



# Stunt News

Precision Aerobatics Model  
Pilot's Association

September/October 2009 \$5.00

## 2009 Nats Stunt Report



*The Stiletto  
Chronicles:  
The Saga Begins*



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The atmosphere of the event comes through in the pictures

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Excellent weather made this a memorable event

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**The Stiletto Chronicles, Part I**  
by Les McDonald  
Funny and brutally honest, Les recounts his journey with the Stiletto



**On the cover:** Top photo: The Top Five in open CL Stunt at the Nats pose for the clickers. Kneeling in front is the 2009 National Champion and Walker Trophy winner, David Fitzgerald. Back row left to right are: fourth place Matt Neumann, fifth place Derek Barry, third place Doug Moon and second place Orestes Hernandez. Gene Martine photo. Bottom photo: Les McDonald's Stiletto is one of the most beautiful CL Stunt models of all time. Beginning in this issue Les takes us along as he recounts his journey through the years with his legendary design. Photo: Les McDonald collection.

Above: Bob McDonald prepares to start his P-47 for a Semi-Finals Nats flight as Frank McMillan holds.

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

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PAMPA Web site: [www.control-line.org](http://www.control-line.org)



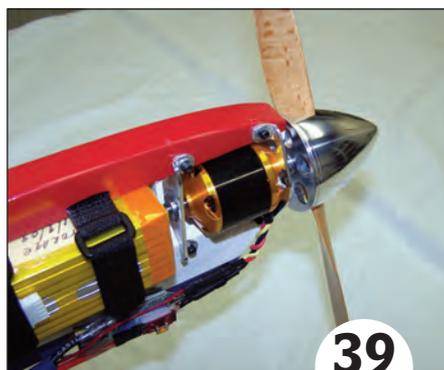
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# President's Column

By Bill Rich

I hope that everyone who attended the recently completed Nats enjoyed the time spent with old friends and were able to begin new friendships. On behalf of PAMPA, I would like to thank all the volunteers who make the Nats run. Paul Walker did another great job as Event Director. Paul will ED next year's Nats and then return to competition in 2011.

Congratulations to all the winners and thanks to all the volunteers that are instrumental in making the Nats experience what it is. Noel Drindak volunteered for the job of covering the Nats and his report is included in this issue of *SN*.

**For those who were not able to attend** the PAMPA Business Meeting at the 2009 Nats I would like to highlight some of the items discussed. A record of the minutes from the EC Meeting can be found on the PAMPA website.

First I would like to thank the PAMPA Directors who have agreed to run for re-election for 2010 and 2011. PAMPA cannot function without their leadership. Many have served multiple terms and have indicated a willingness to continue. We will have two new directors and a new Membership Chairman for 2010. Dale Barry and Crist Rigotti have decided not to run in the upcoming election. I would like to thank them both for their efforts over the years. Dave Gardner has also agreed to continue on as Secretary/Treasurer. Noel Drindak has agreed to run for Membership Chairman. I have agreed to run for a second term as President, but do not plan on running in 2012.

**Proposed changes to the Bylaws**, as voted on by the Executive Council, are noted below. These changes will be voted on by the membership in the 2010 ballot for new officers. The addition of the new competition class, Nostalgia 30 which is detailed below, will also be on the ballot. This ballot is to be mailed to the membership not later than August 31, 2009, with ballots due not later than September 30, 2009. Note that changes are indicated by "italicized strikeouts" for removed text/language and "italicized underlined" text is used for added/changed text/language.

## **Proposed Bylaw changes—Article IV—Trustees**

The last sentence of the paragraph, "*The editor of the official PAMPA newsletter, Stunt News, shall also be a Trustee for the duration of his or her service.*" is to be deleted. Reasoning: The *SN* editor is not an elected position, so should not be represented on the Executive Council.

## **Proposed Bylaw changes—Article VIII—Duties of the Executive Council**

The *Secretary/Treasurer* or designee shall keep a correct and accurate record of the proceedings of all meetings of the EC as well as the membership meetings. Such records shall be available to any member at reasonable times, and expenses may be charged.

*The Secretary/Treasurer shall keep a current membership roll. The PAMPA membership roll shall be provided to the editor of Stunt News.*

The Secretary/Treasurer shall receive, disburse, and account for all funds of the corporation and be responsible for all tax filings. A financial statement shall be published annually and a statement of receipts and disbursements shall be published at

least twice annually in the newsletter. The Secretary/Treasurer may hire accountants with the advice of the President. The *Membership Chairman* shall be responsible for

*Membership duties, including membership applications and correspondence, as well as to foster increases in membership in PAMPA. The Membership Chairman shall keep a current membership roll. The PAMPA membership roll shall be provided to the party responsible for mailing of Stunt News.*

Defined specific duties for these offices are part of the record, but are not part of the proposed bylaw changes, since the duties are operations specific, subject to individual officer operations and are defined only by the Executive Council.

## **Proposal for a Nostalgia 30 competition class**

A new event entitled Nostalgia 30 was proposed by Randy Smith. This proposed additional new class of competition has been approved by the Council with a unanimous vote.

The rules for Nostalgia 30 are as follows:

1. Nostalgia 30 provides for the addition of a new series of designs by establishing a new event that has a 30 year rolling cutoff. That is, any plane that is 30 or more years old from the current year will be eligible for competition.

2. Nostalgia 30 will utilize the same rules as the current Classic Event with the exception of the eligibility of newer designs that meet the 30 year old or more criteria.

3. This event may be run in conjunction with the Classic, and administratively separated with a separate set of awards.

Nostalgia 30 is in the same spirit as Old Time and Classic, which both are events that were conceived to provide venues that promote the construction and flying of Historic designs from by gone eras.

Both have been extremely successful as evidenced by continued growth since their inception. Further, they both have benefited from continued adjustments to the rules that proved to stimulate participation in both events by encouraging more modelers to build, show, and fly these historic planes.

This event is about recreating the past, as Old Time and Classic have been the focal point of stimulating construction of the older designs, this event will do much the same for this class of older designs. Without this format, in all likelihood, many of these designs will slowly disappear and be lost forever as the data or designers pass from the scene. For the past few years, many contests have been hosting unofficial events they are similar to this proposal, i.e.: "Nostalgia 79," "Classic 84," etc. This demonstrates there is both the enthusiasm for the inclusion of a new set of designs, but also the necessity for a standard set of supplementary rules.

Nostalgia 30 will utilize the same rules as the current Classic event with the exception of the eligibility of newer



# Starting Points

**N**ews Flash! This information came in at the eleventh hour of newsletter production. The 2010 FAI Team was chosen in Muncie, Indiana at the National Aeromodeling Center on Labor Day weekend.

The team consists of Bill Werwage (first place), Orestes Hernandez (second place), and Derek Barry (third place). The Junior F2B representative will be Ryan Young. Joining these four very talented fliers in Hungary next year will be the reigning World F2B Champion, David Fitzgerald. Our best wishes for victory go out to them all!

Our thanks go out to the Event Director, Warren Tiahrts once again, for his unselfish contributions to our sport, to his assistant, David Fitzgerald, and to the judges. The Head Judge was Gary McClellan, ably assisted by (in alphabetical order) Ronnie Farmer, Bob Gieseke, Allen Goff, Mark Overmier and Jim Vornholt.

Les Demmet will have a complete report on the Team Trials for us that will run in the next issue of *Stunt News*. *SN*

FAI Control Line Precision Aerobatics (F2B)								
Finals								
Seniors	Flight 1		Flight 2		Flight 3		Total Score	Place
	Flight Order	Score	Flight Order	Score	Flight Order	Score		
Derek Barry	2	1104.93	8	1123.38	9	1154.20	2279.58	3 <sup>1st</sup>
Brett Buck	6	1130.74	5	1131.79	2	1147.75	2279.54	4 <sup>2nd</sup>
Josias Delgado	10	1109.80	2	1123.65	10	1144.54	2268.19	7
Orestes Hernandez	5	1144.00	10	1150.46	4	1170.01	2320.47	
Frank McMillan	9	1104.21	7	1094.06	5	1116.39	2220.60	10
Doug Moon	8	1094.43	3	1121.98	7	1141.14	2263.12	8
William Rich	11	1122.34	11	1139.33	3	1139.35	2278.68	5 <sup>2nd</sup>
Howard Rush	4	1053.28	9	1117.13	8	1123.35	2240.48	9
Kenny Stevens	3	1055.53	4	1129.90	6	1139.73	2269.63	6
William Werwage	7	1145.66	6	1163.88	11			
Juniors								
Ryan Young	1	987.88	1	1065.41	1	1101.6	2187.01	



## President's Column continued

designs that meet the 30 year or more criteria. Due to lack of time, circles, and manpower at weekend contest, this event is designed to be run in conjunction with Classic, and administratively separated with a separate set it can also be flown as a separate event, whichever is the most convenient for the contest management. If run with Classic, which has designs over 30 years old, contestants would be required to declare for either Nostalgia 30 or Classic, but not both. It is hoped these events should always be inclusive, not exclusive, and should always, within the rules, strive to include new fliers and new planes.

### Initiatives Moving Forward

Moving forward, PAMPA will be concentrating on improving the printed quality of our publication, *Stunt News*. Bob Hunt is continuing to seek improvements in the "finished Product" and we will be soliciting bids from a number of sources. Our goal is to improve the printing quality without dramatically increasing our cost. The qualities of our photos when viewed online are outstanding. The color photos really come alive. Unfortunately, when printed in black and white the quality suffers.

We are currently looking into upgrading our website to make it more user friendly, enable you to renew membership,

order products, view and order plans, and much more on-line. It is our goal to improve this site to not only offer the membership an actual interactive site but also give us the ability to communicate with the membership in a number of ways.

Another project will be to work closely with our existing judging corp. to increase the size and professionalism of our judging corp. It is imperative that we increase the numbers of qualified judges. I for one would welcome any suggestions you might have as to how to accomplish this. At this year's Nats I had a number of conversations with both judges and competitors as to how to accomplish this goal. I would like to encourage each of you to consider judging. I recently completed judging at the Brodak contest and it was a very rewarding experience. I would like to encourage some of our current fliers to "lay down the handle" and step up to the judging side of the circle. I can think of a number of fliers that would make excellent judges and should consider it. Don't be surprised if you get a call from me to discuss this possibility. There is no substitute for quality judging. We cannot continue to ignore this critical problem.

I hope everyone is enjoying the summer and has an opportunity to enjoy our hobby. Till next time, Fly Stunt safely, mentor someone, and consider judging. *SN*

# Level Laps

By Bob Hunt

This issue of *SN* will be a bit different in article mix than the norm. Each year the September/October issue of *SN* is reserved for the annual AMA Nats report, and in this respect this issue is not changed. What is different is that there is also another major contest report included herein about the annual Brodak Fly-In, which happened a few weeks before the Nats. These two contests, along with the annual Vintage Stunt Championships (VSC) are, arguably, the biggest and most well-attended CL Stunt competitions on earth each year. We usually try to keep the large contest coverage pieces to one per issue because of the amount of space that they require (page count), but this month we really need to report on the happenings at the two aforementioned gatherings.

For the past several months I've been extremely nervous that there would not be enough feature material submitted to "fill" *SN* with relevant and interesting articles. Well ... that concern is—at least temporarily—assuaged ...



Hail, hail, the gang's all here ... the Brodak Fly-In.

The third feature article that appears in this issue is the first installment of what will be at least a multi-part story about one man's initial desire to be a part of the CL Stunt event, his struggle to learn the necessary lessons that would make him competitive on both national and world levels, the incredible (and sometimes self-inflicted) personal sacrifices that he would make to achieve his goal, the genius he would display in his approach to designing and flying that would eventually make him and his famous aerobatic weapon legendary names in this event, and his ultimate triumph that placed him at the very top level amongst the most revered champions of our sport. I'm referring of course to three-time World F2B Champion and 1980 National CL Aerobatic Champion, Les McDonald.

Les contacted me a year or so back and broached the idea of writing a story about the development of his Stiletto series of airplanes. I jumped at the idea and suggested that we could use it as a feature article in *SN*. As Les began to type thoughts to file, he realized that separating the story of the Stiletto from his life in CL Stunt was not feasible, or even desirable. The idea morphed into what is essentially his autobiography—at least one that covers the years in which he flew Stunt. The focal point of this story is still the development of the Stiletto series of airplanes, but what materialized is a rich dose of Stunt history and the real true-to-life story of the dedication and sacrifice it takes to get to the top and sustain once there.

This is not a totally fun read. It is a brutally honest and self-effacing account. Les McDonald is one of the most charismatic and popular individuals to ever fly CL Stunt, and he is also one of the most naturally funny people I've ever met, so I was

anticipating a light hearted story that hit all the high points and related all the humorous things that happened in his life in Stunt.

There is humor here, to be sure, but there is also pathos. His story is a bittersweet one, but it is real. To those who are contemplating dedicating their lives to this event in a quest for the "Gold," I recommend a thorough reading of Les's saga. It will help you embark on such a quest with your eyes open and with realistic expectations of the rewards available. Only *you* can then evaluate if the journey is worth the rewards.

