stagg managed a second in OTS, and Brad managed to eject the pilot right through the canopy on his Super Zilch after a minor issue with having the handle upside down...



Brad Smith's pilot ejects through the canopy in the same manner as an S-3A pilot.

Just two weeks after the Philly event I ran into Brad, Tim, and a whole host of others at the Jim Coll contest on Maryland's Eastern Shore. The weather for the weekend ran from a few

clouds and one or two minor sprinkles of rain to stunt heaven sun and light breezes. If you wanted to fly a whole bunch, it was the event for you!

CD Tim Stagg and the club guys had the field in perfect shape, and turnout was very good this year. The flying site has some of the cleanest air this side of Muncie, and that really makes it a delight to come up and fly this event.

One of the major highlights of the weekend was that the club provided pizza and beer on Saturday evening! (I know of at least one District V pilot who will be at the next event for that!) It was such a beautiful afternoon that few people had left and the crowd around the beer coolers and pizza boxes kept expanding while Artie Jessup, Alan Buck, and I kept burning in practice flights. Eventually, we acquiesced to the hoots from the peanut gallery and put our handles down and joined in the feast. It was the perfect way to end a great day of stunt.



Three stunt amigos, Tim Stagg, Brad Smith, and me at the Jim Coll event. For some reason backward hats was the style to have at this contest.



Al Reed and his ageless Patternmaster fly in Advanced at the Jim Coll. Al would come in second behind Bub Reese.



A good look at Lindberg's Impact from the UHP kit. The mighty OS .40 VF on a pipe powers this machine and pulls it through the pattern quite well. Many of you will recall seeing column pictures of this plane as it took shape in John's shop over the last year. It looks like a real good flying model.



John Lindberg poses with his new Impact stunter. John is wearing his "stunt suspenders" bequeathed to him by his NVCL comrades to save him from having to constantly hold his pants up while flying!



A view down the Jim Coll pit area on Sunday morning. The contest had a good turnout.



Scott Richlen's converted Fun 51 profile model has an LA .46 for power and is a very good flying model.



Dick Houser puts in an official flight in Profile Expert using the late Dave Reyes's Cobraette.

A closing thought about my friend Jimmy Paul. The words about Jimmy at the beginning of the article were written not long after his passing. A few days ago, I joined one of his other flying buddies, Bill Ballinger, in the incredibly sorrowful task of going through Jimmy's collection of modeling stuff.

The good news is that his charming daughter, Sarah, is going to inherit the home, meaning that much of the contents of his immense shop can remain there.

I should have added in my earlier words that Jimmy didn't throw much away, either. Sitting on top of a stack of old hobby catalogs was a scrap of yellow lined paper with my



Contest director Tim Stagg takes a break from herding cats to put up a flight in OTS during Saturday's Jim Coll action.

name and phone number on it; it was the note from the hobby shop from back in 1996. The address and number had changed, but Jimmy never threw it out.

Lining the walls downstairs and going right up the stairs to the second floor of the shop were all those Sig Chipmunks, row on row, more than I ever knew he had. At the top of the stairs hung the Noblemunk in quiet repose, unaware that its guiding hand had been forever stilled.

The family had said that we could take some of the planes, but on the spot we decided to leave the Chipmunks as they were. Instead, I went up to the top floor, where tucked away, here and there, were a few complete models that were never painted, but left in clear after their test flight. I took them home... *SN*

District V

by Eric Viglione

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

Muncie, Indiana, home of the AMA and flying site for the 2013 US FAI F2B Team Trials. Hey, wait a minute. That sounds

familiar ... Well, even if it does, Muncie is the focal point of major CL activity once again in this column.



Our FAI F2B coordinator, Randy Smith, enlisted our own Bill Rich to ED the event with Assistant ED Bob Hunt. I understand there were some teething pains as Bill came to grips with the scoring system not going to fly on his Mac, but with a little hard work and a couple of borrowed PCs, in addition to some help from Derek Barry and Curt Contrata, Bill was back in business in time for officials. Most of this probably went on without notice by the pilots, as when they came to fly, it all went per norm.

Congratulations to our new US FAI F2B Team, led by District V member Orestes Henandez, who was flying his new e-powered Shark, and of course to the other districts represented by Howard Rush and Kenny Stevens.

Bill Rich at work, discussing the inner workings of tabulation.



Orestes Hernandez with his new e-powered Shark that he used to take top honors at the Team Trials.



Josias Delgado also attended with his e-powered Shark to compete at the trials.

Speaking of Curt Contrata, it's great to have him back among us, and here is a shot of Curt visiting us in Ellenton FL, for a flying session. This was Curt's first flight in eight years, and it was a very recognizable pattern. The subsequent few flights got better real quickly. It won't be long before he is back in the old groove. Curt also didn't waste any time pitching in to help by judging at the FAI Team Trials this month. Welcome back, Curt!



Curt Contrata gets his air legs back under him as Wayne Smith launches Curt's trusty old PA 51-powered Tempest for his first flight in eight years.

I would like to mention the return of a couple of retreads to the fold in my local club. First, Jerry Austin, who flew many years ago, and hopes to complete learning the pattern and be able to compete at the Stunt 'N Fun on November 2 and 3 in Ellenton, at the MCRC field. (Like how I slipped that in there?)

I'd also like to welcome David Hallas back to the club, this time taking a run at the stunt handle instead of combat or racing. Dave has been a local member for longer than I have been around and has now joined us at MCRC. I think both of these fine gentlemen will soon be on the PAMPA roster, as well, like so many returning to be bitten by the stunt bug.

Speaking of upcoming contest dates, also look for Lynn Weedman's (of the X47 club) announcement soon for the 2014 King Orange International. Don't forget to fill out your Whitehouse OLF form, as well, to preregister you with the base security. For a full list of upcoming contests in District V, check your sanction list in *MA* and the Contest Calendar elsewhere in this issue.



Dave Hallas's partially repaired, e-powered Cavalier, soon to be airworthy again.



Dave Hallas demonstrates his field surgical technique, as he creates some air cooling vents on his Vector 40 to help prevent his e-powered rig from shutting down prematurely.

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

—Eric Viglione

District VI

by Allen Brickhaus

Illinois, Indiana, Kentucky, Missouri

Our column this time centers on the Nationals, the Paducah Western Kentucky/Southern Illinois Championships, and the Bluegrass Champs held near Lexington, Kentucky.

We also give credit to Wynn Paul and Kenny Stevens for helping to enshrine Lew McFarland's Shark 45 at a Lexington, Kentucky Air Museum. Wynn Paul sent in the following story about the Lew's Shark 45 enshrinement:

"The Shark 45 is enshrined in Aviation Museum of Kentucky—the last Shark 45 built by Walker Trophy winner. Lew McFarland (1931-2010), was accepted as a display item in the Aviation Museum of Kentucky on August 2, 2013. The museum is located at the Bluegrass Airport, Lexington, Kentucky.

"The Shark 45 was designed and flown by Lew McFarland to two Open Division victories at the National Championships (1961 and 1962), and he was awarded the Walker Trophy in 1961. In addition, he flew the Shark as a member of two USA World Championship teams (1964 and 1966). The plane has been kitted twice (1963 and 1998).

"Kenny Stevens restored the last Shark 45 to the original configuration and finished it in the traditional blue and gray color scheme used by Lew. The plane was nominated to the Aviation Museum of Kentucky by Wynn Paul in remembrance of Lew McFarland, who was an accomplished full-scale airplane pilot as well as an internationally known modeler. The Shark 45 will take its place among several full-scale, jet-age fighters, including an F-4 Phantom, an F-14 Tom Cat, an A-4 Skyhawk, a Cobra helicopter, a T-38, and several examples of civilian aircraft.

"The presentation was made by Mrs. Donna McFarland and son Russ to Gerry Van der Meer, the Executive Director of the Aviation Museum of Kentucky. Also in attendance at the presentation were Charles Reeves, Tom Dixon, and Wynn Paul. Charles was an early protégé of Lew and built several Sharks for competition, finishing second in the Nationals in 1966. The Shark will be suspended from a wall at the Museum along with a 12 x 15-inch plaque that has a complete biography of Lew McFarland and the Shark."

—Wynn Paul

Kaz Minato brought his second version Hellcat to the 2013 US AMA Nationals and returned home with the Concourse trophy, as voted upon by his fellow modelers at the Muncie event.



Dale Josephson flew at the US Nationals but also helped the Beginner event by serving as a critique person. Dale and Steve Smith took the time to suggest changes and offer helping assistance to each person who came off the Beginner circle to make them better for the next round. This was a help and had nothing to do with the actual assignment or tabulation of scores.



Richard Storick, father to Sparky, helped Robert Storick at the US Nats this summer.



Gathered for a "family portrait" are Roger Wildman, "Mel" McHenry, Mike McHenry, and Allen Goff.



Dennis Vander Kuur launching at the Nats on Advanced Finals day.



Gary Frost and Joe Thompson of the St. Louis Lafayette Esquadrielle have been helping Bradley Pittman learn how to fly at Buder Park in Fenton MO.



Here is another "family portrait." This time the subjects are Kenny Stevens, his son Chris, Wesley Eakin, and Eric Taylor.



Here's another shot of Bradley holding his Primary Force at Buder Park.



Paducah Kentucky's WKS Beginner winners were Mike Londke, Bryon Rahilly, Bill Gray, and Andrew Saunders.



The Basic Flight winners were Ben Mills, Steve Riebe, and Robert Bowser.



The Nostalgia 30 winners were Gerry Phelps, Tom Dixon, and John Simpson.



The Advanced winners were Steve Drake, Tom Morris, and James Mills.



The OTS winners were Dan McEntee, Michael Schmitt, and Jim Lee.



The Intermediate winners were Mike Riebe, Leroy Polk, and Ryan Taylor.



The winners in Profile were Dennis Vander Kuur, Tom Dixon, and Tom Morris.



Expert winners were Tom Dixon, Matt Neumann, and John Simpson.



The "Pretty Planes" at WKSJ belonged to Jim Lee-OTS, Mark Hughes-PAMPA Pilot's Choice, Matt Neumann-Best Warbird, and Gerry Phelps-Nostalgia 30.



Tom Dixon displays his Bob Elliot Black Tiger.



Steve Drake is shown here with his electric ARF Top Flite Nobler at the Lexington KY contest.



Charles Reeves took first in OTS at Lexington and was awarded a Golden Horse Shoe from Secretariat for his pretty Big Job OTS model.



Eric Taylor is caught with his Tom Morris electric Cavalier at the Lexington KY venue.



Charlie also took second in Classic and was awarded the Golden Horse Shoe for his Shark 45 at the Lexington contest.



The Lew McFarland Shark 45 is accepted as a display item at the Aviation Museum of Kentucky. In attendance at the presentation were (L to R) Wynn Paul, Tom Dixon, Russ McFarland, Gerry Van der Meer, Mrs. Donna McFarland, Kenny Stevens, and Charles Reeves.

District VII

by Bob McDonald

Hello, everybody. It's time again for stuff from District VII. This time we have some info from the Michigan Stunt Championships in Westland, Michigan, held at the Signal Seekers Field. The event was held on August 17 and 18 and was held as part of the AMA's National Model Aviation Day, which was connected with the Wounded Warriors project.

At the event director's (Curt Nixon's) and the club's board of directors' suggestion, all proceeds from the event were donated to the Wounded Warriors Project through the AMA. The AMA then matched that donation. The event raised between \$400 and \$500.



A shot of some of the crowd at the Michigan Stunt Championships. At right in the foreground is Vince Bodde (he seems to be everywhere these days...). To the left are Randy Ryan (Assistant Event Director), Dennis, and Big Art Adamisin (hidden behind Dennis). Most important here is the young man in uniform in center frame. That's Zak Nixon (Curt's son), now with the National Guard. Zak is talking with Dick Kirk, whose son is a retired Navy Seal. We thank them for their service. Frank Carlisle photo.



Here's the pit line on Classic Stunt day at the Michigan Stunt Championships. You can see Randy Ryan's Colossus, my USA 1, and Jay Williams' Oriental. Carlisle photo.

The contest was again blessed with great weather, except for some turbulence from the treeline east of the field. The judges for Saturday were Gary Lutz and me for Old Time and Profile, and Gary and Curt Nixon for Classic. I won Classic (had to put that in). The rest of the results will show up in the Contest Report section of *Stunt News* at some point, so I will not include them here.

On Sunday we had the PAMPA classes and the judges were

Iowa, Michigan, Minnesota,
Wisconsin

Curt Nixon and me. We were happy to have a visit from our Canadian friends, Konstantin Bajaikine and Peter Hanson, who were first and second in Expert.



Here's Randy Ryan's Colossus. This is an old model that is newly refinished. He did a great job. Carlisle photo



Dennis Adamisin's interesting profile Typhoon. Based on his old Typhoon from around 1969, this one has electric power, but the battery is contained in the intake scoop under the motor. The installation cleans up the electrical system problems for most profiles considerably.

That's all I have for now. Fly stunt, and please send me stuff for the column. Until next issue. **SN**

—Bob McDonald

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Arkansas, Louisiana, New Mexico, Oklahoma, Texas

District VIII

by Doug Moon

Hello, District VIII. I hope all is going well. I am sure there are many building projects under way as you read this. Let us know what you have going, and also please send in information about any upcoming events in the spring.

As of this writing (in mid-September), the back half of the contest season is once again passing by and giving way to fall. A needed break from the heat is welcomed by many, I am sure.

We had a local contest over Labor Day weekend, and the USA F2B team selection contest was held in Muncie, Indiana, over this same weekend.

The DMAA Labor Day weekend contest was held on Saturday, August 31 through Sunday, September 1. I was thinking the participation might be a little low, as I knew some of the fliers from our district had made the trek to Muncie, Indiana, to compete for a chance to represent the USA at the 2015 World Championships.

On top of that, our forecast was sunny and hot, with a chance of hotter! Well, I was pleasantly surprised to find our district has stunt fever, and they came out to show it. The Profile stunt event had sixteen entries alone: Frank Simpson, Richard Straight, John Bender, Gaylord Elling, Gregg Elling, Dale McCord, Stephen Jeansonne, Dave Ek, Mark Allen, Bruce Cunningham, Dan Cranfill, Andy Stokey, Tom Hamblet, Dale Gleason, Norm Faith, and Jason Greer.



Jason Greer gets ready to launch Norm Faith's aircraft. Niebuhr photo.



Gregg Elling. Kocher photo.



The pits for Profile Stunt. Niebuhr photo.



Gaylord Elling and his Shark. Niebuhr photo.



Steve Jeansone launches for Dave Ek. Niebuhr photo.

OTS and Classic saw these same guys and a few more: Steve Wolf, Bob Lipscomb, Joe Bowman, and junior entrant, Sepeid Goudarzi. (Some of you probably know his uncle Sina.) Saturday was a jam-packed day, and the last flights didn't end until after 7 p.m. It was long hot day and many officials were put in the books.

Sunday was no different. The same fliers from Saturday, plus Mike Greb, Bob Redmon, and Bruce Shipp, made for a really large field. PAMPA Intermediate, Advanced, and Expert were flown. Frank Simpson took top honors over a 2nd place Mark Allen and 3rd place Bruce Cunningham in Intermediate.

John Bender was first over second-place Norm Faith and third--place Andy Stokey in Advanced. Over in Expert Doug Moon won over Steve Moon by just 2.5 points, and Jason Greer came in 3rd place. Along the way we had some really good grub! There is always a nice spread at the DMAA contests. Thanks to all the cooks who feed us so well.

The raffle was chock full of cool stuff, including kits, engines, plans, tools, and other "stuff." I ended up with a really cool little biplane glider and a Ballerina III kit. Steve Moon won a Fox engine of some sort and gave it to the junior entry Sepeid for future use. This little guy is eager to learn and is flying well.

Right: Tom Farmer runs the pilots' meeting. Niebuhr photo.

Below: Gaylord Elling's Caudron. Niebuhr photo.



Launch! Niebuhr photo.



Bruce Shipp. Kocher photo.



Steve Moon launches for Gaylord Elling. Kocher photo.

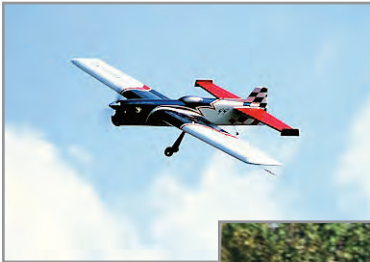
Inset: Jason Greer. Kocher photo.

Below: Steve Kocher launches for Steve Moon. Kocher photo.





Sharing a laugh, Doug Moon signals Steve Moon. Kocher photo.



Left: The Riff Raff. Kocher photo.

Below: Doris Farmer and Fred Kocher watch Dale Gleason's Impact. Kocher photo.

Below: Dale Gleason wins again! Kocher photo.



This contest also marks the end of the "points" season here in District VIII. Last year it was Don Cranfill who gained the most points throughout the season, as he marked off win after win in Advanced. As tradition goes, it was now his turn to hand over the Eagle Trophy to the next recipient.

This year's winner was Dale Gleason. Dale and Linda loaded up the Suburban and traveled all

over our district and garnered enough points to win it, again! Way

to go, Dale! Dale's flying has really improved over the past two seasons. He was a Top 20-pilot at the 2013 Nats, as well. District VIII is big; one of the Gleason's Suburbans has over 440,000 miles on it! Congratulations, Dale, and keep on truckin'.

A "big whopping thanks" goes out to all the tireless and the tired workers at our contests. Judges, tabulators, runners, those who set it all up and tore it all down, cooks, raffle workers, photographers, and whoever else lent a helping hand.

I would like to say thanks to Phil Dunlap. Phil is always at our contests helping out in whatever fashion he can. He has been a part of the CL scene in Dallas for as long as I can remember and he is always helping on contest day, yet I have never seen him fly one time in all the years I have been in attendance. He is always there helping out and making the wheels go around. Thanks, Phil.

F2B Time!

On Labor Day weekend the USA Team Selection Contest was held in Muncie, Indiana. District VIII was well represented at this contest. Joe Gilbert, Frank McMillan, Mike Scott, and Richard Oliver made the trip as competitors. Bob Gieseke and his daughter Christie also made the trip. Bob served as a judge this year, and his daughter was his scribe/wingman for the trip up. F2B staple Gary McClellan was also there with a clipboard in his hand. Word on the street is that Orestes Hernandez and his electrified Shark was the man to beat. Well, no one beat him.

After it was all said and done, the team for the 2015 World Championships is Orestes Hernandez, Howard Rush, and Kenny Stevens. This will not be the first time for Orestes. We all know he has been there before and is knocking on the door for top honors. I am sure he will be crowned one day; hopefully, next year is his year!

This won't be Howard's first time on a World Championships team, either. He has past experience as a WC F4B (FAI Combat) participant. This will be his first time in F2B. Way to go, Howard!

This will be Kenny's first time on the world stage, and I am certain he and the other two will represent us all very well on and off of the circle. Congratulations, Kenny!

The District VIII fliers finished out as follows: Richard Oliver, fourth place and First Alternate; Joe Gilbert, fifth place and Second Alternate; Frank McMillan, eighth place; and Mike Scott, eleventh place. Congratulations to all the competitors on your accomplishments.

I was not able to attend, but I was able to follow the contest closely due to Dave Tribble's on-site reporting on Stunthangar.com. You can read the blow-by-blow and check out the pictures at www.stunthangar.com. Search US FAI Team Trials Coverage. Thanks, Dave!

That's all I have for now. Please send me any information and/or pictures you have about your projects or upcoming events. Thanks. *SN*

—Doug Moon



Sunday's participants. Niebuhr photo.

District IX

by Jack Pitcher

This is proving to be a difficult column to write, not because of writers block or lack of material, but because of lack of electrical power. At this writing in mid-September, we've had a week of steady rain along the Colorado Front Range and heavy rain over the mountains to the west. All that water has come roaring down out of the mountains and rapidly pushed all of the local rivers well over their banks.

Flood waters have pushed up into my neighborhood to within a couple of blocks of the house. The electrical vaults and transformers that supply our neighborhood are now submerged. The main transformer that feeds us literally exploded a couple of days ago. We've had some short periods of power over the last several days, but it's been mostly dark and quiet.

It's startling how the technological capabilities we've come to use and take for granted in our modern society can so abruptly disappear when the power goes out. Even something as fundamental as the morning coffee pot or an operating refrigerator can suddenly seem quite a luxury. I feel a sense of urgency to get something of a column completed while the lights are on.

Red River Valley Championships

The F-M Skylarks of Fargo, North Dakota, and Moorhead, Minnesota, held their 57th Annual Control Line Contest on July 27 and 28 at their control line field in Trefoil Park in Fargo. This contest features a variety of control line events with Stunt events for Classic and Precision Aerobatics for Beginner and Advanced classes.

I must confess that until I saw the contest listing in Howard Rush's Contest Calendar in *SN*, I had no idea that there was any stunt activity in North Dakota. I made an email inquiry to contest CD Paul Kegel and was then connected with Jim Varno, ED for Stunt at Fargo. In response I've received a report and a couple of pictures from Jim. Here's Jim's report:

"I am attaching our August newsletter and two pictures of our flying field. This year (our 57th yearly contest) we had thirty-eight flying and four non-flying contestants. The news letter has all the results for all of our twelve events. This year was a memorial to Mike Olson, who passed away this last year due to a long battle with pancreatic cancer. Mike was a charter member of the F-M Skylarks. He and his family were and are known well by their competition all over the USA and Canada. Our club has also purchased an AMA brick in memory of Mike.