Once Les got started writing, he realized that there was much more to the story than he first thought. The result is not an article or two, but rather an honest to goodness "book." We could think of no other way to present this material other than a long series of chapters that

will run consecutively until the story is fully told. I want to publicly thank Les for taking the time to do this. I know it wasn't easy. I also know that it will be a story that will be read and re-read by many for years to come. Oh yeah, we decided to call the series "The Stiletto Chronicles."

## Pancho and Lefty (With apologies to the Grubers ...)

I'm not sure who exactly fits the role of Pancho here, but our graphic artist, Liz Helms, has certainly answered recently to the name "Lefty" a bunch of times in the past three months! I'm happy to report that Liz is almost completely healed from her broken arm problems. (Maybe the dog that knocked her over was named Pancho ... ) Liz and I are working to put *SN* right on schedule and also produce the "Special Issue" that will make up for the skipped May/June issue. This would mean that we would start 2010 right on schedule. Her mishap put a damper on our efforts for a while, but we are back on track now.

To keep the newsletter on schedule we will need an ongoing supply of feature articles (Les's saga will eventually end ... ) as well as all our normal columns submitted on time. As the Beatles wrote and sang, "It's getting better all the time ..."

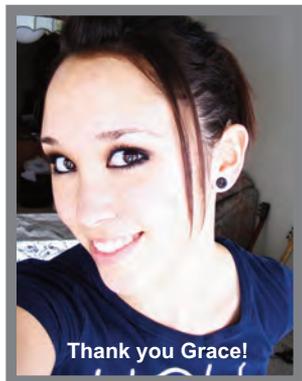
Speaking of song titles, perhaps I should explain the Pancho and Lefty reference in the above subhead and why it concerns



the Grubers. I saw Bill and Rob Gruber sitting in their car one morning at a Nats with the windows rolled up. Robby was scheduled to fly in competition in but a few moments. They were intently listening to Willie Nelson and Merle Haggard's version of Towne Van Zandt's haunting song, "Pancho and Lefty." (Personally I've always liked Emmy Lou Harris and the Hot Band's version of that song just a bit more ...) I asked them why they were doing that at that important point in time and they responded that it was a contest morning ritual. Hmmm. I can identify with that; Robby (my son) and I used to do the very same thing on contest mornings, on the way to the field, but the song we chose was Jackson Browne's "Late for the sky." Hey, whatever works ...

**We won't always have Paris**

I know, I know ... I've been at the keyboard too long today ... Our Next Generation columnist, Grace Paris, has reluctantly tendered her resignation from her SN post. Grace is facing the dilemmas that we all have faced growing up. Her time is being divided among her many interests, and she's also trying to find a way to buy a car. (She told me that she also wants a motorcycle! Way to go Grace! Just be sure to take the MSP Safety Course and wear a full-face helmet and complete safety gear whenever you ride.) We will certainly miss her and her unique style. Our thanks go out to Grace for getting this column started. She will be missed!



Grace did us a huge favor as she left, however, in asking Matt Colan to pick up the reigns and continue this important column. The future belongs to the youth in almost every way, and the future of CL Stunt is in their hands for sure. I'm happy to see that there are new young fliers showing up at contests all over the globe. We need to insure that this group has a forum of their own, and I'm very sure that Matt will take his column to many very interesting and surprising places.



**Mat Colan, on the left, will assume the duties of authoring "The Next Generation" column. Welcome aboard, Matt!**

I have been very impressed with Matt's contributions on the various online CL Stunt forums. He is a student of the history of this event and has shown a great reverence for those who made it what it is today. If he is an example of today's young

fliers, then our event is in good hands for sure! Please support him. If you know of young CL Stunt fliers in your area, please have them get in touch with Matt.

**Dave's soapbox**

Please take the time to read Dave Cook's District I column in this issue. He makes some fantastic observations/suggestions about what AMA and PAMPA could be doing to promote our event and the sport of model aviation in general. I don't want to steal his thunder by going into too much detail here, but it is worth a read and certainly worth consideration.

**July/August Mystery Dude**

Come on guys and gals, I've received no guesses on the mystery flier photos for the past two issues. Where's your competitive spirit? The young gentleman starting the T-Square in the last issue was none other than Allen Brickhaus!

Until next time, fly Stunt! SN



**Deadlines**

**Ad and Editorial copy**

Issue	Deadline
March/April 2009	January 20, 2009
May/June 2009	March 20, 2009
July/Aug 2009	May 20, 2009
Sept/Oct 2009	July 20, 2009
Nov/Dec 2009	September 20, 2009

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

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1/8 page: 2.25 x 3.50 inches	\$10.00
1/4 page: 4.75 x 3.50 inches	\$35.00
1/2 page: 4.75 x 7.00 inches	\$70.00
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Jacksonville FL 32220-3706  
Phone: (904) 786-8650  
gmflying@bellsouth.net

## PAMPA Directors

### President

Bill Rich: 3036 Ridge Vale Cir.,  
Valrico FL 33594-5649; (813) 681-9832;  
richvalrico@aol.com

### Vice President

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

### Secretary/Treasurer

Dave Gardner: 15107 SE 145<sup>th</sup> Pl.,  
Renton WA 98059-7308; (425) 235-5190;  
Davegardner55@msn.com

### Membership Secretary

Russ Gifford: 1302 2<sup>nd</sup> St.,  
Camanche IA 52730; (563) 259-1649;  
Gst92@mchsi.com

### Stunt News Editor

Bob Hunt: PO Box 368,  
Stockertown PA 18083;  
(610) 746-0106;  
robinhunt@rcn.com

### District I

**Dave Cook**  
46 Maple St.  
Norfolk, MA 02056-4548  
(508) 528-4548  
dave2@verizon.net

### District II

**Windy Urtnowski**  
93 Elliott Pl.  
Rutherford, NJ 07070-1912  
(201) 896-8740  
Windyu@aol.com

### District III

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

### District IV

**Steve Fitton**  
104 Mill Stream Way  
Williamsburg, VA 23185  
(757) 897-4696  
spfvmi90@aol.com

### District V

**Dale Barry**  
5995 Tipton Ct.  
Harlem, GA 30814-9377  
(706) 556-1177  
dalebarry@hotmail.com

### District VI

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

### District VII

**Crist Rigotti**  
1629 Grizzly Trail  
North Liberty, IA 52317  
(319) 329-6232  
crigotti@mchsi.com

### District VIII

**Don Hutchinson**  
9405 Side Saddle Trail  
Fort Worth, TX 76131-3135  
dhutch2@sbcglobal.net  
817-306-0226

### District IX

**Carl Shoup**  
3172 Glendarm Dr.  
Grand Junction, CO 81504-6034  
Home: (970) 424-0764  
Mobile: (970) 250-8047  
shoupentstatorrepair@prodigy.net

### District X

**Dave Fitzgerald**  
2063 Monticello Rd.  
Napa, CA 94558-2001  
Home: (707) 259-0626  
Mobile: (707) 332-9564  
DavidLFitzgerald@sbcglobal.net

### District XI

**Bruce Hunt**  
2237 Joseph St. S.  
Salem, OR 97302  
(503) 361-7491  
bhunt@swbell.net

## Stunt News Publication Policy and Disclaimer

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### Editor:

Bob Hunt: PO Box 368  
Stockertown PA 18083;  
robinhunt@rcn.com  
Tel.: (610) 746-0106

### Contributing Editors:

Matt Colan  
Noel Drindak  
Ken Gulliford  
Matthew Newmann  
Rudy Taube  
Robert Whitely

## C. F. SLATTERY CO.

BYRON BARKER, 2101 LOGAN AVE., NEW ALBANY, IN 47150  
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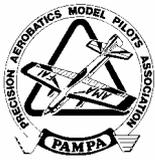
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# PAMPA Membership Application or Renewal Form

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

Membership Year 2009	New Member	Renewal	Address change:
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**Fax No.:** 425-235-5191

**Email:** davegardner55@msn.com

**NOTE:**  
 Term of ALL Memberships and Subscriptions are from January 1<sup>st</sup> through December 31<sup>st</sup>.

**ALL DUES EXPIRE DECEMBER 31<sup>st</sup>!**

# Brodak 2009

By Tom Hampshire

Dick Carville flew this Claire Sieverling-designed P-51D Mustang in CLPA Expert.



*Peruse the photos, courtesy of Elwyn Aud, and see if the atmosphere of the event comes through the pictures.*

**B**rodak's 2009 Fly-In was number 13; call it lucky 13. All in all good fortune was with us, except for a series of hard, brief thundershowers. The only abbreviated event was Stunt. The second round—flown on the last day of the Fly-In—suffered high wind and rain. About a third of the fliers on that day chose to pass. There were 155 total entrants, and roughly 800 official flights in all events.

But despite the weather, the fliers seemed to have a good time in mind, and that makes it come true. Many reunions occur throughout the week. There were a fair number of new faces, including Bill Rich, who came up from Florida to judge. A fairly large family turnout always shows, and that part of the crowd seems to be growing. We had a large number of kids in attendance. It's fun to watch them make an awkward start on the first day, and then meet some new friends and, voilà, by the second day, they are on the go from dawn to dusk.

I made what I think is an interesting observation: It became evident that the average age of the entrants is moving down. Not in the usual way that most of us think of it, with mostly graybeards and a few Juniors, but in a much different way with many more fliers in the 25-45 age bracket. Perhaps the "death of Control Line" which we have heard so much about is being put to rest. It's certainly starting to look that way.

So peruse the photos, courtesy of Elwyn Aud, and see if the atmosphere of the event comes through the pictures. The airplanes were in abundance, and so was the fun. The field in all events was as large as ever, despite the tough economy. If the recession was a bother, it didn't show. Looked like everybody decided to take a break and kick back for a while. What better way to do this than flying with friends?



Keith Trostle came all the way from Tucson to capture second place in Expert OTS with his Naccarato-designed Big Job.

# Fly-In Scrapbook



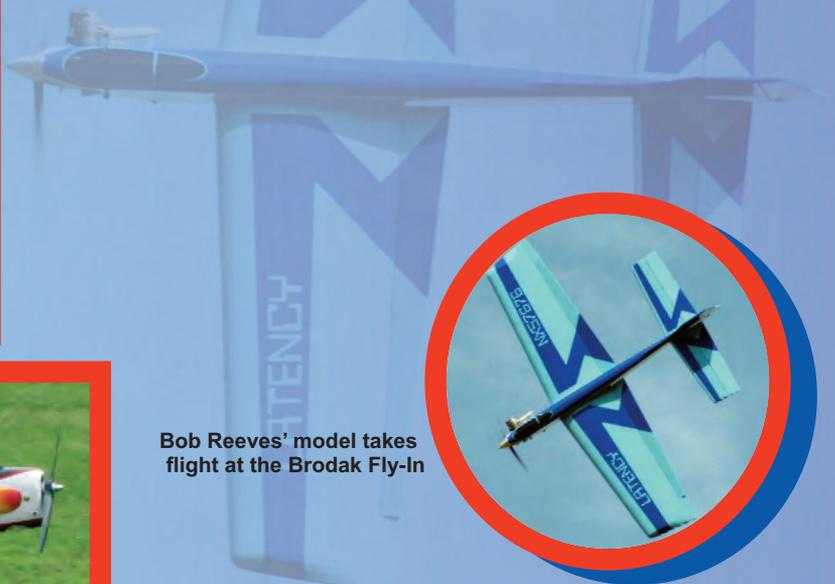
First place in CLPA Expert Stunt went to Mike Palko who flew his electric-powered P-51D Mustang.



Adrian Dominguez flew this Russian derivative design in CLPA Advanced. It is PA .65 powered.



Co-CD, Tom Hampshire brought his OTS ship, a Williamson Ringmaster, for show and tell; he was too busy to fly!



Bob Reeves' model takes flight at the Brodak Fly-In

The new rules presented a small challenge: All of the airplanes entered had to be weighed. To accomplish this we used simple kitchen spring scales. These were not absolutely scientific in accuracy, but they also did not require batteries or the need for a 110-volt AC supply. The key was to calibrate the scales in tenths of a pound, not ounces. Using this calibration meant that a 2.9-pound airplane required a pull test of 29 pounds; no conversion charts required. The airplanes were weighed either on the circle or on Monday afternoon before the start of the contest, with a little card given to the entrant with the airplane name, AMA number, and weight on it. The weighing did not turn out to cost much time or aggravation at all.

The highlight of the week was the induction into the AMA Model Aviation Hall of Fame of Larry Scarinzi. De Hill was the presenter and he did a very commendable job. Then De and Larry together inducted John Miske into the PAMPA Hall of Fame. John has suffered a stroke and was unable to attend. Word has it that he was very moved by the gesture in any event. Recover well, my friend.

One funny story remains to be told. The usual layout of the contest involves having the portable johns set up in a row at the back of the field, far from the entrance. Because of the rain, the driver of the service truck feared getting stuck in the mud and refused to drive back and pump out the johns. John Brodak finally talked the lady into making the run, and the contest was saved. Stay tuned for a new layout for next year, with the johns much closer to the driveway. Dodged a bullet that time ... See you next year. SN



Keith Trostle, Roy Trantham, Rich Giacobone, John D'Ottavio, Dennis Adamisin, and Joe Adamusko (L-R) are shown here heckling, er, ah, critiquing a pattern.



Mike Cooper poses proudly with his Bill Werwage-designed 1959 Ares. It sports an Aero Tiger 36 engine.