"At our contest we always have a great deal of prizes, usually a plane for each of the events (this year it was a SV11 and trophies for stunt), plus many other prizes and a free meal on Saturday evening. The large prizes are given by a drawing of the persons entered in the event. Stunt is scored by a combination of the scores of two flights on Saturday and the top fliers' fly-off on Sunday (combination of two scores, also).

"We have other fun events, such as special slow rat race (airtime only with two pits in 10 minutes) having three persons flying in the circle at a time. Having three circles, there is time for practice flying, and each practice flight is entered into a drawing for prizes (practice flying starts on Friday a.m.) We also have free camping, bike and walking trails along the river, and excellent fishing on the Red River 50 yards from the field.

"The Fargo Parks District sponsors our field and does all the upkeep. I have traveled the country and have not found a better place to fly, and, to date, mufflers are not required. It is a joy to

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

have Fargo promote modeling and other healthy family activities (they also have picnic areas and grills in the park for us).

"Our club exists to promote control line modeling, and all are welcome to use our field (in the winter we have a mall show for all modeling). It is our hope we can increase our contest participation through PAMPA. Thanks for your interest."

—Jim Varno

Here are some additional comments from CD Paul Kegel via email before and after the event.

"Our club, the F-M Skylarks Inc., is located right on the border of District VII and District IX. The only thing separating the states North Dakota and Minnesota is the Red River, which is located on three sides of our field. We are on the District IX side. Our site has one grass circle and two 25-foot wide asphalt donuts. One is designed for up to 60-foot-long lines and the other for up to 70-foot lines.

"It was a very successful event with 38 registered pilots. Most of us are just getting back to normal after all the work that went into the event. We had contestants from North Dakota, Minnesota, Wisconsin, Illinois, Nebraska, Kansas, Oklahoma, and Manitoba, Canada."

I would also add that Paul operates Paul's Model Supply in Fargo. When you're in town be sure to stop in. For those of you who like to wander the country and attend stunt contests far and wide, you can add Fargo to your bucket list.



Here's a view of the F-M Skylarks Home Field in Trefoil Park with some of the members fronting the sign. Wow, does that look inviting! Jim Varno photo.



Another view of the Skylarks' field in a beautiful park-like setting. I'm envious. Varno photo.

Rocky Mountain Control Line Championships

The 37th edition of the Rocky Mountain Aeromodelers annual control line contest was held over Labor Day weekend at Front Range Airport in Watkins, Colorado, just east of Denver. The site is located on Front Range Airport's East Ramp. It features a large, smooth area of asphalt with room for five circles side-by-side, including a netted circle for the Speed events. A variety of control line events are flown with two circles allotted for Stunt, so a practice and an official circle are continuously available throughout the contest.

The Rocky Mountain Aeromodelers were assisted by members of the newly formed Colorado Control Line Aerobatics Club in the administration of the Stunt events. Linda Brainard and Jerry Higgins were Co-EDs for Stunt with RMA's Jerry Chambers serving as Pit Boss. Events were flown for OTS, Classic, all four PAMPA classes, and Profile.

Entry was somewhat light again this year with a total of eight fliers participating in multiple events. There were no PAMPA Intermediate entries, but we did have a single Beginner entry with young Kaige Jones completing both of his Beginner flights with his OS .40 FP-powered Banshee. Kaige is not a beginner to control line, having competed in racing events for several years, but this was his first entry as a stunt pilot.

The light entry did allow us to finish up by early afternoon each day in an attempt to avoid the worst of the typical afternoon winds. Saturday's temperatures were in the 90s with light winds in the morning increasing to brisk after noon. Sunday morning was overcast and cool with very light wind and thicker air—a welcome change. Jerry Chambers was heard to exclaim, "We never get weather like this at this contest."

The clouds broke by about noon and the wind returned with a vengeance. The Profile fliers were forced to fly in some pretty stiff winds. Both afternoons presented some difficult conditions, but there were no crashes or damage in any of the events for the weekend.

Our only "out-of-town" entry was Norm Whittle, who was returning from a bit of a Stunt hiatus and flying his electric-powered Sultan as if he'd been practicing all year. Norm easily took the Expert Class with some nice crisp flying.

We're working on trying to improve and expand the Stunt events at this contest with the hope of attracting more out-of-town contestants. This is a really nice flying site with smooth surfaces and open surroundings for minimum turbulence. You can fly your best ships with confidence at this site. Put this one on your calendar and come join us and help make this a "destination" contest. Full contest results should appear in Howard Rush's Contest Results section of *SN*.



Here's Jerry Chambers with his Classic entry, a Fox .35-powered Still Stuka. Jack Pitcher photo.



Jerry Higgins launching Keith McMahan's OTS Humongus, OS .46 LA-powered. Pitcher photo.



Keith McMahan is ready to release Mark Gerber's Palmer Hurricane on a Classic flight. The Hurricane has a ST .46 aboard. This also shows a good view of this expansive flying site. Pitcher photo.



Here's Mark debriefing after another successful Hurricane mission. Pitcher photo.



Keith McMahan's Classic entry is a Gladiator with a Magnum .36 for power.



Jack Pitcher's Classic entry is a well-traveled, Don McClave-built Oriental. Originally it was Fox .35-powered but now has an AeroTiger .36 installed. Much better at these altitudes. Pitcher photo.



Linda Brainard and Jerry Higgins pulling judge duty for Classic flights. Pitcher photo.



Here's a view of the flightline during Sunday's action. Rich Jones kneeling prepping his son Kaige's Banshee for a Beginner flight. Kaige is just out of sight behind Dad. Pitcher photo.



Chris Brainard's Classic entry is one of his three Caprices. This one is EVO .36-powered with some of the head fins machined away to reduce weight. Chris also has his custom-made muffler installed. This is a great-running engine with that stunt grunt sound we've all come to love. Pitcher photo.



This is Keith McMahan's PAMPA Expert entry, his Katera powered by an ST .51. Pitcher photo.



This is Chris Brainard's Dixon Kairos with a Magnum .53 for power. This airplane is based around the Time Machine wing, and the thick airfoil really performs well at our high altitudes. Pitcher photo.



Here's Jerry Chambers with his Tutor II for Profile. OS .46 LA power. Jerry shortened the tail about two inches for easier balance. Pitcher photo.



Norm Whittle brought his electric-powered Sultan. It's equipped with a Scorpion 3026-710 motor running on a 5S 2700 mAh LiPo. Norm flew some nice crisp patterns in the thin air and easily won the Expert Class. Pitcher photo.



Chris Brainard is ready to start the OS .46 LA on his profile Cardinal with Jerry Chambers providing the launch. Pitcher photo.



Jerry Higgins is trying to get Chris Brainard's attention for the start on his Tutor II Profile entry. This one has a T&L ST .46 installed. Mark Gerber assisting. Pitcher photo.

With that, my in-box is empty again. There may be a few contests left this fall and building season should be getting underway about now, so send pictures and reports on what you're doing. *SN*

—Jack

District X

by Jim Hoffman

Arizona, California, Guam, Hawaii,
Nevada, Utah

Tom McClain's B-26 Marauder Bomber: In August of 2013, I flew in Avondale, Arizona, with Tom McClain. Tom brought out and flew his most impressive B-26 Marauder Bomber stunter. This model is based on an RC model designed and built by Joe D'Amico in 1967 in New Jersey.

Tom has built three of these over the years, the first being RC and the final two control line. His first RC version was completed in 1976. It did not last long and crashed at Luke AFB in 1977. The second one was built in 2005 and flown at both VSC 2006 and 2007. It now resides in the Glen Martin Museum at Martin State Airport in Maryland. The third one in the photos was finished in the spring of 2013.



Above: Tom McClain's third B-26 bomber takes to the air in Avondale AZ, outside of Phoenix.

Right: Tom McClain's second B-26 bomber performs a wingover. Will Hubin photo.



Left: Tom McClain takes a rest between B-26 trim flights.



Removable gun turret on the B-26.

This 74-inch span model weighs approximately seven pounds, five ounces (or 117 ounces). It has a wing area of 800 square inches and is 63 inches in length. It is powered by a pair of Randy Smith Merlin PA 40 Lites with carbon fiber props. The motors are fully cowled and feature scale bifurcated muffler/exhaust systems.

The model is fully take-apart, including the rudder/fin, wing and the stab/elevator. The various turrets are removable and held in with snug fits and rare earth magnets.

It's of all-balsa construction, using some plywood in the appropriate high-load locations, and features carbon fiber reinforced wing spars. The finish is Randolph dope. The B-26 is a most impressive project on the ground and in the air.

ARF-OFF

Jim Aron sent in this report from the Second ARF-OFF that he originated and runs in the San Francisco Bay area. This event requires that everybody, of course, fly an ARF.

The ARF-OFF photos that I saw had lots of smiling faces. The trophies presented used a Spam can as their base and will surely be prominently displayed in many homes for years to come.

"Another two years, another ARF-OFF. The big story is that the three-time reigning champion, 'Unknown Pilot #2' (Brett Buck), has been dethroned by 'I refuse to admit I even attended Pilot #1' (Dave Fitzgerald), and it weren't close, Bunky. The weather was grand, however, and I believe it was all sort of worth the bother.

"Saturday was the clinic that comes with the price of admission. This year it was an all-day session featuring hands on coaching by Brett Buck, Dave Fitzgerald, and Ted Fancher. For those who don't regularly get a chance to work with these guys, it was an eye opener and I fully expect to see some better flying as a result."



Above: ARF-OFF crew stop for a minute to take a group shot. Heman Lee photo.



Left: Brett Buck proudly displays his Spam-based award at the ARF-OFF. Lee photo.

Below: Ray Firkins' electric-powered Primary Force ARF. Lee photo.



Dave Simon's Green Box Nobler.

Sir Dale Kirn Knights Joust 2013 at Whittier Narrows

I received the following report from John Wright:

"The 2013 Knights Joust is downstream now. We had a lighter turnout of contestants than previous years, perhaps because of the economy, gas prices, or the change of date. In previous years the Sir Dale Kirn Knights Joust was held in early June, a little over a month after the Palmer and a week after the Northwest Regionals.

"Since the Valley Circle Burners had dropped their Hot August Meet, we thought this might fill the void between July and September. As it turned out, the weather cooperated and balmy sunny skies and light winds prevailed.

"Although the turnout was light (32 contestants), those contestants who signed up to fly entered multiple events. A bright spot was the number of new judges and staffers who helped out. Hulan Mathies and Al Shorey judged Beginner stunt with Hulan being a rookie judge. Another rookie, Mike Alurac, our new president, was the event director for the 75 mph Combat event. He hopes to add Tee Dee ½A combat next year to give further accolades to the late Dale Kirn.

"Over at scale, veteran ED Tom Collier ran registration and coached Tom Laird and Paul Wescott in scale judging. Warren Walker coached our past president Don Repp in pit bossing (aka, herding cats).

"Although Carrier had a small number of contestants, those who came entered multiple events, and the carrier deck was kept busy most of the day, thanks to ED Ron Duly.

"I want to give recognition to those folks who did double duty, judging and helping both Saturday and Sunday: Joel Chesler (Stunt ED and Assistant CD), Eric Rule (Stunt Judge), Sharon Shorey (Tabulation), Treavor Shorey (Runner), Larry Renger (Stunt Judge and Torquette ED), Mike Jones (helped everywhere), Mike Costner (Master Chili Burger Chef), and John Wright (CD), although I'm sure there were others. Dale Kirn's son Joe came out Sunday to assist with the award presentations. Big thanks to our two hosts, Warren Walker (Saturday) and Joel Chesler (Sunday).

"Contest results are presented elsewhere, so I won't repeat them here, but I want all who read this to mark their calendars for next year's Sir Dale Kirn Knights Joust." **SN**

—John Wright

Right: Dave Fitzgerald hides his face as he displays his Spam trophy at the ARF-OFF. Lee photo.

"To quote Bruce Perry of Edmonton: 'Stunt. It ain't life or death. It's much more important than that!'"

Dave Simon's Green Box Nobler

Dave Simon of Long Beach, California, and I were recently introduced to each other professionally because a mutual business associate knew we both flew control line stunt. Dave shared with me a photo of his very nicely built green box Nobler. It was built partly from an RSM kit and partly from scratch. It is powered with an OS LA .40, but Dave is contemplating upping the power to a .46. Dave flies at Sepulveda Basin and hopes to get his kids interested, as well.



District XI

by Mike Haverly

Let's fly some stunt! All of us have used this phrase or some form of it many times. To be proficient at almost anything, it needs to be repeated over and over until it is automatic. When asked how to get to a world class level, Paul Walker will tell you that you have to build a competitive airplane, trim it correctly, and practice over and over and over...

This past year I've been witness to the fact that this works! Rarely did a week go by that I didn't have a phone call that started out with those words, "Let's fly some stunt!" Caller ID indicated that it was Howard Rush, and when he starts with these four words he is intent on doing exactly that. Howard lives nearly 22 traffic-infested miles from our flying sight; about four miles for me. I didn't go with him every time, but his dedication to the regimen is evidenced by the fact he is now part of the US Team. Congratulations to him, Kenny Stevens, and Orestes Hernandez. We are well covered.

Computer problems preempted my last report, and a lot has happened over the summer. I'll only cover some highlights.

The Northwest Regionals took place on its traditional weekend. Results have been posted. It was windy! Most of us on the Expert circle passed on our second-round flight except for a few. Paul W., ever the competitor, put up a flight trying to pull off a miracle come-from-behind win over David F. The turbulence got the best of him and he settled for a close second.

Alaska, Idaho, Montana, Oregon, Washington

After we all were congratulating ourselves for having the good sense to pass, I noticed over on the Intermediate circle they were still going at it! They finished and I didn't see any crashes. Overall, it was a nice weekend and, of course, well-run by John Thompson and his crew.

Our local club, Northwest Skyraiders, hosted three contests: Stun-a-thon at Thun Field, the Dick Scobee Invitational at Auburn Municipal Airport, and R. F. Stevenson Memorial Raider Roundup at the same venue. As usual, please visit <http://flyinglines.org/> for a complete report.

News from The Prop Spinners of Eugene, Oregon, indicates that they are still in "limbo" as to the state of their flying sight at the airport. The main parking lot of the airport has been closed for resurfacing, and the usual flying area has been turned back into overflow parking. The club has been forced to drive to Salem or Roseburg, Oregon. Hopefully, this issue will be resolved in the near future so plans can be made for the 2014 Northwest Regionals.

The calendar indicates that we are into building next year's world-beater, so let's get busy. I know of some in the works around these parts, and hopefully, some signs of progress will be available for the next issue.

Please feel free to send pictures for publication. Meanwhile, "Let's fly some stunt!" **SN**



Appearance judging at the Northwest Regionals. Haverly photo.



Paul Walker in terrible conditions trying to improve his first round score. David Fitzgerald finished a single point ahead of him. Haverly photo.



Bob Parker and Gary Letsinger enjoying themselves. Bob is recovering from his second hip replacement. That is, the same hip! *That is not funny.* Haverly photo.



The lineup for Sunday's flying at The R.F. Stevenson Memorial Raider Roundup. The weather was beautiful with nearly perfect conditions. Haverly photo.



Rick Cochrun's Impact appears to be waiting for some dental work. He talked to me about converting to electric power, but he may have misunderstood. Actually, it is a four-stroke that flies quite well. Haverly photo.



Howard with his "Dog" awaiting the judge's attention. Chris Cox is the pit crew. Haverly photo.



Howard Rush puts in another nice flight, further proving he has graduated to the "Varsity Squad." His consistency has steadily improved over the past year. Haverly photo.

Vintage Stunt Championships XXVI

Five Days: March 18 – 22, 2014

Pre Registration Required.

VSC-XXVI (26) will be held at Christopher Columbus Park on Silverbell Rd., Tucson, Arizona between Grant and El Camino Del Cerro (See map).

VSC 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 (see map). Mention Vintage Stunt when making your reservation to get the room rate (\$72 plus 12% tax & \$2 city bed tax per night). Reservations must be made before February 17th, 2014. Rates increase for more than 2 people per room.

The Judges Meeting for all VSC judges will take place at the Riverpark Inn on Mon. Mar 17th, from 12 noon to 1PM.

Pilots meeting daily at 7:30 AM. Official flights start no later than 8:00AM.

Old Time Stunt (OTS), Ignition OTS and Ringmaster OTS will be held Tuesday & Wednesday, March 18 & 19, one round per day. OTS on asphalt circles, IGN & Ringmaster on grass. You may enter all three if you wish.

Classic & Super 70's will be held Thursday - Saturday March 20 thru 22; one round per day over three (3) days. The two highest scores will be added together for a final score and placing. The events will be run concurrently and the entries will be co-mingled on the circles. You may enter only one of the two events.

Classic & Super 70's Appearance judging will be held Wed. (Mar 19) starting promptly at **4:30PM at the Riverpark Inn** (See map).

ARF's, ARC's, purchased, or borrowed models can compete in Classic and Super 70's, but receive a zero (0) for appearance.

No more than two contestants can fly the same plane in the same event. Example: Contestant 'X' and contestant 'Y' can fly the same plane in Classic but no one else. This goes for OTS, OTS Ign, and Ringmaster as well.

Ignition OTS - will be held Tue. & Wed. (Mar 18 & 19) on grass. Pilots meeting promptly at 7:30 AM each day.

Ringmaster OTS will be held Tue & Wed. (Mar 18 & 19) on grass. S-1 Ringmaster required, no BOM. This new event will be held on a non interference OTS. You may enter OTS, IGN OTS, and Ringmaster OTS if you wish.

Exhibition – We invite you to fly or exhibit something COOL, interesting or representative of any early era of control line. Exhibition to be held immediately after OTS on Tue & Wed. No pre-entry or fee required. Just show up with a current AMA license and show us something cool.

VSC Banquet - Saturday evening Mar 22nd at the Riverpark Inn (See map). Cash Bar at 5:00PM and Dinner served at 6:30PM. This is a sit down dinner plus award presentations.

Entry Deadline: Friday March 7th, 2014. By this date and time we need to have received your entry. John Callentine's mailing address is on the Registration form below. Registration form is available for download at www.ccmaconline.org. Our policy is to return your entry fees if you have registered and cannot attend.

Shipping – contact us if you need assistance shipping models to VSC.

The Banquet sign-up is held open until after the start of VSC (the 19th). If you want to attend the banquet and have not signed-up, check with John Callentine at the flying site by **8 AM, Wed. March 19th**. Refunds for the banquet are handled by John Callentine **and cannot be made after 8 AM, Wed. March 19th**.

The Banquet fee is \$29.50 per Person - you choose what meal you want in line. The menu choices are:

Steak Italiano – beef and peppers, onions, mushrooms in a burgundy wine sauce with side of pasta.

Chicken Parmesan – with penne pasta

Vegetable Lasagna

Included: Garlic bread, fresh long green beans, and squash medley.

Desert: Cheesecake

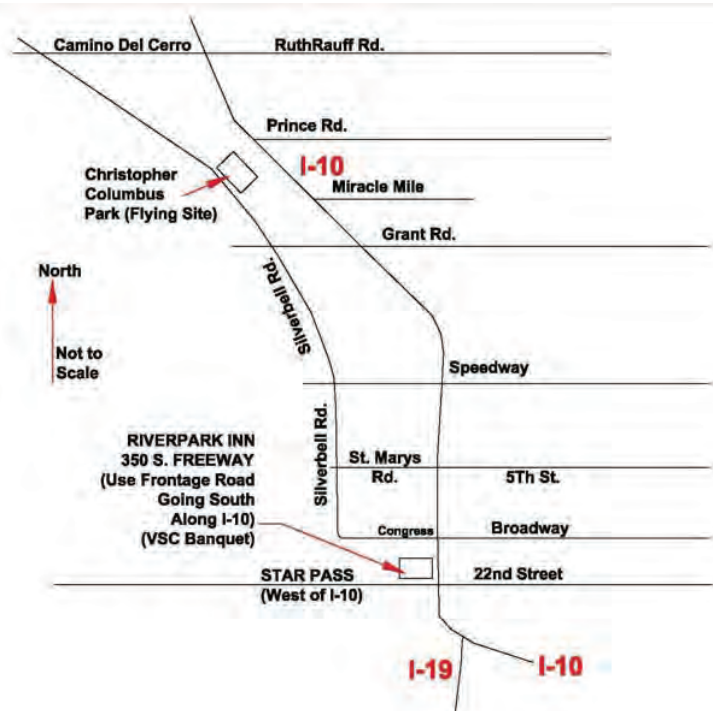
Entry fee is \$20 per event – Please include address, AMA number, events entered, banquet attendance, and signature (required). If you have an email address, please list it so that John Callentine can send conformation that he has received your entry.