Dennis Adamisin reprised Jack Sheeks' Swinger and flew it, quietly, in Expert Classic with an electric-power system.



Tom Dixon flew this Bob Howard-designed Pegasus in Expert Classic. He powers it with a Double Star engine, which Tom also sells.

The airplanes were in abundance, and so was the fun.



This Fox .35-powered El Diablo belongs to Jack Weston. It was built by Harry Freeland and is exceptionally lightweight!



Buddy Wieder flew this Aero Tiger .36-powered Caprice to a win in Expert Classic Stunt.



Mike Ostella flew this Enya .53 4-cycle-powered Legacy in CLPA Advanced Stunt.



George Waters flew this Jack Sheeks-designed Stuka in Classic Advanced Stunt. It was powered by a RoJett .40.



Dan Banjock's original-design Vista circulates on its way to a third-place finish in CLPA Expert.



Neal Beekman, a retired New York City fireman, flew this profile Nobler in Advanced Profile Stunt. Its trim scheme was a tribute to his brothers who served on 9/11.



Bob Zambelli's triple-4-stroke-powered original.



Ken "Sleepy" Dawson flew this 4-stroke-powered Profile Cardinal.



Doug Benedetti flew this Brodak P-40 in Advanced Profile Stunt. It sports an ST .46.



Perhaps the "death of Control Line" which we have heard so much about is being put to rest. It's certainly starting to look that way.



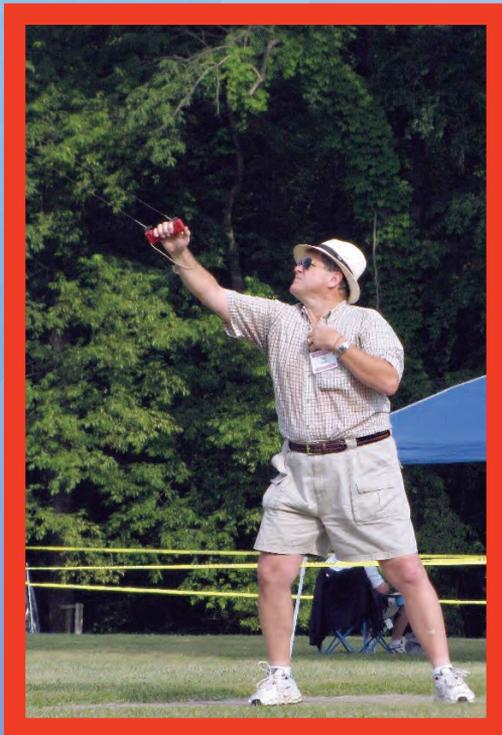
Windy Urtnowski flew this original RoJett .76-powered Tribute in CLPA Expert Stunt.



Left: Everett Shoemaker flew his LA .46-powered Profile Oriental in Advanced Profile Stunt.



Tim Stagg flew his original-design Tenacious in CLPA Advanced. It's powered by a ST.60.



Left: Joe Gilbert demonstrates concentration and style as he performs the pattern.



There were 155 total entrants, and roughly 800 official flights in all events.



Tom Hampshire presents the hosts, John and Buzz Brodak. He ceremoniously returned their house keys to them!



John Saunders won Expert OTS (yet again!) flying this colorful ST .46-powered Humongous.



Tim Stagg's Thunder Tiger .25-powered Mag performs in Advanced Profile Stunt.

The field in all events was as large as ever, despite the tough economy.

Right: Keith Trostle's well-traveled Gulfhawk Bearcat flew to a second-place finishes in both Classic Stunt and CLPA Expert Stunt.





Matt Colan flew this great rendition of Bill Werwage's Ares in Advanced Classic Stunt.



Bob Reeves' Profile Shoestring is caught in a wingover. A Saito .40 powers it.

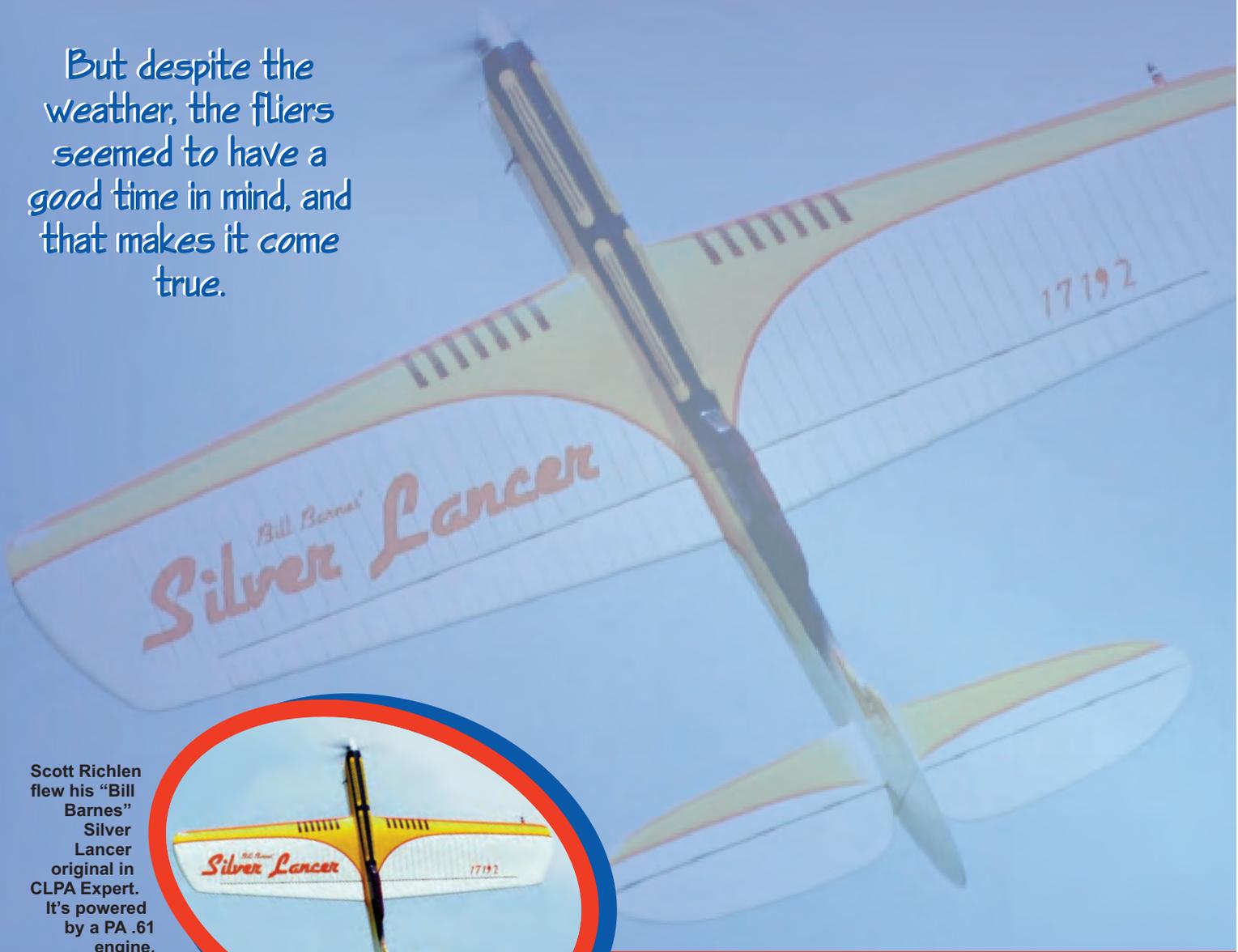


Dennis Adamisin's Swinger displays rock-steady Inverted Flight during an Expert Classic flight.

Mike Cooper's Tempest looks great against a clouded sky. It uses a PA.65 with pipe.



But despite the weather, the fliers seemed to have a good time in mind, and that makes it come true.



Scott Richlen flew his "Bill Barnes" Silver Lancer original in CLPA Expert. It's powered by a PA .61 engine.



Artie Jessup launches Watt Moore's FP .40-powered Jamison Special in Advanced OTS competition.



Lou Ruger flew his original Ironhorse in CLPA Advanced Stunt. It's powered by a RoJett .61.



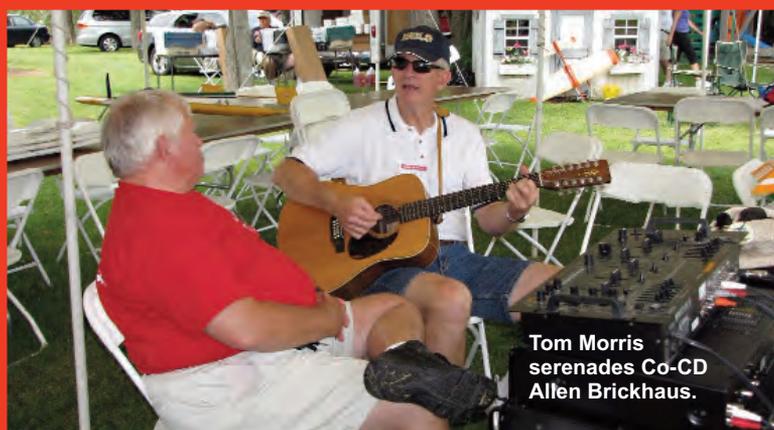
Ken Armish flew this Profile Pathfinder in Intermediate Profile Stunt.



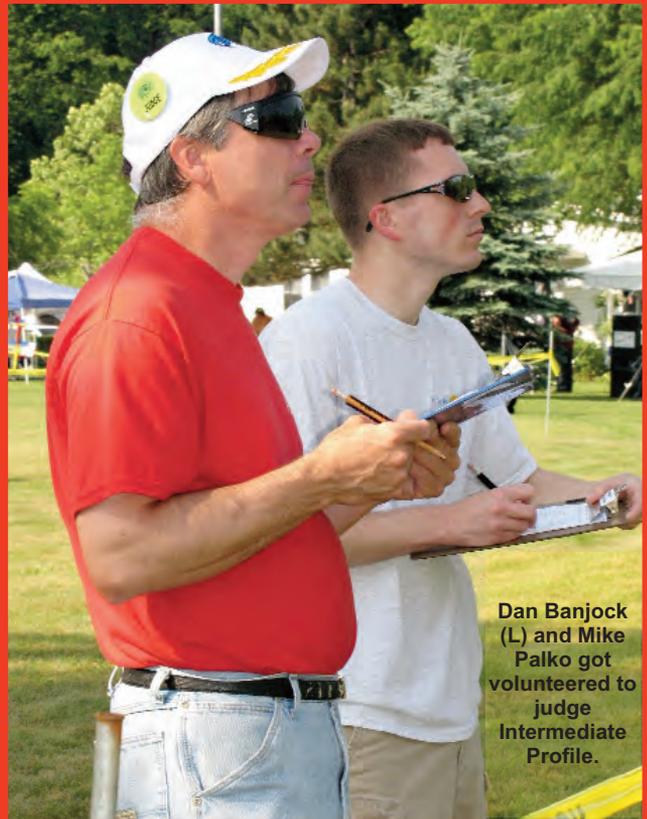
Joe Adamusko's gorgeous RoJett .90-powered Spitfire.



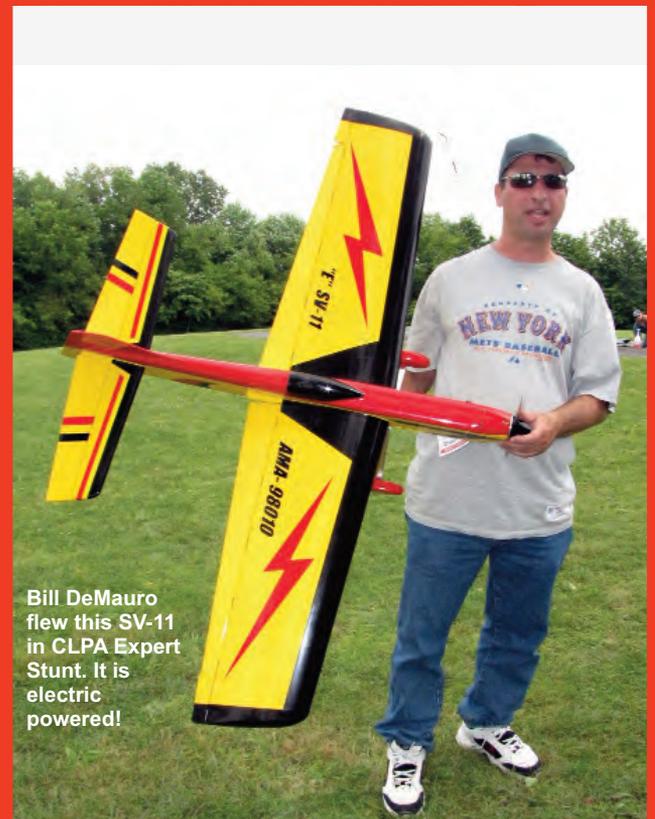
Bill Richards displays the ever-popular "Napoleon Technique" during a competition flight.



Tom Morris serenades Co-CD Allen Brickhaus.



Dan Banjock (L) and Mike Palko got volunteered to judge Intermediate Profile.



Bill DeMauro flew this SV-11 in CLPA Expert Stunt. It is electric powered!



**June 16, 17, 18, 19, 20, 2009**

228 Locust Street, Carmichaels, PA 15320

Sponsored by Brodak Mfg. & Dist. Co., Inc.