CD: Jim Hoffman:
2658 W. Montgomery Drive
Chandler, Az. 853224
Home 480-897-0630
Cell: 480-329-3316
Email: windswept4@cox.net

Riverpark Inn
I-10 at 22nd Street
Ph: 520-239-2300

Assistant CD: Leroy Black
25526 W. Rio Vista Lane
Buckeye, AZ 85326
Home: 623-327-9227
Cell: 623-326-4110
Email: Lindyle1@yahoo.com

John Callentine
5625 W. Owl Ridge Rd
Tucson, Az. 85745
Home: 520-743-7835
Cell: 520-631-5420
Email: Johncallentine@Gmail.com



ENTRY FORM IS ON PAGE 2

REGISTRATION AND PAYMENT: VSC-XXVI (26) March 18 –22, 2014 (Five Days)

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. 18 th – Wed. 19 th)
IGN OTS @ \$20.00	_____	(Tues. 18 th – Wed. 19 th)
OTS Ringmaster @ \$20.00	_____	(Tues. 18 th – Wed. 19 th)
Classic @ \$20.00	_____	(Thru. 20 th – Sat. 22 nd)
Super 70s @ \$20.00	_____	(Thru. 20 th – Sat. 22 nd)

ARF's, ARC's, purchased or borrowed models are allowed in all events, but, models entered in Classic or Super 70s receive a zero (0) for appearance points. No more than two contestants can fly the same plane in the same event. Example: Contestant 'X' and contestant 'Y' can fly the same plane in Classic but no one else. This goes for OTS, OTS Ign, and Ringmaster as well. For details refer to the Cholla Chopper web site; www.ccmaonline.org

BANQUET _____ @ \$29.50 _____ (Sat Night March 22^h)

Please provide names of attendees: _____

Entry must be received no later than Friday March 7, 2014
Make Checks Payable to John Callentine (Email Johncallentine@gmail.com)
Mail to: John Callentine, 5625 W. Owl Ridge Rd., Tucson, AZ 85745

VSC 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 (see map). Mention Vintage Stunt when making your reservation to get the room rate (\$72 plus 12% tax & \$2 city bed tax per night). Reservations must be made before February 17th, 2014. Rates increase for more than 2 people per room.

Rules & Flyer – All are posted on the Cholla Chopper web site: www.ccmaonline.org. All rules can be printed or downloaded. We use PAMPA OTS rules. If you do not have internet access, please call & we will send by snail mail.

PAMPA OTS / OTS IGN / OTS Ringmaster - will run concurrently Tue & Wed (Mar 18 & 19).

- OTS will be run on two paved circles.
- OTS IGN / OTS Ringmaster will be run on two separate grass circles
- OTS flight order will always supersede the flight order of the other two events.

Classic/Super 70s competition will run concurrently Thu, Fri, Sat (Mar 20, 21, 22).

- Three rounds, one round each day using all three asphalt circles.
- Two highest scores will be added together for the final score & placing.
- 25 pattern points will be included in the scoring per the 2011 – 2012 AMA Precision Aerobatics rules
- Appearance judging at Riverpark Inn Wed Mar 20, 4:30 PM
- We will try to post the flight order at the Riverpark Inn during appearance judging.

Builder of the Model (BOM)

- BOM rule, as it applies to VSC is posted on the Cholla Chopper Web Site
- OTS/OTS IGN-current PAMPA rules BOM not req'd, self built model gets a 5 point bonus. No flap bonus is 5 pts.
- Ringmaster OTS - no BOM rule & no bonus for self built models. S-1 Ringmaster is required.
- Classic & S/70 – No BOM. Zero (0) for appearance if the contestant did not build the airplane

Circle usage Tue & Wed (Mar 18 & 19)

- Grass circles - OTS airplanes have priority over Classic and S/70 for practice until 10 AM.
- Grass circles open to all practice following completion of the competition events.
- Asphalt circle (#1) not used for OTS competition – Classic/S70 airplanes have priority for practice until 10 AM

Dinner & Awards Banquet - Sat. evening Mar 22nd at the Riverpark Inn. Cash bar at 5:00 PM; Dinner 6:30 PM.

Contests

Contest Calendar

For up-to-date listings see the PAMPA website: www.control-line.org. See also the AMA website:

modelaircraft.org/events/calendar.aspx. Be sure to confirm with the CD before going to a contest. Please submit new listings and contest results to Howard Rush, hmrush@comcast.net. Submit contest ads to Gene Martine, gmflying@bellsouth.net.

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

2014 Contests:

February 23

Ice-O-Lated CL Contest

Buder Park, Valley Park, MO

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

Basic Flight*, Profile*,

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Fred Cronenwett, clscale@rocketmail.com

March 18-22

Vintage Stunt Championships

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

Classic, Old Time, Ignition Old Time, Super 70s*,

Ringmaster Old Time.

Entry deadline: March 7, 2014

CD: Jim Hoffman, 2658 W Montgomery Dr, Chandler, AZ 85224,

(480) 897-0630, windswept4@cox.net

www.ccmaconline.org

US Nationals

July 14-19

Stunt ED: Bob McDonald, 28746 Westfield St, Livonia, MI 48150,

(734) 421-0429, bobsp47@sbcglobal.net

T&L SPECIALTIES CATALOG, Free shipping to PAMPA members

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

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

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

Super Tigre G21/.40&.46 Rework includes: 1. Re-hone cylinder, 2. Install a hardened piston ring, 3. Upgrade bearings, 4. Install a conventional type Stunt venturi, 5. I make several internal Stunt mods. These motors are very powerful, and have lots of torque, and an excellent 2-4 break! If you supply the motor, it is \$95. If I supply motor = \$225.

O.S. .35-S Rework includes: 1. Deburr the factory port burrs, with a rubber tip Dremel tool, 2. Then I send the piston out to be heat-treated, (which also expands it slightly), 3. Then I hand-lap the piston to the cylinder, using a very mild lapping compound. 4. I make internal mods, and then I install a custom made stunt venturi, 5. I install allen screws. These motors will 1-flip start, every time! If you supply a NEW motor, the cost is \$95. If I supply the motor = \$135.

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

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

Phone: 626-964-5724, Address: Tom Lay, 1441 Paso Real Ave. #82, Rowland Heights, CA 91748

Contest Results

GSCB June Stunt Meet Part Two

June 30, 2013, Lincoln Park NJ

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

Expert

1	Bud Wieder	546
2	Mike Cooper	455

Advanced

1	Ryan Barry	469
2	George Waters	458.5
3	Frank Imbriaco	437.5
4	Ed Barry	436
5	Bernie Suhamski	429
6	Bob Krug	381.5

Intermediate

1	Ron Testa	448
2	Ken Dawson	411.5

Beginner

1	Jen Fedorick	178.5
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CD: Ed Barry

Mike Olson Memorial Control Line Contest

57th Annual Red River Valley Championships

July 27-28, 2013, Fargo ND

Results from Aimee Bagley

Advanced

1	Glenn Peterson	948
2	George Muellerleile	941
3	Scott Molck	689.5
4	Bob Baldus	658

Beginner

1	Darcy Niebeling	458
2	Wesley Samuel	395
3	Mick Shogren	280
4	Scott Woodham	172

Classic

1	Bob Baldus	982
2	Jim Jorgensen	949
3	Scott Molck	870

CD: Paul Kegel

Scores are sums of two rounds.

Lew McFarland Bluegrass Stunt Championships

August 3, 2013, Lexington KY

Results from Wynn Paul, CD

Expert

Judges: Kenny Stevens, Chris Stevens

1	Eric Taylor	520.5	Katana	PA .61
2	Tom Dixon	509.5	Dixon Cardinal	Double Star .61 RE
3	Wes Eakin	500	Legacy	PA .61
4	Bruce Reynolds	488.5	VoltAire	Electric
5	Charles Reeves	481	Humbler (Shark)	PA .51

Advanced

Judges: Ed Robbert, Kenny Stevens

1	Steve Drake	460.5	Pathfinder	Electric
2	Mike Stinson	391	Vector	OS .46LA

Classic

Judges: Kenny Stevens, Chris Stevens

1	Tom Dixon	513.5	Brock Nobler	Double Star .40 BB
2	Charles Reeves	503.5	Humbler (Shark)	PA .51
3	Eric Taylor	491.5	Cavalier (profile)	Electric
4	Wes Eakin	479.5	Chief	OS .40FP
5	Steve Drake	455.5	Nobler (ARF)	Electric

Old Time

Judges: Ed Robbert, Kenny Stevens

1	Charles Reeves	265	Big Job	Fox .59
2	Tom Dixon	251	Black Tiger P-40	Double Star .40 CL
3	Wes Eakin	230	Super Clown	OS .25

Best Appearing Old Time Stunt Plane: Charles Reeves, Big Job

Concours D'Elegance: Charles Reeves, Humbler

Middlesex Modelers Stunt Contest

August 4, 2013, Middlesex NJ

Results from Jim Vigani, CD

Expert

1	Bud Wieder	555
2	Rich Giacobone	521

Advanced

1	Ed Barry	491.5
2	Ryan Barry	490
3	Frank Imbriaco	485.5

Intermediate:

1	Tom Schaffer	513
2	Jim Vigani	477
3	John Ross	441

Beginner

1	Paul Gentile	190
2	Jim Ribar	186

Jim Ribar was 1961 Open Nats combat champion. Frank Imbriaco was 1969 Senior Nats combat champion.

Jim Coll Memorial Stunt Contest

August 10-11, 2013, Hurlock MD

Results from Tom Taylor

Expert

1	Mike Palko	588
2	Dan Banjock	567
3	Steve Fitton	553.5
4	Tim Stagg	549.5
5	John Saunders	545.5
6	Joe Adamusko	524.5
7	Scott Richlen	523
8	Lou Ruger	489.5

Advanced

1	Price Reese	553
2	Al Reed	551.5
3	Alan Buck	541.5
4	Rick Wetzel	539.5
5	Artie Jessup	527
6	Brad Smith	526.5
7	John Tate	524
8	John Lindberg	522.5
9	Ken Armish	516.5
10	Bob Krug	507
11	Vincent Judd	501.5
12	Bernie Suhamski	466

Intermediate

1	Gerry Glier	452
2	Jack Rosemere	450
3	Stephen Dinerman	415
4	Tom Taylor	410
5	Kenneth Dawson	392.5

Beginner

1	Jennifer Fedorick	206
2	Eli Cortez	136.5

Old Time

1	John Saunders	281
2	Tim Stagg	279.25
3	Phil Spillman	269.5
4	Bernie Suhamski	254.75
5	Rick Wetzel	245.75
6	Price Reese	237.75
7	Brad Smith	227.5

Profile Expert

1	Scott Richlen	504.5
2	Tim Stagg	502
3	Phil Spillman	492
4	Dick Houser	480.5
5	John Saunders	431

Profile Advanced

1	John Lindberg	493
2	George Waters	487.5
3	Price Reese	483
4	John Tate	478.5
5	Brad Smith	466.5
6	Rick Wetzel	460
7	Alan Buck	459
8	Bernie Suhamski	456.5
9	Artie Jessup	447
10	Jerry Raimo	364.5

Profile Intermediate

1	Jack Rosemere	415
2	Tom Taylor	405.5
3	Dave Reichard	401.5
4	Kenneth Dawson	398
5	Gerry Glier	391
6	John Murphy	387

Profile Beginner

1	Jennifer Fedorick	92
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CD: Tim Stagg

Dick Scobee Memorial

August 10-11, 2013, Auburn WA

Expert

Judges: Dave Gardner, Pete Peterson

1	Paul Walker	581.5	Impact	Electric
2	Howard Rush	572.5	Impact	Electric
3	Chris Cox	561	Crossfire	Electric
4	Alan Resinger	556.5	Crossfire	Electric
5	Mike Haverly	549.5	Sultan	Electric
6	Bruce Hunt	545.5	Stiletto XL	Stalker .51 RE
7	John Leidle	524.5	Junar	PA .61
8	Dave McCheyne	522	E-Saturn	Electric
9	Steve Helmick	504.5	Eagle	OS .46VF
10	Keith Varley	502.5	Sultan E	Electric

Advanced

Judges: John Leidle, Paul Walker

1	Tom Strom	465	Impact	Electric
2	Rick Cochrun	461.5	Profile Impact	Saito .62
3	Pete Ferguson	461	Shock Therapy	Electric
4	Dave Gardner	440	Mo Ichi Do	Electric

Intermediate

Judges: Mike Haverly, Steve Helmick

1	Tim Wescott	477	Sister Jenny	OS .46LA
2	Marc Winz	437.5	Pathfinder	OS .46LA
3	Rex Abbott	435	Legacy	Saito .56

Beginner

Judges: Bruce Hunt, Pete Peterson

1	Daniel Johnson	154.5	Oriental Prof.	OS .40LA
2	Colton Lutz	46.5	Ring Rat	Electric

Classic

Judges: Pete Peterson, Mike Haverly

1	Rex Abbott	477	Strathmoor	Saito .40
2	Dave Gardner	454.5	Nakke	Rustler .40
3	Marc Winz	322	Smoothie	OS .46LA

Old Time

Judges: Mike Haverly, Steve Helmick

1	Pete Peterson	281.7	Jamison	Double Star .40
2	Dave Gardner	226.5	Chief	Magnum .36
3	Rex Abbott	194	All American Sr.	Forster .29

Profile

Judges: Steve Helmick, Pete Peterson

1	Mike Haverly	501.5	Starfinder	Electric
2	Tom Strom	474	Pathfinder	OS .46LA
3	Tim Wescott	471	Sister Jenny	OS .46LA
4	Rick Cochrun	454.5	Profile Impact	Saito .62
5	Marc Winz	438	Pathfinder	OS .46LA

CD: Pete Ferguson

West Ohio Stunt Contest

August 11, 2013, Dayton OH
Results from Bruce Reynolds, CD

Expert

Judges: Scott Reynolds, Bill Reynolds

1	Mike McHenry	552
2	Allen Goff	550
3	Wes Dick	527
4	Roger Wildman	502.5
5	Jerry Haupt	458

Intermediate

Judges: Scott Reynolds, Bill Reynolds

1	Dan Bregar	407.5
2	Frank Sparacino	375

Beginner

Judges: Scott Reynolds, Les Byrd

1	Melanie McHenry	72
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Classic

Judges: John Jordan, Les Byrd

1	Mike McHenry	552
2	Roger Wildman	532
3	Wes Dick	525

Profile

Judges: John Jordan, Les Byrd

1	Jerry Haupt	500
2	Dan Bregar	440.5
3	Frank Sparacino	423.5

ARF

Judges: Scott Reynolds, Les Byrd

1	Jerry Haupt	460
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Lunch: Barb Bennett, Juanita Reynolds

Runners: Carl Weiner, Bob Heywood

Tabulator: Ralph Hoebner

High Desert Control Line Fiesta

August 17-18, 2013, Albuquerque NM
Results from Dick Perry, CD

Expert

1	Joe Gilbert	597.5
2	Dale Gleason	583
3	Jack Pitcher	565
4	Lou Wolgast	564
5	Bob Redmon	557.5

Advanced

1	Burt Brokaw	482.5
2	Pete Cunha	476.5
3	Mark Gerber	473
4	Jerry Higgins	469
5	Rick Green	447

Old Time

1	Lou Wolgast	306.5
2	Joe Gilbert	296
3	Jerry Higgins	280
4	Rick Green	242
5	Burt Brokaw	177.5

Intermediate

1	Tom Hamblet	54.5
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Stunt in the Berkshires

August 18, 2013, Lee MA
Results from Bill Hummel, CD

Expert

1	Bud Wieder	563	Ryan's Eagle	Electric
2	Steven Yampolsky	533	Stiletto 35	Aero Tiger .36
3	Matt Colan	532.5	ThunderGazer	RO-Jett .61
4	Perry Rose	529	Guru	OS .46LA
5	Will Moore	519	Whistler	Electric
6	Mike Chiodo	518.5	Olympic	OS .46LA
7	Steve Buso	516.5	Bobcat	Fox .35
8	Don Herdman	511.5	P-51 Mustang	OS .46LA
9	Dick Carville	469	Raven	Electric

Advanced

1	Norm Liversidge	509.5	Cardinal	PA .75
2	David Chang	509	Cavalier	Aero Tiger .36
3	Linheart Smith	502	Cavalier	Electric
4	Matt Dube	495.5	Zealot	Supertigre .60
5	Bob Krug	493.5	Junar	RO-Jett .61
6	Chris Sarnowski	481.5	Cascade	Double Star .60
7	Steve Teerlinck	458.5	Vector	OS .46LA
8	James Sumner	397	Triumphant	Double Star .60

Intermediate

1	John Passalaqua	422	Nobler	Brodak .40
2	Jerry Rudzinski	419.5	P-51 Mustang	Supertigre .60
3	Jerome Rudzinski	349	Cardinal	Supertigre .46
4	Josef Jaworski	329.5	Nobler	Brodak .40

Beginner

1	Damian Sheehy	193.5	Nobler	L&J Fox .35
2	Ray Kinsella	157	China Doll	OS .46
3	Andrew Jaworski	155	PT 19	Evolution .35

Concours: Don Herdman, P-51 Mustang

CDs: Bill Hummel, Chris Sarnowski

Judges: Noel Drindak, Jim Damerell,
John Duncan, Guerry Byers

Helpers: Steve Teerlinck, Bob Hills,
Lyle Spiegel, Mike Russell

From Bill Hummel: Weather was just about perfect; overcast,
0-3 mph breeze. Field was like a putting green!

Western Kentucky/Southern Illinois Stunt Championships

August 17-18, 2013, Paducah KY

Results from Allen Brickhaus, CD

Expert

Judges: Jim Lynch, Charles Reeves

1	Matt Neumann	593.5	Stuka	Electric
2	Tom Dixon	571.5	P-51C profile	Double Star .54
3	John Simpson	568	Cavalier	AT .36
4	Robert Storick	561.5	Continental	PA .75 pipe
5	Mark Hughes	561	Macchi Castoldi	PA .65 pipe
6	Zuriel Armstrong	543	Super Ares	PA .40 SE
7	James Lee	542.5	Sunflyer	Evolution .60
8	Michael Schmitt	537	Encore 46	OS .46LS
9	Dennis Vander Kuur	533	Legacy 60	PA .65 pipe
10	Dan McEntee	526	TF Score	Saito .56
11	Mark McKinney	492	Bear	PA .61 pipe

Advanced

Judges: Zuriel Armstrong, Louis Rankin

1	Tom Morris	483	Prof. Cavalier	Electric
2	Steve Drake	478.5	Pathfinder	Electric
3	James Mills	472	Shark 45	Supertigre .51
4	Paul Taylor	439	Vector	OS .46LA

Intermediate

Judges: Jerry Norin, Roland Trevino

1	Leroy Polk	463.5	Prof. Time Mach.	OS .46LA
2	Mike Riebe	458	Derringer 40	OS .40FP
3	Ryan Taylor	450	TF Tutor II	OS .46LA
4	Ty Marcucci	402.5	Argus	Aero Tiger .36

Beginner

Judges: Jerry Norin, Allen Brickhaus

1	Bryon Rahilly	279	Volunteer	Aero Tiger.36
2	Mike Londke	274.5	Galaxy	Enya .30
3	Bill Gray	90	Twistmaster	OS .46LA

Basic Flight

Judges: Jerry Norin, Allen Brickhaus

1	Steve Riebe	247.5	Banshee	Brodak .40
2	Ben Mills	243.5	Flite Streak	Electric
3	Robert Bowser	241.5	"Truck"	OS .46LA

Old Time

Judges: Jerry Norin, Allen Brickhaus

1	Michael Schmitt	286	Jamison	OS .40FP
2	Dan McEntee	277	Ringmaster	Brodak .25
3	James Lee	275.5	Triumphant	Sandcast Fox .29
4	Tom Dixon	269.5	Ringmaster	OS .30S
5	Leroy Polk	244.5	Jamison	Brodak .40
6	Michael Jennings	22	Ambroid Stuka	OS .35S

Nostalgia 30

Judges: Charles Reeves, Matthew Neumann

1	Tom Dixon	531.5	Predator	Double Star .54
2	Gerald Phelps	519	Patriot	Aero Tiger.36
3	John Simpson	514.5	Cavalier	Aero Tiger.36
4	Jim Lynch	502.5	Volunteer	Aero Tiger.36
5	Dan McEntee	487.5	Shark 45	Supertigre .51
6	James Lee	486	ARF Nobler	Fox .35
7	Tom Morris	483	Prof. Cavalier	Electric
8	Michael Schmitt	481	Sting Ray	Aero Tiger.36
9	Zuriel Armstrong	479.5	Super Ares	PA .40 SE
10	James Mills	470	Shark 45	Supertigre .51
11	Paul Taylor	430	ARF Nobler	OS .46LA
12	Mike Riebe	377	Oriental	Brodak .40
13	Ty Marcucci	339	Argus	Aero Tiger.36

Profile

Judges: Roland Trevino, Mike Stinson

1	Tom Dixon	557	P-51C	Double Star .54
2	Dennis Vander Kuur	546	Brodak P-40	OS .46LA
3	Tom Morris	538	Prof. Cavalier	Electric
4	Michael Schmitt	529	Encore 40 Prof.	OS .46la
5	Steve Drake	525.5	Pathfinder	Electric
6	Louis Rankin	518.5	Challenger 40	Brodak .40
7	Zuriel Armstrong	509.5	TF Tutor II	OS .46LA
8	Paul Taylor	508.5	Force	OS .46LA
9	Dan McEntee	500	Primary Force	OS 32
10	Mike Riebe	496	Derringer 40 Prof.	OS .40FP
11	Jim Lynch	493.5	Fairey Barracuda	OS .46LA
12	Leroy Polk	465.5	Prof. Time Mach.	OS .46LA
13	James Mills	438	Banshee	OS .40LA
14	Ryan Taylor	336.5	TF Tutor II	OS .46LA

Oops Award: Ryan Taylor

B.A.R.F. Award: Dan McEntee

Best OTS model: Jim Lee, Triumphant

Best Nostalgia model: Gerald Phelps, Patriot

Pilot's Choice PAMPA model: Mark Hughes, Macchi Castoldi

Best Warbird on Sunday: Matt Neumann, Stuka

High Point Flyer: Tom Dixon, 40 points

Second place High Point Flyer: Michael Schmitt, 27 points

Weigh Master, Pull Test: Doug Vasseur

Runner: Jennifer Jacobson

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

Food Service: Jim Nygaard

Publicity: Steve Spraggs

Ted Goyet Memorial
August 24-25, 2013, Davis CA
Results from Walt Ghio, Co-CD

Expert

1	David Fitzgerald	573
2	Brett Buck	570
3	Howard Rush	561.5
4	Jim Aron	539.5
5	Paul Pomposo	311

Advanced

1	Brian Moore	488.5
2	Carter Fickes	480
3	Heman Lee	476
4	Lanny Shorts	475
5	Pete Cunha	471.5
6	Bob Duncan	471
7	Jerry Arana	357.5