**CD: Allen Brickhaus - Tom Hampshire**

**Entrants - 156**

**Flights - 752**

**C.L.P.A.**

**C.L.P.A. Beginner**

Paul Taylor.....	240
Robert Schroeder ..... Twister/LA40.....	230.5
Chris Sarnowski..... Miss Kell/OSLA 40.....	225.5
William Stewart..... Pathfinder/DS 54.....	221
Tucker Blankenship ..... War Eagle/OS 40.....	219.5
Robert Hudak ..... Zlin Akrobat/Enya 40 x 2s.....	208.5
Jack Rosemere..... Cardinal/EV 36.....	173
Alan Maxwell ..... Nobler/LA 46.....	160.5
William Sargent.....	143.5
David Felinczak ..... Cardinal/Brodak 40.....	128
Joe Just ..... Twister/FP 40.....	93

**Judges: Heinritz - Waters**

**C.L.P.A. Intermediate**

John Ashford ..... Shady Lady.....	454.5
Daniel Birks ..... Twister/LA 40.....	430.5
Stuart Henderson ..... P40 Warhawk/LA 40.....	429
Thomas Cappadona ..... Vector 40/OSLAS 46.....	426
Alan Buck ..... Exell SV-22/PA 51.....	423
Shawn Cook ..... PT-19/Brodak 40.....	420
Bernard Suhamski ..... Oriental/40.....	419
Artie Jessup..... Nobler/Mag 36.....	418.5
Joe Grash, Jr. .... Vector/Brodak 40.....	417.5
Larry Fulwider..... Brodak ARC Cardinal/LA 46.....	416
Rick Blankenship ..... Ominium/Brodak 40.....	404
Nelson Erbs ..... Vector 40/LA 46.....	402
Bill Mandakis ..... Thunderbird/OS 46.....	399
Bill Lumley ..... Gambler/51.....	397
Dennis Moritz..... Twister/FP 40.....	395.5
Eric Keller ..... Primary Force/LA 40.....	394.5
Robert Young ..... Nobler/FP 40.....	393.5
Pete Schlessner ..... Thunderbird/36.....	386.5
Dick Hodge ..... P. Oriental/LA 46.....	387.5
John Passalaqua ..... Legacy/ST 51.....	374.5
Ryan Taylor ..... Tutor II.....	374
Kenneth Cook..... Oriental/LA 40.....	370.5
Norm Liversidge ..... Nobler/OS 46.....	369.5
Kenneth Dawson, Sr..... P. Cardinal/OSFP 40 4-strk.....	366

**C.L.P.A. Intermediate continued...**

Ted Heinritz ..... Gee Bee/Saito 56.....	359.5
Don Sopka..... Chipmunk/OSFP 40.....	358
Dave Evar..... Electric Smoothie.....	344
Ken Armish ..... Intrepid/65.....	299.5
Wayne Buran..... Brodak Oriental/LA 46.....	172.5
Jim Welch ..... Strega/Saito 62.....	166.5
David Reyes ..... Tucker Special/Fox 35.....	132.5

**Judges: Brookins - Taff**

**C.L.P.A. Advanced**

Len Bourel ..... Impact Shark/ST 51.....	428
John Rakes..... Optimus Prime/46.....	426.5
Adrian Dominguez ..... Moonshine/PA 65.....	422.5
Price Reese ..... Original Rounder/Stalker 46.....	422
Matthew Colan..... Ares/OS 35 S.....	417.5
Tim Stagg ..... Tenaious/ST 60.....	416.5
Scott Condon..... Premier/76.....	412.5
Bob Reeves ..... Legacy/Saito 62.....	405.5
William Davis ..... Dancer/ST 60.....	397
George Waters ..... A-26/ Twin OS 40.....	392
Lew Woolard..... Strega/ LA 56.....	384.5
Dennis Truxal ..... ARF P40/ OSLA 46.....	380
Everett Shoemaker ..... P. Cardinal/OSLA 46.....	380
Willis Swindell..... Phoebus/Saito 50.....	372
Lou Ruger..... Ironhorse/Rojet 61.....	365.5
Watt Moore ..... Oriental/FP 40.....	364
Bob Krug..... Strega/ST 60.....	357.5
Paul Smith ..... Nate/OS 40.....	355
Richard Wolsey ..... JD Falcon/ DSRE 60.....	338
John Tate..... Vector/LA 36.....	334.5
Marvin Denny ..... Galloping Comedian/Fox 35.....	320

**Judges: Houser - Richlen**

**C.L.P.A. Expert**

Mike Palko ..... P51/Electric.....	533.5
Keith Trostle ..... Bearcat/Jet GMA 50.....	532
Dan Banjock ..... Vista 39/72.....	529.5
Windy Urtnowski..... Tribute/Rojet 76.....	521

### C.L.P.A. Expert continued...

Dennis Adamisin.....	Myth Buster/Electric.....	514.5
Kent Tysor.....	Strega/Rojet 76.....	513
William Moore.....	Thunder Cloud.....	509.5
Joe Gilbert.....	Forerunner/LA 46.....	496.5
Tom Dixon.....	Dixon Cardinal/OS 40BB.....	495
Scott Reynolds.....	Silver Knight/PA 61.....	493.5
Bud Wieder.....	Caprice/Aero Tiger 36.....	492
Joe Adamusko.....	Spitfire/Rojet 90.....	491
Scott Richlen.....	Silver Lancer/PA 61.....	484
William DeMauro.....	SV-11/Electric.....	483
Roy Trantham.....	Shark/DS.....	480
Mike Donovan.....	Vector 40/OSLA 40.....	463.5
Dick Carville.....	Silverling P-51/ST 46.....	463.5
Sina Goudarzi.....	Force 40/SSW 40.....	456
Phil Spillman.....	Chief/FP 40.....	455
Ken Cerny.....	Legacy/OS 56 4-strk.....	453
Mike Cooper.....	Tempest/PA 65.....	445.5
Jack Weston.....	ARF Vector/Electric.....	440.5
Donald Herdman.....	Super Tiger 60/Fox 35.....	431
Bob Zambelli.....	Cardinette/OS26FS.....	425.5
Archie Adamisin.....	Big Art Special/Electric.....	392.5
Bob Lampione.....	Patternmaster/Big Jim ST 60.....	209

Judges: Peabody - Bill Rich

### **PROFILE PRECISION AEROBATICS**

#### Profile Precision Aero. Beginner

William Stewart.....	Pathfinder II/DS 54.....	227
Jody Messinger.....	Cardinal/OSLA 46.....	221
Michael Paris.....	Super Clown/OS 25.....	220
Larry Talley.....	ARF Cardinal/46.....	214.5
Craig Dennis Hastings.....	Cardinal/Brodak 40.....	206
Robert Schroeder.....	Twister/LA 40.....	203
Tucker Blankenship.....	War Eagle/OS 40.....	203
Jack Rosemere.....	Cardinal/EV 36.....	192
William Sargent.....	.....	173.5
David Felinczak.....	Pathfinder/Super Tiger 51.....	171.5
Alan Maxwell.....	Primary Force/Brodak 40.....	167.5
Joe Just.....	Frank/FP 40.....	140

Judges: Moore - Moritz

#### Profile Precision Aero. Intermediate

Tom Morris.....	P. Cavalier/AT 36.....	851.5
John Gladfelter.....	P. Smoothie/FP 35.....	808.5
Norm Liversidge.....	Primary Force/Saito 40 FS.....	792
Artie Jessup.....	P. Cavalier/LA 40.....	789.5
Shawn Cook.....	Brodak ARF/LA 40.....	786.5
David Reyes.....	Excalibur/40.....	785.5
Daniel Birks.....	Twister/LA 40.....	785

### Profile Precision Aero. Intermediate continued...

Keith Morgan.....	Modified Cardinal/LA 46.....	783
Stuart Henderson.....	P-40 Warhawk/LA 40.....	783
Eric Keller.....	Primary Force/LA 40.....	775.5
Alan Buck.....	Buccaneer/ST 51.....	772.5
Ted Heinritz.....	Phazer/Max H 40.....	764.5
Ken Armish.....	Pathfinder/46.....	763
Bill Lumley.....	P. Nobler/46.....	753
Larry Fulwider.....	Brodak ARC Cardinal/LA 46.....	752.5
Brad LaPointe.....	Brodak Zero/EVO 36.....	749
Joe Grash, Jr.....	P-40/EVO 36.....	737.5
Dick Hodge.....	P. Oriental/LA 46.....	730.5
Pete Schlessler.....	ARF Cardinal/46.....	725.5
Dennis Moritz.....	Twister/FP 40.....	710
Gary Hetrick.....	Primary Force/Fox 36.....	694.5
Clyde Richey.....	Exceeder/OSLA 46.....	668
Rick Blankenship.....	Primary Force/LA 25.....	665.5
Kenneth Cook.....	Magician/LA 25.....	662.5
Wayne Buran.....	Brodak P. Oriental/LA 46.....	659
Kenneth Dawson, Sr.....	P. Cardinal/OSFP 40 4-strk.....	644.5
John Ashford.....	ESO.....	634.5
John Passalacqua.....	Brodak P-40/Brodak 40.....	456.5
Ray Rowh.....	Cardinal/LA 46.....	196

Judges: Banjock - Beekman - Ostella - Palko

#### Profile Precision Aero. Advanced

Ronald King.....	Cardinal/Brodak 40.....	487
Scott Condon.....	Messerschmidt/46.....	486
Michael Ostella.....	P-40/46.....	480.5
John Rakes.....	Teosawki/46.....	476.5
Bill Richards.....	Prowler/OS 32.....	473
Bob Reeves.....	Shoestring/Saito 40.....	472.5
Price Reese.....	Cardinal LA 46.....	472.5
Len Bourel.....	Cardinal/LA 46.....	472.5
Tim Staggs.....	Magician/Thunder Tiger 25.....	471
Dennis Truxal.....	ARF P-40/OSLA 46.....	469.5
Bob Brookins.....	Primary Force/Silver Foxx 35.....	469
Randall Holcroft.....	Brodak Tanager/OS 40.....	467.5
William Davis.....	Teosawki/OSLA 46.....	466
Everett Shoemaker.....	P. Oriental/OSLA 46.....	463.5
Lew Woolard.....	Primary Force/SF 35.....	463.5
Doug Benedetti.....	ARF P-40/ST 46.....	461.5
Neal Beekman.....	Nobler/LA 40.....	456.5
Paul Smith.....	Nate/OSFP 40.....	454
George Waters.....	M-201/Merco 61.....	454
Robert Willis.....	Brodak Lagg 3/LA 46.....	450.5
Lloyd Gregory.....	Teosawki/LA 46.....	444
Watt Moore.....	Brodak Cardinal/Brodak 40.....	437.5

Judges: Dawson - Mandakis

### Profile Precision Aero. Expert

Dan Banjock	.....PT-19/40	.....519.5
Mike Palko	.....P-40/Electric	.....519
Joe Gilbert	.....Forerunner/LA 46	.....515
Mike Donovan	.....Pathfinder/OSLA 46	.....507.5
Tom Dixon	.....ARC Cardinal/DS 40 BB	.....504
Keith Trostle	.....Old Dog/DS 60	.....499.5
John Paris	.....Profile/Tower 40	.....493.5
Ken Cerny	.....Cardinal/Brodak 40	.....485
Jack Weston	.....ARF Cardinal/LA 46	.....481.5
Phil Spillman	.....Stuka/Brodak 40	.....470
Phil Cartier	.....Gotcha Streak	.....464
Sina Goudarzi	.....Force 40/SSW 40	.....463.5
Dennis Adamisin	.....Brodak Hellcat/Electric	.....157

Judges: Holcroft - Midgely E.