Intermediate

1	Doug Barton	358
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Beginner

1	Fred Cadiente	208
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Classic

1	Jim Aron	548
2	Carter Fickes	498
3	Pete Cunha	497
4	Brian Moore	493
5	Lanny Shorts	490
6	Jerry Arana	439

Old Time

1	Bob Duncan	281.25
2	Heman Lee	196.5

Stunt 25

1	Brett Buck	539
2	Heman Lee	505
3	Pete Cunha	480
4	Bob Duncan	421

Profile Advanced-Expert

1	Heman Lee	479
2	Bob Duncan	450
3	Brian Moore	448
4	Lanny Shorts	438

Profile Beginner-Intermediate

1	Doug Barton	338
2	Don Chandler	309
3	Fred Cadiente	157

CDs: Doug Barton, Walt Ghio

The FCM at AMA
August 24-25, 2013, Muncie IN
Results from Allen Goff, CD

Masters

1	Allen Goff	565
2	Matt Neumann	561
3	Mike McHenry	559
4	Dennis Vander Kuur	536.5

Expert

1	Eric Taylor	538
2	Vince Bodde	536
3	Michael Schmitt	519.5
4	Scott Reynolds	517.5
5	Wes Dick	512.5
6	Crist Rigotti	511
7	Bruce Reynolds	502.5
8	Gary Lutz	501
9	Mark McKinney	497
10	Larry Robertson	481

Advanced

1	Les Byrd	482.5
2	Jeff Traxler	466.5
3	Jordan Segal	460.5
4	Glen Peterson	412
5	Frank Sparacino	404
6	John Christensen	314.5

Intermediate

1	Samantha Hines	382.5
2	Richard Malik	359

Beginner

1	John Parks	208.5
2	Tom Weedon	75

Classic

1	Mike McHenry	526
2	Allen Brickhaus	515.5
3	Wes Dick	509
4	Michael Schmitt	503
5	Larry Robertson	500
6	Vince Bodde	497.5
7	Les Byrd	480
8	Jeff Traxler	460.5
9	Jordan Segal	447
10	Glen Peterson	176

Old Time

1	Crist Rigotti	294.5
2	Allen Brickhaus	291
3	Vince Bodde	289
4	Michael Schmitt	284
5	Jeff Traxler	222

Profile

1	Mike McHenry	528.5
2	Dennis Vander Kuur	526.5
3	Allen Brickhaus	510
4	Michael Schmitt	505
5	Crist Rigotti	500
6	Gary Lutz	483
7	Jordan Segal	480.5
8	Frank Sparacino	451.5
9	Glen Peterson	432
10	John Christensen	417.5

John Davis Award: Allen Brickhaus

Charles Ash Memorial Greater Southwestern Championships

August 31-September 1, 2013, Dallas TX

Results from Doug Moon

Expert

1	Doug Moon	589
2	Steve Moon	586.5
3	Jason Greer	567.5
4	Gaylord Elling	565.5
5	Dale Gleason	540.5
5	Joe Bowman	534.5
6	Don Cranfill	524.5
7	Mike Greb	510
8	Bruce Shipp	506.5
9	Bob Redmon	497

Advanced

1	John Bender	543.5
2	Norm Faith	529
3	Andy Stokey	507.5
4	Dale McCord	494.5
5	Dave Ek	344

Intermediate

1	Frank Simpson	519
2	Mark Allen	498
3	Bruce Cunningham	494
4	Gregg Elling	487
5	Tom Hamblet	464
6	Richard Staight	416

Colorado Control Line Championships

August 31-September 1, 2013, Watkins CO

Results from Jerry Higgins

Expert

Judges: Linda Brainard, Jerry Higgins

1	Norm Whittle	566.5	Sultan	Electric
2	Chris Brainard	541.5	Dixon Kairos	Magnum .53
3	Keith McMahan	539	Katera	Supertigre .51
4	Jack Pitcher	536	Centennial	PA .61SE

Advanced

Judges: Linda Brainard, Chris Brainard

1	Jerry Higgins	493	Tutor II	T&L Supertigre.51
2	Mark Gerber	446	Palmer Hurricane	Supertigre.46
3	Jerry Chambers	430	Nobler ARF	OS .46LA

Beginner

Judges: Linda Brainard, Chris Brainard

1	Kaige Jones	94.5	Banshee	OS .40FP
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Classic

Judges: Linda Brainard, Jerry Higgins

1	Chris Brainard	539	Caprice	Evolution .36
2	Keith McMahan	535	Gladiator	Magnum .36
3	Jack Pitcher	505	Oriental	Aero .36
4	Mark Gerber	485.5	Palmer Hurricane	Supertigre.46
5	Jerry Chambers	473	Still's Stuka	Fox .35

Old Time

Judges: Linda Brainard, Mark Gerber

1	Keith McMahan	283	Humongous	OS.46LA
2	Chris Brainard	274.5	Jamison	Brodak .40
3	Jerry Higgins	267.5	Jamison	OS .40FP

Profile

Judges: Linda Brainard, Mark Gerber

1	Chris Brainard	488.5	Brodak Cardinal	OS .46LA
2	Jerry Higgins	485	Tutor II	T&L Supertigre.46
3	Jerry Chambers	430	Tutor II	OS .46LA

Event Directors: Jerry Higgins, Linda Brainard

Tabulators: Jack Pitcher, Keith McMahan, Mark Gerber, Chris Brainard

Pit Boss: Jerry Chambers

Top Class II

August 25, 2013, Topeka KS

Results from Dave Tribble

Classic

1	Andrew Hathaway	473.5
2	Jim Kraft	466.5
3	John Holliday	394
4	Gary Mondry	200.5

Profile

1	Andrew Hathaway	481
2	Gary Mondry	475
3	John Holliday	440.5
4	Bob Brookins	372.5
5	Kevin Prier	335



CD Jim Lee presents the Sunflower State Classic Stunt Champion trophy to Andrew Hathaway at Top Class II

Indiana-Kentucky Stunt Championships

September 7, 2013, Sellersburg IN
Results from Mike Stinson, Co-CD

Expert

1	Allen Goff	521.5
2	Allen Brickhaus	512.5
3	Wes Eakin	496.5
4	Roger Wildman	483

Advanced

1	Larry Fruits	493.5
2	Steve Drake	483.5

Beginner

1	Andrew Saunders	121.5
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Old Time

1	Allen Brickhaus	242.5
2	Wes Eakin	228

Nostalgia 30

1	Allen Brickhaus	507.5
2	Wes Eakin	477.5

Profile Expert

1	Allen Brickhaus	509.5
2	Mike Starrett	500
3	Wes Eakin	483

Profile Advanced

1	Larry Fruits	494
2	Steve Drake	473.5

Profile Beginner

1	Andrew Saunders	162.5
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Concours d'Elegance Winner:
Roger Wildman
Concours d'Elegance Runner-Up:
Larry Fruits

CD: Allen Burnham

Co-CD: Mike Stinson

Judges: Kenny Stevens, Mike Starrett,
Larry Robertson, Mike Stinson

Tabulation: Allen Burnham,
Teresa Burnham,
Sean Burnham

Pit Boss: Mike Stinson

Pull Test: Roland Trevino, Mike Stinson

Runners: Andrew Saunders,
Tim Lackey,
Richard Stinson

Photographers: Andrew Saunders,
Richard Stinson

Food Service: Pat Starrett, Mike Starrett

Field Prep: Pat Starrett, Mike Starrett,
Tim Lackey, Andrew Saunders,
Mike Stinson

Trophy Donation: Eric Taylor

R. F. Stevenson Memorial

September 7-8, 2013, Auburn WA

Expert

Judges: Joan Cox, Pete Peterson

1	Chris Cox	593.5	Crossfire	Electric
2	Paul Walker	589.5	Impact	Electric
3	Alan Resinger	574	Crossfire	Electric
4	Howard Rush	573.5	Impact	Electric
5	Bruce Hunt	555.5	Stiletto XL	Stalker .51 RE
6	Mike Haverly	554	Sultan	Electric
7	John Leidle	543.5	Junar	PA .61
8	Steve Helmick	527	Eagle	OS .46VF
8	Keith Varley	527	Sultan E	Electric
10	John Thompson	524	Vector 40	OS .40LA

Advanced

Judges: Mike Haverly, Pete Peterson

1	Tom Strom	517	Impact	Electric
2	Rick Cochrun	499.5	Profile Impact	Saito .62
3	Mike Hazel	498	Prof. Cardinal	OS .40FP
4	Rex Abbott	495	Legacy	Saito .56
5	Pete Ferguson	487.5	Shock Therapy	Electric
6	Bob Emmett	390.5	Buccaneer 740	Supertigre .40

Beginner

Judges: Mike Haverly, Gary Letsinger

1	Nathan Johnson	143.5	Skyray 35	
2	Daniel Johnson	135	Oriental Prof.	OS .40LA

Classic

Judges: Dave Gardner, Bruce Hunt

1	Pete Peterson	528	Venus	Brodak .40
2	Mike Haverly	502	Barnstormer	Magnum .28
3	John Thompson	499	Ares	Brodak .40
4	John Leidle	491	Space Hound	Thunder Tiger .36
5	Rex Abbott	452.5	Strathmoor	Saito .40

Old Time

Judges: Dave Gardner, Steve Helmick

1	Pete Peterson	275.20	Jamison	Double Star .40
2	Mike Haverly	257.15	Barnstormer	Magnum .28
3	John Thompson	251.95	Ringmaster	OS .26 4-Stroke
4	Rex Abbott	206.75	All American Sr.	Forster .29

Profile

Judges: Steve Helmick, Pete Peterson

1	Mike Haverly	507	Starfinder	Electric
2	Tom Strom	500	Pathfinder	OS .46LA
3	John Thompson	491.5	Cardinal	Evolution .36
4	Rick Cochrun	487.5	Profile Impact	Saito .62
5	Mike Hazel	482.5	Cardinal	OS .40FP

Crock Pot Award: Mike Haverly

Stunthanger.com

Control line forum

Bergen County Control Line Flyers – Garden State Circle Burners Contest

September 15, 2013, Palisades Park NJ

Results from Ron Heckler

Expert

Judges: Jim Damerell, Ken Dawson

1	Buddy Wieder	552
2	Steve Yampolsky	543
3	Will DeMauro	538
4	Joel Constantino	519
5	Sina Goudarzi	508
6	Mike Cooper	506
7	Mike Ostella	495

Advanced

Judges: Mike Ostella, Jose Modesto

1	Ryan Barry	485
2	George Waters	481
3	Ed Barry	467

Intermediate

Judges: Mike Ostella, Jose Modesto

1	Tom Tucker	446
2	Ron Testa	445
3	Ken Dawson	406

Best-Looking Plane: Will DeMauro,
SV-22

CD: Rich Giacobone

Broken Arrow 26 Stunt and Scale Contest

September 21-22, 2013, Valley Park MO

Results from Fred Cronenwett, CD, and Allen Brickhaus

Expert

1	Mark Hughes	574.5
2	Allen Brickhaus	558
3	Mark McKinney	549.5
4	Dennis Vander Kuur	547.5
5	Robert Storick	539
6	Michael Schmitt	531
7	Crist Rigotti	527.5
8	Dan McEntee	526
9	Will DeMauro	518.5
10	James Mills	507.5
11	Walt Brownell	479.5

Advanced

1	Jordan Segal	555.5
2	Gary Frost	549
3	Joe Thompson	491.5
4	Bryan Harris	470

Intermediate

1	Tyrone Marcucci	498
2	Bob Johnson	477

Beginner

1	Rick Bollinger	258
2	Ed Palacios	239

Basic Flight

1	Ben Mills	250.5
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Classic

1	Michael Schmitt	526.5
2	Tyrone Marcucci	457
3	James Mills	61

Nostalgia 30

1	Allen Brickhaus	546.5
2	Jordan Segal	477.5

Old Time

1	John Garrett	276.25, 272.75
2	Allen Brickhaus	276.25, 263.25
3	Crist Rigotti	265.75
4	Michael Schmitt	256.25
5	Dan McEntee	246.75
6	Larry Lindburg	230
7	Ed Palacios	181

Profile

1	John Garrett	570
2	Michael Schmitt	562
3	Dennis Vander Kuur	557.5
4	Dan McEntee	543
5	Crist Rigotti	519
6	Allen Brickhaus	509.5
7	Jordan Segal	509
8	Tyrone Marcucci	170.5

Akron-Cleveland Stunt Championship

September 21-22, 2013, North Canton OH

Results from Bob Hudak

Expert

1	Bob McDonald	555
2	Dave Heinzman	528
3	Scott Reynolds	516
4	Jim Lee	510

Advanced

1	Jerry Haupt	519
2	Bob Hudak	445
3	Eric Keller	409
4	Bill Stewart	386

Intermediate

1	Dan Bregar	423
2	Don Sopka	365
3	Samantha Hines	347
4	Clyde Richey	331
5	Charlie Heyman	293

Classic

1	Bob McDonald	555
2	Dave Heinzman	467

Old Time

1	Clyde Richey	250
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Profile

1	Scott Reynolds	482
2	Jerry Haupt	451
3	Dan Bregar	419
4	Clyde Richey	319

ARF-ARC

1	Jim Lee	477
2	Scott Reynolds	472
3	Jerry Haupt	418
4	Clyde Richey	328

CD: Ray Rowh

Meet 'n Meat XV
September 21-22, 2013, Davis CA
Results from Jim Aron, CD

Expert

Judges: Lanny Shorts, Larry Fernandez

1	David Fitzgerald	588.5	Thunder Gazer II	PA .75
2	Ted Fancher	571	Trivial Pursuit	RO-Jett .61
3	Jim Aron	569.5	Systrema	Electric
4	Paul Pomposo	541	Temptation 3	RO-Jett .61
5	Igor Panchenko	528.5	Extra 300S	R&B .75 SS
6	Pete Cunha	506.5	Olympian	RO-Jett .61
7	Bob Swan	500	Peep	OS .46LA
8	Rich Walbridge, Jr.	500	Diva	OS .40VF

Advanced

Judges: David Fitzgerald, Ted Fancher

1	Bob Duncan	508	Lazer	Ax 12826/10
2	Heman Lee	507.5	HalfLite Skystreak	Norvel .061
3	Brian Moore	506.5	P-40 Shark	Supertigre .46
4	Lanny Shorts	506	T-Rex	Supertigre .51
5	Carter Fickes	503	USA-1	OS .46LA
6	Jerry Arana	499.5	P-40 Shark	Tower .40
7	Larry Wong	491.5	Pi- Lot	Electric
8	Lewis Lingwood	488.5	Imitation II	Electric
9	Mike Massey	474	Legacy	Evolution .60
10	Michael Scholtes	463	Vector 40	OS .46LA
11	Brian Massey	343	Chipmunk	OS .46LA

Intermediate

Judges: Brian Moore, Pete Cunha

1	Doug Barton	258.5	Vector 40	Stalker .40RE
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Beginner

Judges: David Fitzgerald, Ted Fancher

1	Fred Constantine	236		Electric
2	Fred Cadiente	204.5	Super Clown	OS .25LA
3	Jim Cunningham	169	TF Flite Streak	OS .25LA

Classic

Judges: Ted Fancher, Richard Walbridge, Jr.

1	Brian Moore	501	Gieseke Nobler	Stalker .46
2	Larry Fernandez	493	Thunderbird	AeroTiger .36
3	Carter Fickes	491.5	USA-1	OS .46LA
4	Pete Cunha	488.5	Shark 35	AeroTiger .36
5	Michael Scholtes	483.5	Olympic Mark VI	OS .46LA
6	Heman Lee	481	Gieseke Nobler	Stalker .46
7	Lanny Shorts	474	Tony K1-61	AeroTiger .36
8	Mike Massey	398	Green Box Nobler	OS .46LA

Old Time

Judge: Doug Barton

1	Bob Duncan	295	Jamison	Magnum .32
2	Jim Aron	283	Circle King X2	OS .46LA
3	Heman Lee	249.5	Baby Clown	AP Wasp .061

NVCL Stunt Fest

September 28, 2013, Lorton VA
Results from Dick Houser, CD

Expert

1	Scott Richlen	568.5
2	Tim Stagg	553.5
3	Dick Houser	538.5
4	Phil Spillman	516.5

Advanced

1	John Tate	493.5
2	John Lindberg	482
3	Price Reese	478.5
4	Artie Jessup	475.5
5	Frank Dobrydney	462.5

Intermediate

1	Gerry Glier	442.5
2	John Murphy	361

Karl Marschinke Memorial

September 28-29, 2013, Tucson, AZ
Results from Lou Crane, CD

Expert

1	Bob Whitely	585.5, 578
2	Leroy Black	585.5, 562
3	Igor Panchenko	581
4	Lou Wolgast	580
5	Kestas Dvarvydis	575
6	John Callentine	562
7	Warren Tiaht	551
8	Robin Sizemore	528

Advanced

1	Gary Gingerich	465
2	Lew Corbett	451
3	Rick Green	443
4	Nick Lemak	425.5

Intermediate

1	Steve Holt	309
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Beginner

1	Ted Kraver	542
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Classic

1	Bob Whitely	565
2	Lou Wolgast	563
3	LeRoy Black	540
4	Gary Gingerich	485
5	Robin Sizemore	464.5

Old Time

1	Bob Whitely	306
2	Lou Wolgast	295
3	Glen Allison	293.5
4	Leroy Black	291.8
5	Randy Cuberly	280
6	Rick Green	259.5
7	Ken Gulliford	257
8	Robin Sizemore	256.5
9	Nick Lemak	248.5
10	Steve Holt	240
11	Lew Corbett	238.5

Super 70s

1	Lew Corbett	465
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Hi Johnson Memorial
October 5-6, 2013, Van Nuys CA
Results from Paul Wescott

Expert

1	Dave Sabon	544.5
2	Stan Tyler	531
3	Bob Harness	521
4	Chip Hyde	509.5
5	Kestutis Dvarvydis	502.5
6	Scott Dinger	454

Advanced

1	Bob Brooks	506
2	Jim Lally	504
3	Chris Forbes	481
4	Stan Kitzes	444.5

Beginner

1	Steve Sobel	128.5
2	Mike Alurac	91

Classic

1	Dave Sabon	536.5
2	Bob Harness	520.5
3	Chip Hyde	507

1 cc

1	John Wright	444.5
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Old Time

1	John Wright	280
2	Burt Brokaw	273.5
3	Jim Lally	265.5
4	Mike Alurac	30

Profile Competitor

1	John Wright	548
2	Chip Hyde	534.5
3	Chris Forbes	496.5
4	Scott Dinger	485.5
5	Stan Kitzes	468

CD: Bill Barber

Jim Tichy Memorial
October 6, 2013, Napa CA
Results from Jim Aron, CD

Classic

1	Ted Fancher	545	Ruffy	Rustler .40
2	Paul Pomposo	522.5	Coyote	AeroTiger .36
3	Heman Lee	495.5	Smoothie ARF	OS .46LA
4	Clint Ormosen	495	Vanloo Chipmunk	Brodak .40
5	Larry Fernandez	489	Thunderbird	AeroTiger .36
6	Brian Moore	487.5	Gieseke Nobler	Stalker .46
7	Pete Cunha	483	Shark 35	AeroTiger .36
8	Jerry Arana	398.5	Jamison Special	OS .25FP
9	Bob Duncan	105.5	Mac Pacer	Magnum .32

Old Time

1	Bob Duncan	292.5	Jamison Special	Magnum .32
2	Jim Aron	291.75	Circle King X2	OS .46LA
3	Paul Pomposo	270	El Diablo	Fox .35
4	Heman Lee	258	Firecat	OS .25LA
5	Fred Constantine	232.5	Super Clown	A30-285
6	Fred Cadiente	108	Super Clown	
7	Jerry Arana	77.5	Jamison Special	OS .25FP

BMJR Models



Profile NOBLER

50" span, 542 sq. in.
Based on 1952 MAN plan
\$109.00



International Stunt Champ

41" span, 447 sq. in.
Lloyd Curtis, 1953 Air Trails
\$120.00



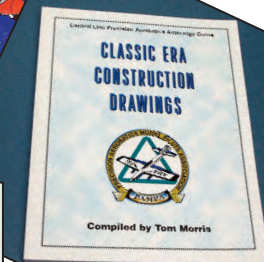
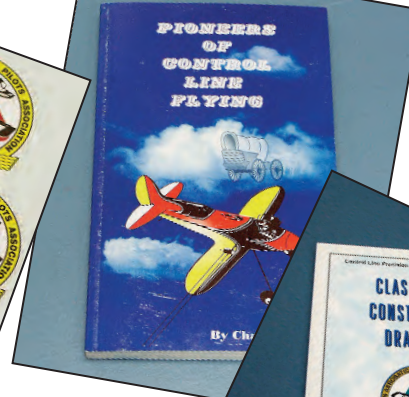
Stunt Wing

47 1/2" span, 596 sq. in.
"Red" Reinhardt, 1955 MAN
\$98.50

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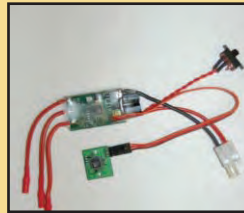


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