### **CLASSIC STUNT**

#### Classic Beginner

Alan Maxwell	.....Nobler/Fox 35	.....201.5
Michael Paris	.....Super Clown/OS 25	.....192
Craig Dennis Hastings	.....Smoothie/FP 40	.....190.5
Jack Rosemere	.....Smoothie/EV 36	.....159

Judges: Armish - Buck

#### Classic Intermediate

John Ashford	.....Shady Lady	.....474.5
Joe Grash, Jr.	.....Ares/Brodak 40	.....460.5
Daniel Birks	.....Magician/LA 40	.....445
Bill Lumley	.....Gambler/51	.....443.5
Robert Young	.....Nobler/FP 40	.....435.5
Shawn Cook	.....PT-19/Brodak 40	.....432.5
Pete Schlessler	.....Thunderbird II/36	.....431.5
John Gladfelter	.....P. Smoothie/FP 35	.....418
Artie Jessup	.....Nobler/Mag 36	.....416
Stuart Henderson	.....Twister/LA 40	.....408
Mark Gerber	.....Smoothie/36	.....405
Norm Liversidge	.....Gieske Nobler/OS 46	.....393
Ted Heinritz	.....Nobler/Max FP 40	.....378.5
Bill Mandakis	.....Thunderbird/OS 46	.....372.5
Clyde Richey	.....Brodak Nobler/Fox 35	.....366.5
Bernard Suhamski	.....Oriental/40	.....365
Eric Keller	.....Smoothie/LA 40	.....344
Dick Hodge	.....P. Oriental/LA 46	.....331
David Reyes	.....Tucker Special/35	.....325
John Passalacqua	.....Oriental/DS 40	.....238.5
Ray Rowh	.....Smoothie/FP 35	.....220
John Cocking	.....Oriental/Magnum 36	.....144
Tom Morris	.....P. Cavalier/AT 36	.....96.5

Judges: Dawson - Reese

### Classic Advanced

Neal Beekman	.....Nobler/LA 40	.....495
William Davis	.....Skydancer/OS 35	.....488.5
Tim Stagg	.....Magician/Thunder Tiger 25	.....484.5
Bob Reeves	.....Skylark/ST 51	.....480
Richard Wolsey	.....JD Falcon/DS BB 40	.....473
Matthew Colan	.....Ares/OS 35 S	.....470
Bill Richards	.....Brodak Oriental/OS 35	.....462.5
Lew Woolard	.....Smoothie/FP 40	.....460.5
Doug Benedetti	.....Brodak Nobler/40	.....460.5
Len Bourel	.....Fancy Pants/Fox 35	.....457.5
Dennis Truxal	.....Ringmaster/Fox 35	.....449
Marvin Denny	.....Gallop Comedian/Fox 35	.....440
Bob Brookins	.....Vega/Silver Fox FP 40	.....429.5
Watt Moore	.....Oriental/FP 40	.....388
Scott Condon	.....Dolphin/35	.....366.5
George Waters	.....Stuka/Rojet 40	.....241

Judges: Ashford - Carville

#### Classic Expert

Bud Wieder	.....Caprice/Aero Tiger 36	.....504
Keith Trostle	.....Bearcat/GMA Jet 50	.....500
Joe Gilbert	.....Nobler/Brodak 40	.....500
Tom Dixon	.....Pegasus/DS 40 Classic	.....495
Dennis Adamisin	.....Swinger/Electric	.....486
Dick Carville	.....Siverling/ST 46	.....484.5
Carl Lovins	.....Tucker Special/Brodak 40	.....481.5
John Paris	.....P. Oriental/Tower 40	.....479
Ken Cerny	.....Olympic/OS 46	.....474.5
Roy Trantham	.....Shark/DS 40	.....460
Bob Zambelli	.....Nobler/Fox 35	.....452.5
Phil Cartier	.....Smoothie	.....448
Jack Weston	.....Gieske Nobler/OS 40	.....446
Phil Spillman	.....Chief/FP 40	.....435
Mike Cooper	.....Ares/Aero Tiger 36	.....434.5

Judges: Richards - Tysor

### **NOSTALGIA 79**

#### Beginner

Chris Sarnowski	.....Miss Kell/OSLA 40	.....191
William Stewart	.....Tutor/DS 40	.....186

Judges: Armish - Buck

### **NOSTALGIA 79**

#### Intermediate

Alan Buck	.....Twister/OS 40	.....432.5
Dennis Moritz	.....Twister/FP 40	.....368.5

Judges: Dawson - Reese

## **NOSTALGIA 79**

### Advanced

Mike Ostella	Miss Laura/LA40	457.5
Paul Smith	Magician/OSFP 40	407.5

Judges: Ashford - Carville

## **NOSTALGIA 79**

### Expert

Donald Herdman	1972 F-14 Tomcat/PA 40	419
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Judges: Richards - Tysor

## **OLD TIME STUNT**

### Old Time Stunt Intermediate

Bernard Suhamski	Smoothie/40	235
Bill Heyworth	Mad Man/Super Tiger 46	234
Bill Mandakis	Viking/Brodak 40	232
Eric Keller	Viking/LA 40	225
Norm Liversidge	Box Car Chief/Fox 35	222.5
Alan Buck	Jamison/Tower 40	214
Stuart Henderson	Super Clown/LA25	202.5
Larry Fulwider	Brodak ARF Smoothie/OS 35	200.5
Shawn Cook	Sterling Ringmaster/Fox 35	199.5
Clyde Richey	Ringmaster/McCoy 35	191.5
Kenneth Dawson, Sr.	All American Senior/K&B 29	189.5
John Cocking	Devil/Fox 35	185
Everett Shoemaker	Barnstormer Trixter/Fox 35	183
Gary Hetrick	Super Clown/Fox 35	175
Craig Dennis Hastings	Ringmaster/LA 25	114
Ken Buck	Ringmaster/Stunt 35	110
Ken Armish	Zilch/35	45.5
Daniel Birks	Super Clown/OS 35	43.5

Judges: Benedetti - Hermans

### Old Time Stunt Advanced

Scott Condon	Stuntwagon/51	252
Marvin Denny	Galloping Comedian/Fox 35 H	240
Bob Brookins	Barnstormer/Silver Foxx 35	235
Richard Wolsey	Mad Man/DS Classic 40	232.5
Paul Smith	Chief/K&B 35	217
Bob Reeves	Ringmaster/Fox 35	212
Rich Peabody	Jamison Special/Brodak 40	210.5
Donald Herdman	Black Tiger/Fox 35	193
Matthew Colan	Smoothie/Brodak 40	190.5
Price Reese	Ringmaster/Fox 35	182.5
Watt Moore	Jamison/FP 40	165.5
Len Bourel	Ringmaster/LA 25	142.5

Judges: Heyworth - Weston

### Old Time Stunt Expert

John Saunders	Humongous/ST 46	267.5
Keith Trostle	Big Job/DS 60	266
Joe Gilbert	El Diablo/Fox 35	265
Dan Banjock	Ringmaster/35	263.5
Tom Dixon	Ringmaster/OS 25 FP	260.5
Dennis Adamisin	Brodak Stinger/Electric	255.5
Ken Cerny	Viking/OS 40	255
Roy Trantham	Humongous/DS	252
Mike Donovan	El Diablo/Fox 35	244
John Paris	Viking/Fox 36	243
Bob Zambelli	Stunt Rocket/Atwood 49	242.5
Phil Spillman	Viking/Enya 45 6001	242.5
Lew Woolard	Humongous/LA 46	237
Richard Houser	Zilch/Enya 40	236
Dick Carville	Barnstormer/OS 25	235
Jack Weston	El Diablo/Fox 35	228.5

Judges: Davis - Holcroft

## **LADIES ONLY BASIC FLIGHT**

Jo Shoemaker	P-40/OSLA 40	236.5
Diane Buck	Super Clown/Fox 35	54.5

## **C.L.P.A. JUNIOR AWARD**

Daniel Birks  
Shawn Cook  
Matt Colan

## **C.L.P.A. SENIOR AWARD**

Ryan Taylor

## **PROFILE JUNIOR AWARD**

Shawn Cook  
Daniel Birks  
Michael Paris

## **TRAVEL AWARD (Washington)**

Joe Just

## **CLUB PARTICIPATION AWARD**

Philly Flyers

## **MOST EVENTS ENTERED AWARD**

Paul Smith

## **SPIRIT OF THE SPORT AWARD**

De Hill

## **APPEARANCE JUDGING**

Lynn Babic - Pete Klepsic - Woody Midgely

# 2009 National Aeromod

## BEGINNER STUNT

by Allen Brickhaus

The week had barely begun for the 2009 version of the AMA Model Airplane Nationals when pilots began to assemble for the CLPA Beginners' CL Championship. This unofficial event was run on the most northeast of the nine grass circles north of the "L" pad on the AMA site.

The top Open-aged Beginner winners were, in the correct order of finish, Bob Hudak, Jack Dock, Michael Stinson, Robert Schroeder, Harry Crespo, Scott Pahlow, and Allen Burham. The Junior/Senior class winners were, in the correct order of finish,



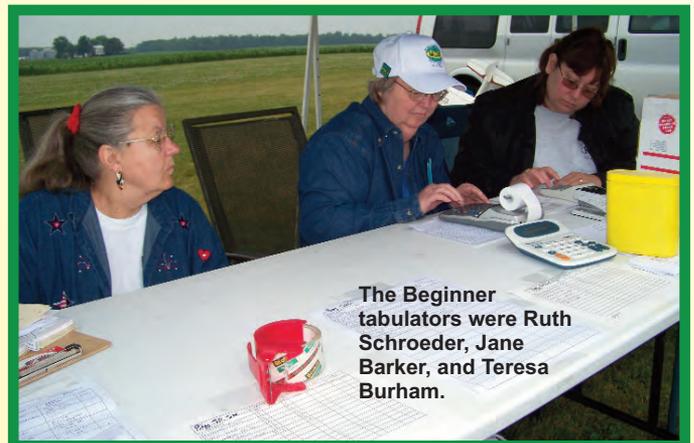
The serious look on Michael Paris's face depicts the extreme effort Michael took to return the Junior/Senior Beginner traveling trophy to his home in Michigan. His sister, Grace Paris, won the event last year.



Bob Hudak of the Cleveland area was our top "dawg" in the CLPA Open Beginner event.

Michael Paris, Amos Case (Brazil), Zack Stein, Benjamin Mills, and Justin Strauser.

Our pit boss was Byron Barker; the judges were Wes Eakin, Eric Taylor, and Dale Josephson; the tabulators were Jane Barker, Teresa Burham, and Ruth Schroeder; and our critique judge was Steve Smith. The area clubs associated with running this event were the Chicago Circle Cutters, the New Albany Skyliners of Indiana, the St. Louis-based Lafayette Esquadrielle,



The Beginner tabulators were Ruth Schroeder, Jane Barker, and Teresa Burham.

# Modeling Championships!

the Paducah Aero Modelers of Kentucky, and the Peoria Area Wyreflyers of Illinois.

So many modelers emptied their closets and shelves to provide prizes, which the modelers chose themselves immediately after the award ceremony. I would like to thank those who took the time and energy to donate the prizes. To each prize was taped a note that asked the winner to send each donator a "Thank You" card or letter.



Above: Our Beginner judges were, left to right, Eric Taylor, Wes Eakin, and Dale Josephson.



Jack Dock of Kansas took second in Open Beginner flying his Bob Hunt-designed Holeshoot.



Above: Amos Case of Brazil took second in the Junior/Senior Beginner event held near the "L" pad.



Above right: Steve Smith of St. Louis took on the task of critiquing and coaching each pilot as he came off the circle.

Look for the Beginner event to run again next year on the first official day of CL competition at the 2010 AMA Nats. If you have something to donate, please contact Allen Brickhaus at [abkb801@shawneelink.net](mailto:abkb801@shawneelink.net) or call (618) 683-7611. *SN*



### Beginner Open

1st	Bob Hudak	253.0	184.0
2nd	Jack Dock	241.0	245.0
3rd	Michael Stinson	217.0	205.0
4th	Robert Schroeder	206.0	202.0
5th	Harry Crespo	153.0	156.0
6th	Scott Pahlow	103.0	106.0
7th	Allen Burham	86.0	84.0

### Beginner Junior/Senior

1st	Michael Paris	246.0	231.0
2nd	Amos Case	165.0	76.33
3rd	Zack Stein	141.0	124.0
4th	Benjamin Mills	50.0	66.0
5th	Justin Strauser	47.0	37.0

Our pit boss, Byron Barker, is shown in the middle of these three fine gentlemen. District VII PAMPA representative Crist Rigotti is on the spot taking pictures of the event and is shown on the left. Allen Burham, an Open Beginner competitor, is awaiting his turn on the circle and is on the right of the picture.

# INTERMEDIATE STUNT

by Allen Brickhaus

Event Director Bob Brookins and his wonderful staff brought the Intermediate class to life on Sunday July 5 on the two most northeast grass circles just off the “L” pad at the AMA official flying site in Muncie, Indiana. Fifteen pilots vied for the crown of the Intermediate unofficial event.

The winners in order of finish were Chris Stevens (also Pilots’ Choice), Terry Bolin (also Best Brodak kit), Jason Greer, Jim Morway, Rob Young, Nelson Erbs, Ken Armish, John Gladfelter, Alan Buck, Norm Gayer, Vince Bodde, Samuel Niebel, Pat Gibson, Larry Fruits, and Jim Pascetto. The event was sponsored by John and Buzz Brodak of Brodak Manufacturing. Bob assembled a very hardworking cadre of workers to accomplish the Intermediate contest at the 2009 Nationals. His judges were John Brodak, Jack Sheeks, Jim Vornholt, and Floyd Layton; his tabulators were Elaine Brookins and Karyn Urtnowski; runners were Shirley Sheeks, Buzz Brodak, Darryl Harvin, and Bob Krug; with the weight master being Joe Peters; and the pit bosses were Shelly Gordon, Larry Lindburg, and Louis Rankin. *SN*



Chris Stevens won the Intermediate class at the Nats and also was chosen as the Pilots’ Choice with his Randy Smith/Brodak Vector.



Karyn Urtnowski (tabulator), Shirley Sheeks (runner), and Elaine Brookins (tabulator) continue their faithful duties to Intermediate.





Terry Bolin of Neosho, Missouri, took second in Intermediate with his Brodak Legacy. His model was chosen as the Best Brodak kit on the field.



Jason Greer took the third spot in Intermediate on Sunday, July 5 on the AMA site.



Left: The other Intermediate judges were John Brodak (L) and Jack Sheeks.



Buzz Brodak (runner) and Shelly Gordon (pit boss) chat between rounds in Intermediate.



Jim Vornholt (front) and Floyd Layton take on one of the two Intermediate circles with their judging skills.



Above: The appearance point display of models is always impressive.

Right: Paul Walker weighs Thomas Case's Turbo Tucano.

Below right: Gordan Delaney poses with his original Pathfinder LE.

# OLD TIME, CLASSIC, ADVANCED, AND OPEN

by Noel Drindak

## Gene Martine photos

incident and some familiar fliers wound up on top. Charlie Reeves won with a Big Job, Alan Brickhaus took second with a Humongous, and Dale Barry was third, also with a Humongous.

Classic was flown with the new scoring rules in effect. There are several major changes to the rules:

1. Pattern points are eliminated. That is, *there are no pattern points.*
2. Maneuvers that are omitted, not properly completed, or flown out of sequence get 0 points.
3. Flying too many or too few of a repeated maneuver (like inside loops) scores 0 points.
4. Failing to fly two level laps before a maneuver gives the maneuver a score of 0 points.

In the first round of Classic, Buddy Weider (flying fourth in some great air) took an early lead with a score of 488.5. As the round progressed, there were several crashes (equipment problems), and Buddy's score held up. The last flier in Round One, Bene Rodrigues, crashed with a control failure. Bene is the Brazilian Stunt Champion and a highly experienced international competitor. Before the crash, he had looked to be Buddy's major competition. In a great show of sportsmanship, Buddy offered to let Bene fly his beautiful new Bob Hunt-designed Caprice in the second round.

Bene took a practice flight during the lunch break and went up first in the second round (the flight order was reversed). He flew beautifully but scored only 435. (He lost landing points for failing to fly two level laps before landing.) Buddy's score held up through the second round, so he won Classic. Allen Goff was second with a Gieseke Nobler, and Joe Bowman was third with a beautiful Roadrunner.

## First Round of Qualification for Advanced and Open

Advanced and Open flying began on



Old Time and Classic Stunt were flown Monday on the grass circles. The weather was typical for Muncie—sunny with light winds early that built into the 10-15 mph range by late morning. Late in the afternoon a few gusts may have approached 20 mph. The high for the day was 85. Both events were flown on a single circle—21 fliers in Old Time and 28 in Classic. The new rules for pull tests were used for the first time at the Nats. Each model was weighed and then pulled to 10 times its weight.

Old Time was flown without



Current World Champion and this year's Nats champ Dave Fitzgerald fuels his original-design ThunderGazer for a flight.



Paul Ferrell starts the engine in his Rhapsody in Blue design while his dad Kevin and Jim Aron assist.



Tuesday. Weather was much the same as Monday with somewhat less wind (5-10 mph with gusts in the 10-15 mph range).

Seventy fliers competed on four circles at the L-Pad. Each circle had seven or eight Advanced fliers and 10 Open fliers. Fliers were divided into circles by seeding them according to past performance at the Nats. In each round they flew two flights before the same judges, with the Advanced fliers going first each time. Flight order was determined at the pilots' meeting by having each flier draw a numbered ball for each flight. The high flight for the first day gets added to the high flight for the second day to determine the qualifying score.

Tuesday's flying began at 8 a.m. and was finished by early afternoon. The leaders for Tuesday are given below.

*Advanced*

- Circle 1: Paul Ferrell and Ryan Young
- Circle 2: Steve Fitton and Adrian Dominguez
- Circle 3: Buddy Weider and Louis Rankin
- Circle 4: Erick Viglione and Enrique Diaz

*Open*

- Circle 1: Brett Buck and Doug Moon (tied with Randy Smith)
- Circle 2: Orestes Hernandez and Windy Urtnowski
- Circle 3: Derek Barry and Kenny Stephens
- Circle 4: Dave Fitzgerald and Bob McDonald

**Second Round of Qualification for Advanced and Open**

Wednesday's weather was the best yet. The temperature was in the 70s and winds were light. It looked like it might rain but it never did. The fliers saw the competition on Tuesday and knew what they needed to qualify. Everyone was working hard to fly his best. At the

Ryan Young won the Senior Stunt event flying this high-aspect-ratio model.

end of the day we had the qualifiers for Advanced Finals and for the Open Top Five Flyoff (following).

*Advanced Finals Qualifiers*

- Ronnie Thompson
- Scott Reynolds
- Paul Ferrell
- Ryan Young
- Roger Wildman
- Steve Fitton
- Francisco Fontenelle
- Dennis Vander Kuur
- Yuhi Minato
- Adrian Dominguez
- Louis Rankin
- Mike Schmitt
- Wesley Eakin
- Bud Weider
- Crist Rigotti
- Eric Viglione
- Enrique Diaz
- Thomas Case Jr.
- Oki Minato
- Eric Taylor

*Open Top Five Flyoff Qualifiers*

- Randy Smith
- Doug Moon
- Brett Buck
- Masaru Hiki
- Matt Newman
- Orestes Hernandez
- Michael McHenry
- Gordan Delaney
- Dan Banjock
- Windy Urtnowski
- Bene Rodriguez
- Kenny Stevens
- Derek Barry
- Frank McMillan
- Kaz Minato
- Bill Rich
- Bob McDonald
- Dave Fitzgerald
- Kent Tysor
- Howard Rush

**Advanced Finals and Open Top Five Day**

Thursday was the best weather yet—close to dream air. A few early fliers saw some dead air, but the rest of the day was near perfect. Both the Advanced and Open fliers fly two patterns, each on a different circle. Advanced fliers were on Circles 1 and 2, and the Open fliers were on 3 and 4. Circle 1, sometimes known as the “circle of death,” can be treacherous when the wind blows from the west as it usually does. However, this year, prevailing winds were from the east and there were no problems on Circle 1. There’s a lot of pressure on this day because there are no throwaways—both flights count. I’m just listing the top five



Derek Barry prepares for a finals flight with his Evolution while his dad Dale holds. Derek placed fifth in the Open Stunt event, but won the Concours Award.



Left to right are Ryan Young, the Senior Stunt Champion; Paul Ferrell, the Advanced Stunt Champion, and Yuhi Minato, the Junior Stunt Champion. The young men will be forces to be reckoned with in this event for many years to come!

in Advanced and the qualifiers in Open—a complete listing is available elsewhere in this issue.

*Advanced Finals*

1. Paul Ferrell
2. Ryan Young
3. Enrique Diaz
4. Bud Weider
5. Oki Minato

*Open Top Five Qualifiers*

- Doug Moon
- Matt Newman
- Dave Fitzgerald

Orestes Hernandez  
Derek Barry

**A Note on Scoring**

Many fliers were puzzled over their scores during the week. Under the previous scoring system, an *attempted* maneuver was given 10 points. *Completed* maneuvers usually got a minimum of 20 points (sometimes 16 or 18), so the range of scores for completed maneuvers was usually 20-40 points. In the new scoring system, any incomplete maneuver gets 0 points, and the range for completed maneuvers becomes 10-40 (I



Randy Smith flew his original SV Katana design with PA .51 power and an AeroPipe.

don't know of any judges who gave a 10, but I know several who gave 12s.) Higher scores weren't affected much by the change—a 38 was probably still a 38 for most judges. Lower scores were more affected—a 30 under the previous system would likely be a 25 in the new system.

### Junior, Senior, and Open Finals and the Walker Cup

Friday was another day of good weather with winds in the 5-10 mph range. Junior and Senior were contested on Circle 3



Darrell Harvin flew this Ringmaster in OTS competition. He also served as a judge in the main competition.

while the Open finalists flew on Circle 4. Yuhi Minato (Kaz's son) won Junior. Senior was very competitive with Paul Ferrell, Ryan Young, Thomas Case Jr., and Oki Minato all flying well. In the end, Ryan Young reversed the Advanced

results by beating Paul Ferrell. Dave Fitzgerald controlled the field and won Open comfortably. He also won the Walker Cup. The Open finishing order is given below.

#### Open Finals

1. Dave Fitzgerald
2. Orestes Hernandez
3. Doug Moon
4. Matt Newman
5. Derek Barry



Above: Windy Urtnowski prepares to start his Tribute as Dan Banjock lends a helping hand.



Above: Doug Moon does some maintenance on his original-design ship. He placed third in Open Stunt.



Left: Allen Brickhaus flew this Olympus in Classic Stunt at the Nats. Note the beautiful, transparent finish.

#### Final Thoughts

The 2009 Nats was a well-run event—thanks to Paul Walker and his crew of judges, tabulators, pit bosses, and runners. The systems for seeding fliers, drawing for flight order, and

ranking judges that were originated last year all worked well. The new rules for pull testing and scoring were taken in stride, although many fliers were puzzled by the scoring. The weather was just about as good as you could hope for.

Along the way there were a lot of good stories. I'll mention a few.

- Buddy Weider loaning his airplane to his chief competitor, Bene Rodrigues, in Classic.
- Years ago Windy saved a little Baltimore Oriole that had been hit by a car. Chickadoolie, as Windy named him, was his pet for six years. His 2009 airplane, named the Tribute, was a tribute to Chickadoolie. It was painted orange and black and had a picture of a Baltimore Oriole on the tail.
- We had a father and his two sons competing—Kaz, Oki, and Yuri Minato.
- We also had a father and son flying on the same circle—Thomas Case Sr. and Thomas Case Jr.
- Dan Banjock flying his jet at dusk on Thursday. It's a metal MiG-15 model with a pulse jet for power. It flew 19 laps (a record for Dan), producing dramatic audio-visual effects and also fear (for those standing beside the circle).
- Bill Rutherford mentoring his grandson, Ryan Young, to a win in Senior.
- Forty-eight years ago, John D'Ottavio gave a young Buddy Weider an airplane (also lines and a handle) and taught him to fly. John, now 86, launched for Buddy at the 2009 Nats.

I thoroughly enjoyed the 2009 Nats, and I'm already making plans for next year. If you haven't been, you should go. You won't be sorry. *SN*



Above: Brazil's Bene Rodrigues flew his ill-fated Super Ares in Classic Stunt competition. It fell victim to a broken ball-link!



Above: Orestes Hernandez placed second this year after having won two Nats crowns in a row.



Above: Frank McMillan showed up with a fantastic Martin Baker MB-1 Semi-Scale stunter that flew very well.

Left: Thomas Case Jr. flew this colorful Caprice in Classic Stunt.

## AMA National Championships, 2009

### Event 322 (Open) Qualifications

Contestant	Circle 1				Circle 3				Total Score	Place
	Round 1		Round 2		Round 1		Round 2		Best score from day 1 + best score from day 2	
	Flight Order	Score								
Brett Buck	8	535.33	7	0	6	514.00	6	526.33	1061.67	Q
Josias Delgado	5	488.67	8	499.67	4	497.33	8	475.33	997.00	23
Masaru Hiki	9	516.00	9	525.67	10	525.67	3	536.33	1062.00	Q
Gene Martine	2	487.33	6	492.67	1	480.67	7	501.33	994.00	24
Doug Moon	6	527.00	4	516.00	9	526.00	5	534.33	1061.33	Q
Matthew Neumann	10	513.67	2	516.33	5	527.67	4	536.67	1053.00	Q
Bill Rutherford	4	475.33	5	465.67	3	478.33	2	494.33	969.67	28
James Smith	7	472.00	10	453.67	8	490.00	1	484.67	962.00	29
Randy Smith	1	522.00	1	527.00	7	527.00	9	528.00	1055.00	Q
David Triple	3	465.00	3	0	2	472.00	10	487.67	952.67	30

## AMA National Championships, 2009

### Event 322 (Open) Qualifications

Contestant	Circle 2				Circle 4				Total Score	Place
	Round 1		Round 2		Round 1		Round 2		Best score from day 1 + best score from day 2	
	Flight Order	Score								
Dan Banjock	4	509.33	10	497.67	8	499.67	10	504.00	1013.33	Q
Joe Bowman	9	478.00	3	466.67	4	452.33	2	468.00	946.00	32
Allen Brickhaus	8	476.00	9	452.00	3	443.67	7	469.67	945.67	33
Harry Crespo	6	0	2	0	5	0	4	0	0	38
Gordan Delaney	3	500.33	8	474.00	1	423.00	5	504.00	1004.33	Q
Richard Giacobone	5	469.00	6	491.33	10	484.33	3	467.00	975.67	27
Orestes Hernandez	1	539.67	1	532.00	6	518.67	1	525.67	1065.33	Q
Michael McHenry	2	448.33	5	0	7	0	8	0	448.33	37
Bruce Perry	10	512.00	7	501.00	2	506.67	6	501.00	1018.67	Q
Winfred Urtnowski	7	516.00	4	504.33	9	520.00	9	516.00	1036.00	Q

## AMA National Championships, 2009

### Event 322 (Open) Qualifications

Contestant	Circle 3				Circle 1				Total Score	Place
	Round 1		Round 2		Round 1		Round 2		Best score from day 1 + best score from day 2	
	Flight Order	Score								
Derek Barry	7	509.67	5	515.67	5	530.67	2	529.67	1046.33	Q
Wesley Dick	3	0	9	0	1	0	4	0	0	38
P. T. Granderson	9	490.00	8	397.67	6	500.00	6	516.33	1006.33	21
Alberto Haber	8	481.67	2	480.00	2	502.67	3	472.00	984.33	22
James Lee	5	461.33	3	455.33	3	453.67	7	460.00	921.33	34
Frank McMillan	10	504.33	6	505.33	4	517.67	5	507.00	1023.00	Q
Kaz Minato	1	498.33	4	510.00	10	530.00	1	529.67	1040.00	Q
Bene Rodrigues	4	500.00	1	513.00	8	519.33	8	506.67	1032.33	Q
Wayne N. Smith	2	474.67	10	0	7	495.00	10	488.67	969.67	25
Kenny Stevens	6	503.67	7	517.33	9	506.33	9	514.00	1031.33	Q

# AMA National Championships, 2009

## Event 322 (Open) Qualifications

Contestant	Circle 4				Circle 2				Total Score	Place
	Round 1		Round 2		Round 1		Round 2			
	Flight Order	Score	Best score from day 1 + best score from day 2							
Dave Fitzgerald	4	527.33	6	0	9	540.00	4	551.67	1079.00	Q
Ryan Hauger	2	0	2	0	2	0	1	0	0	38
Robert McDonald	3	498.67	1	478.33	5	516.00	9	534.33	1033.00	Q
Jose Modesto	6	488.33	9	456.33	8	500.33	7	507.00	995.33	26
R Steven Moon	5	458.67	3	467.33	1	0	8	0	467.33	36
Bill Rich	1	492.67	7	480.33	4	513.00	2	530.33	1023.00	Q
Larry Robertson	7	447.67	5	438.00	7	466.67	3	474.00	921.67	35
Howard Rush	9	490.33	10	498.33	6	517.67	6	535.67	1034.00	Q
Robert Storick	10	474.33	8	467.67	3	488.33	5	493.33	967.67	31
Kenton Tysor	8	483.00	4	459.00	10	518.33	10	529.33	1012.33	Q

## C/L Precision Aerobatics

### Event 322 (Open) Semifinals

Contestant	Flight 1		Flight 2		Total Score	Place
	Flight Order	Score	Flight Order	Score		
Dave Fitzgerald	18	531.67	4	547.33	1079.00	Q
Orestes Hernandez	14	525.33	9	546.00	1071.33	Q
Matthew Neumann	9	535.00	15	522.33	1057.33	Q
Derek Barry	17	523.67	7	532.00	1055.67	Q
Doug Moon	7	528.33	17	525.33	1053.67	Q
Brett Buck	12	520.67	1	527.67	1048.33	6
Winfred Urtnowski	16	517.33	6	526.00	1043.33	7
Kenny Stevens	20	517.67	8	524.00	1041.67	8
Masaru Hiki	3	524.00	16	511.33	1035.33	9
Gordan Delaney	10	509.67	20	523.33	1033.00	10
Kaz Minato	2	513.00	19	517.00	1030.00	11
Bill Rich	6	510.67	12	518.33	1029.00	12
Randy Smith	11	508.33	3	518.00	1026.33	13
Dan Banjock	4	510.00	11	512.33	1022.33	14
Bruce Perry	1	502.67	14	518.67	1021.33	15
Bene Rodrigues	8	501.00	18	518.67	1019.67	16
Howard Rush	13	502.67	2	513.00	1015.67	17
Frank McMillan	15	512.33	10	501.67	1014.00	18
Robert McDonald	5	492.33	13	511.67	1004.00	19
Kenton Tysor	19	494.67	5	505.00	999.67	20

## AMA National Championships, 2009

### Event 325 (Advanced) Qualifications

Contestant	Circle 3				Circle 1				Total Score	Place
	Round 1		Round 2		Round 1		Round 2		Best score from day 1 + best score from day 2	
	Flight Order	Score								
Wesley Eakin	4	420.00	6	438.33	8	434.67	6	449.00	887.33	Q
Joseph Hildreth	2	389.00	7	393.67	5	425.33	5	405.33	819.00	24
Samuel Niebel	6	293.00	2	307.67	2	0	8	290.33	598.00	27
Donald Ogren	7	385.00	3	386.33	3	417.00	7	425.00	811.33	26
Louis Rankin	1	450.67	1	463.00	7	467.67	4	227.67	930.67	Q
Crist Rigotti	8	435.33	8	424.67	1	436.00	3	440.33	875.67	Q
Mike Schmitt	3	433.33	5	459.00	6	465.00	1	476.67	935.67	Q
Bud Weider	5	462.33	4	476.00	4	482.67	2	499.67	975.67	Q

## AMA National Championships, 2009

### Event 325 (Advanced) Qualifications

Contestant	Circle 4				Circle 2				Total Score	Place
	Round 1		Round 2		Round 1		Round 2		Best score from day 1 + best score from day 2	
	Flight Order	Score								
Thomas Case Jr	4	413.33	3	449.00	1	469.33	2	500.67	949.67	Q
Thomas Case Sr.	6	402.00	4	399.67	4	449.00	4	466.67	868.67	23
Enrique Diez	3	439.33	5	460.00	7	462.67	5	505.33	965.33	Q
Patrick Gibson	7	0	1	0	2	0	3	0	0	29
Oki Minato	5	429.33	6	452.33	3	500.33	7	525.67	978.00	Q
Eric Taylor	1	431.33	7	442.33	5	486.00	6	506.33	948.67	Q
Eric Viglione	2	448.00	2	466.67	6	470.67	1	484.33	951.00	Q

## AMA National Championships, 2009

### Event 325 (Advanced) Qualifications

Contestant	Circle 1				Circle 3				Total Score	Place
	Round 1		Round 2		Round 1		Round 2		Best score from day 1 + best score from day 2	
	Flight Order	Score								
Paul Ferrell	4	493.67	6	0	4	493.33	6	517.67	1011.33	Q
Scott Reynolds	3	444.33	1	431.00	5	453.00	2	471.00	915.33	Q
Neal Thompson	5	0	5	0	6	0	7	0	0	29
Ronnie Thompson	2	425.67	3	408.33	2	424.00	4	403.00	849.67	Q
Greg Voumard	1	408.67	2	403.33	3	415.00	3	438.33	847.00	25
Roger Wildman	7	434.00	4	423.00	1	453.33	5	428.67	887.33	Q
Ryan Young	6	492.67	7	482.67	7	503.33	1	519.00	1011.67	Q

# AMA National Championships, 2009

## Event 325 (Advanced) Qualifications

Contestant	Circle 2				Circle 4				Total Score	Place
	Round 1		Round 2		Round 1		Round 2			
	Flight Order	Score								
Robert Brookins	4	396.00	5	415.33	4	48.00	5	0	463.33	28
Walter Brownell	8	429.33	4	427.00	7	427.33	2	433.00	862.33	22
Adrian Dominguez	6	477.33	8	484.00	5	460.33	8	485.00	969.00	Q
Stephen Fitton	1	477.67	3	473.00	2	449.00	6	477.33	955.00	Q
Francisco Fontenelle	2	463.00	2	466.00	6	456.33	4	473.67	939.67	Q
Yuhi Minato	5	460.00	1	476.67	8	444.33	3	459.67	936.33	Q
Chris Stevens	7	437.67	6	453.67	3	400.33	1	431.67	885.33	21
Dennis Vander Kuur	3	466.00	7	455.00	1	454.33	7	479.67	945.67	Q

Contestant	Flight 1		Flight 2		Total Score	Place
	Flight Order	Score	Flight Order	Score		
Paul Ferrell	20	496.33	7	499.33	995.67	1
Ryan Young	13	498.00	5	495.67	993.67	2
Enrique Diez	19	498.00	6	480.33	978.33	3
Bud Weider	2	469.33	20	508.00	977.33	4
Oki Minato	4	472.33	14	501.67	974.00	5
Stephen Fitton	16	496.33	2	470.33	966.67	6
Yuhi Minato	15	486.33	4	475.33	961.67	7
Francisco Fontenelle	9	467.67	16	492.00	959.67	8
Mike Schmitt	6	465.00	18	492.67	957.67	9
Thomas Case Jr	12	482.00	1	471.00	953.00	10
Dennis Vander Kuur	1	452.33	13	498.00	950.33	11
Scott Reynolds	11	491.00	10	457.67	948.67	12
Eric Viglione	14	476.33	3	470.67	947.00	13
Louis Rankin	18	487.67	9	457.67	945.33	14
Eric Taylor	7	418.33	12	507.00	925.33	15
Crist Rigotti	17	460.33	8	434.00	894.33	16
Ronnie Thompson	8	414.67	15	474.67	889.33	17
Wesley Eakin	3	413.67	11	468.00	881.67	18
Roger Wildman	5	392.33	17	455.67	848.00	19
Adrian Dominguez	10	0	19	0	0	20



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<b>C/L Precision Aerobatics</b>								
<b>Event 322 (Open) Finals</b>								
Contestant	Flight 1		Flight 2		Flight 3		Total Score	Place
	Flight Order	Score	Flight Order	Score	Flight Order	Score		
Dave Fitzgerald	4	542.00	1	552.00	3	552.20	1104.20	1
Orestes Hernandez	5	538.20	5	544.80	5	551.00	1095.80	2
Doug Moon	2	532.20	3	530.20	2	536.00	1068.20	3
Matthew Neumann	1	529.20	4	529.40	1	530.60	1060.00	4
Derek Barry	3	528.60	2	530.20	4	528.60	1058.80	5

<b>C/L Precision Aerobatics</b>								
<b>Event 322 Senior</b>								
Contestant	Flight 1		Flight 2		Flight 3		Total Score Best 2 of 3	Place
	Flight Order	Score	Flight Order	Score	Flight Order	Score		
Ryan Young	4	488.6	4	499.4	2	499.4	998.8	1
Paul Ferrell	2	485.0	2	486.4	4	483.6	971.4	2
Oki Minato	5	481.4	1	482.6	3	482.4	965.0	3
Thomas Case Jr.	1	468.4	5	470.0	1	473.8	943.8	4
Chris Stevens	3	388.8	3	427.2	5	434.0	861.2	5

<b>C/L Precision Aerobatics</b>								
<b>Event 322 Junior</b>								
Contestant	Flight 1		Flight 2		Flight 3		Total Score Best 2 of 3	Place
	Flight Order	Score	Flight Order	Score	Flight Order	Score		
Yuhi Minato	1	440.4	2	455.0	2	469.2	924.2	1
Samuel Niebel	2	307.6	1	325.8	1	339.2	665.0	2

<b>C/L Precision Aerobatics</b>								
<b>Walker Cup Flyoff</b>								
Contestant	Flight 1		Flight 2		Flight 3		Total Score Best 2 of 3	Place
	Flight Order	Score	Flight Order	Score	Flight Order	Score		
Dave Fitzgerald		527.0		531.2		532.6	1063.8	1
Ryan Young		485.0		491.0		Pass	976.0	2
Yuhi Minato		294.0		453.4		456.8	910.2	3

# Why I Fly Stunt

“Why I fly Stunt.” Now that’s a question that I can answer in three little words: *I Love It!* And the story is just getting started!

In about 1946, the VFW Model Airplane club, to which I belonged, sponsored about six of us kids from Clarksburg, West Virginia, to the Plymouth Model Airplane Meet in Detroit. There he was, the biggest name in CL, Mr. Jim Walker, the “King” of CL, putting on a demonstration with his unbelievable flying of his Ohlsson .23-powered Fireball, with dual ignition, at the ends of lines coming from his U-Reely. He launched the plane from his left hand, tossing it into the air as the line reeled from his U-Reely in his right hand, When the line reached a reasonable length, he stopped it with some sort of a brake on the U-Reely. Needless to say I was spellbound! To make a long story short, I started to save my paper route money and soon bought a U-Reely. Yes, I had a bit of learning to do, as I got familiar with the U-Reely and the brake adjustment. But it wasn’t long before I could fly by myself, imitating the famous Jim Walker. I could

even reel the lines up fast enough after the engine quit, and catch the plane before it touched the ground, just like Jim Walker had done! Soon after that I learned a bit about Stunting, and a lot more about repairing a broken airplane. And when I’d carry that broken plane home, I remember my mother saying, “Oh, no, not again!”

There was no Stunt pattern in the late “forties,” so we did what we dared to do, such as loops and wingovers. Inverted flight was yet to come.

**By 1948, I was a capable 16-year-old** builder and flier in several events and I placed well in enough events that year to be awarded the title of “1948 West Virginia State Champion.” I had flown Stunt, and jet (DynaJet) speed, as well as several free flight events.

I graduated from high school in 1950 and joined the Air Force in 1951. At Sheppard Field in Texas, I was asked to join the Air Force Model Airplane team. What more could I want?! So for the entire summer of 1951, I built models, traveled with the team all over the southwest, and flew models. One plane I built for the 1951 Nationals, to be held at Dallas, was my own design Stunt plane. Remember the glues we had then? You guessed it; slow-drying “Ambroid.” I finished the plane the night before we left for Dallas, and the first thing I needed to do upon arriving, was to put in a test flight. You can guess what happened. The engine and firewall took a different route to the ground than did the plane. Needless to say, I



## Featuring Don Ogren

didn’t enter the Stunt competition. I did so much building and flying that year that I was completely burnt out, so to speak, and did no more modeling until after discharge from the USAF in 1955.

Upon discharge, I took a job in Indianapolis, got into CL again, met Bob Randall, Charlie Linkliter, Charles Mackey, Jack Sheeks, Lee Steinbrook, Jim Vornholt, and my wife-to-be. Before the year was out, I was a married man, or should I say that my new wife was married to a CL Stunt nut.

Some of us formed a “Stunt team,” calling ourselves the “Precision Stunt Masters.” My plane of choice was the Rolland McDonald design Strathmoor, which I labeled the “Detroitier.” We usually took home the first three or four places in all the contests that we entered in that Midwest area from 1955 to the early sixties.

I attended Purdue University during that time and graduated in 1962. My first job as a new mechanical engineer, in 1962, landed me and family (two boys by now) in Rochester, NY, where I entered a CL Stunt contest. I won that contest, hands down I might add. But I was refused the award because I was “not yet a club member.” Needless to say, I didn’t join the club, and I had flown my Strathmoor Detroitier for the last time. (That plane now hangs with



PFC Ogren,  
USAF 1951

*Now you know “why I fly Stunt.”  
(I love it!)*

my more recent fleet in my work shop/garage, suffering from 47 years of hanger rash.)

Rochester gave us a new hobby, which was sailing. We enjoyed the lakes of New York and cruised to the ports around Lake Ontario until our move to Florida in 1997, first as snowbirds, and then as homeowners in 2000. It was in 1997, that my oldest son, Mike, and I got to playing with CL again. Thinking that I'd never be interested in Stunt again, I trashed a ready-to-paint Ruffy that I

had built and had kept since 1958. What a mistake! But I saved a bit of room in the moving van! Once my son and I had met some of the Tampa Bay Line Fliers, my Stunt hobby was re-established. These boys were friendly and helpful, as I started to learn the sport all over again. That's when my Stunt flying was jump-started again.

Fast-forward a bit, to 2002. My son had given me a green-box Nobler and a Flight Streak, both in the original boxes, as birthday presents about 1999. So I scratch built the "green box" Nobler (not wanting to destroy the value of the original kit), powering it with the same Johnson .35 that I had flown in my Detroit. And that year, my wife and I headed to the Nationals. Right away I was faced with trimming and engine problems.

I met a Stunt flier at the L-pad, and invited him to have breakfast with my wife and me. He took me under his wing, and helped me with my Nobler trim problems. (Meet Allen Brickhaus.) The Johnson .35 wasn't running well, and up comes another modeler, who asked what type of glo-plug I was using. He walked to his flight box and came back with another plug, saying, "Try this one." (Meet Frank McMillan.) And my engine problems disappeared with that Thunderbolt plug. Allen and Frank are just two of the hundreds of friends and "advisors" that I now see annually at the Muncie circles.

I started in the Beginners class that year, and have moved up the skill levels ladder until reaching my current class, Advanced. CLPA has taught me how to build better, organization, how to set up and follow strict routines, the need for concentration, how to watch my competition, and to ask for and listen to constructive criticisms. These are just a few of the disciplines that I find necessary



**Don's collection of Stunt planes  
cw: Jamison, Vector, 1957 Detroit,  
and Cardinal Evolution**

for flying CLPA. And a *lot* of dedication has to be there also.

At the L-pad, help always shows up when I need it, as I've never had to look far for a pit helper when my turn came up. That's what PAMPA camaraderie is all about. Over the past years, I have to say that this old geezer has found more great friends than you can imagine. Maybe, with a lot of practice, continued concentration, and determination, I might achieve the skill needed to make the top 20 during the Advanced qualifications at the Nationals one of these years. And if that happens, it will have been with the help of my CLPA circle of friends. Now you know "why I fly Stunt." (I love it!)

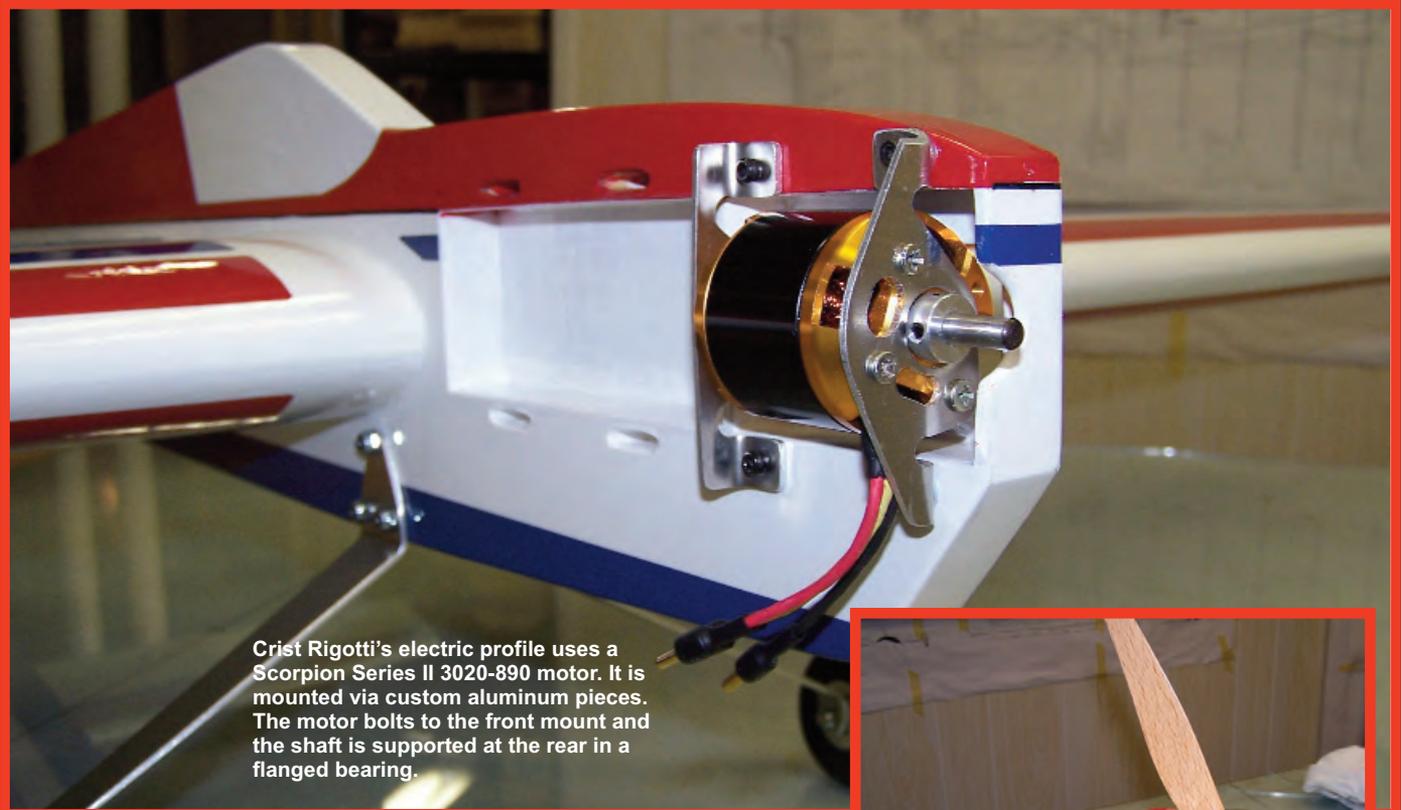
See you around the circles. *SN*



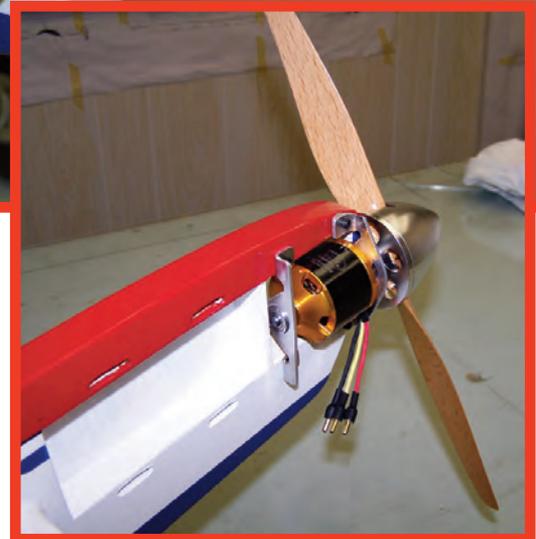
**Bob Hunt**

**Don Ogren**

**Camaraderie at the 2004 Nationals**



Crist Rigotti's electric profile uses a Scorpion Series II 3020-890 motor. It is mounted via custom aluminum pieces. The motor bolts to the front mount and the shaft is supported at the rear in a flanged bearing.



Right: Crist's motor mounts are made from aircraft-grade 2024-T3 aluminum. The aft mount uses a 5x3x13 mm flanged bearing to support the motor. The mounts are bolted to the side of the plane with 4-40 screws into 4-40 threaded inserts.

**T**here are many good reasons to fly Electric Control Line (ECL). Reliability, repeatability, full power on every flight, constant rpm, easily adjusted power settings for different flying conditions, quiet (saves flying sites and adds local ones), smoothness, cleanliness (completely housebroken), and *safety*. The “safety” story below, written by Texan Horrace Cain, demonstrates the safety benefits of flying ECL vs. flying wet power systems.

Dark Humor aside, ECL keeps your fingers out of harm's way. No finger flipping dangerous props, for those die hard traditionalists that still refrain from using an electric starter. No more placing your fingers within a fraction of an inch of a full speed prop while playing with the needle valve. No more reaching around (through?) a screaming prop to remove the glow igniter. Next time we will review some ways to make ECL even safer than it is now.

### RSM “Plug and Play” ECL power system

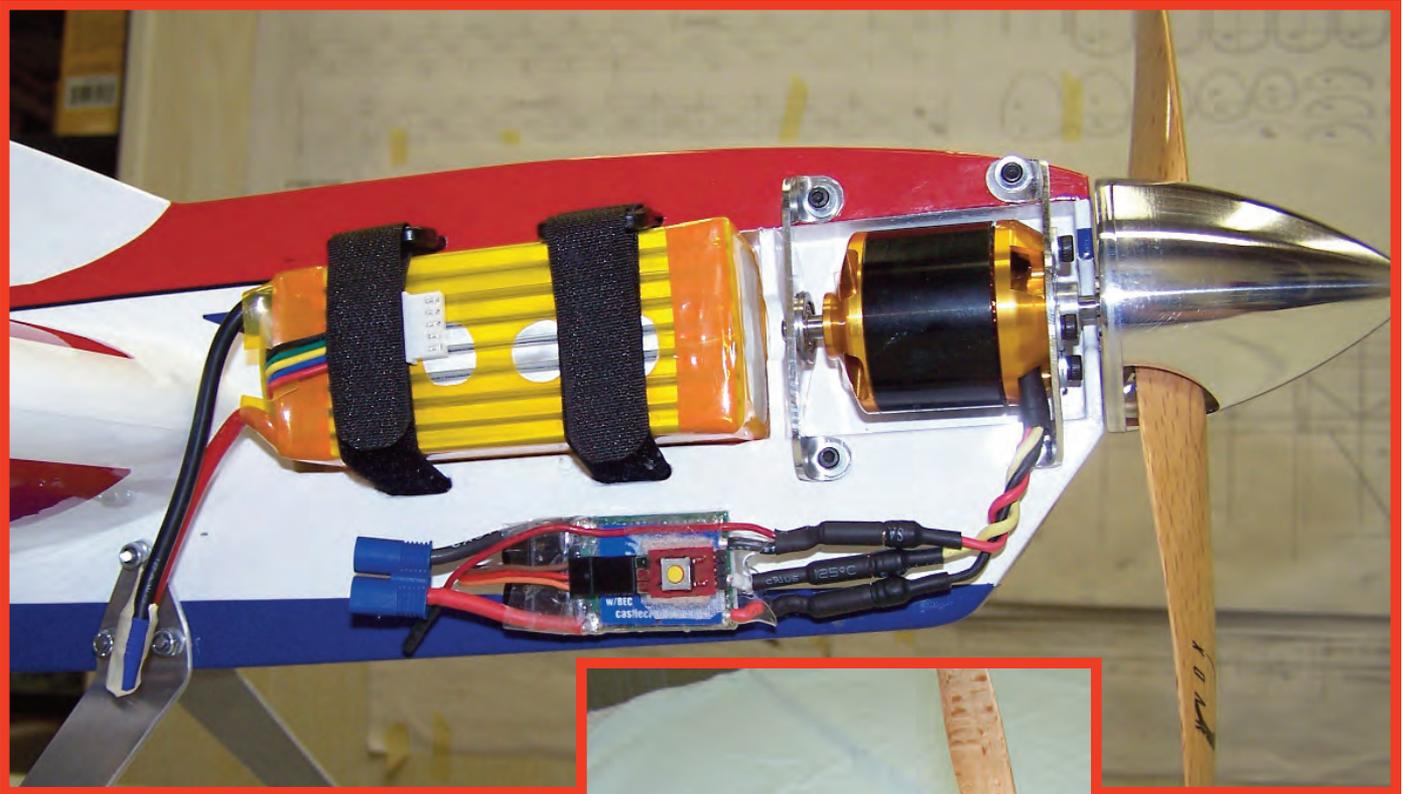
Eric Rule, the owner and brains behind RSM, has put together a high quality power system for ECL. Last year Eric and I had many long conversations about what would be the best “turn-key” system for him to offer his CL customers that want to try ECL. Eric did a lot of research on different priced systems and chose a very high quality system of modest size and price. This system is perfect for the most popular size CL models. What I call a classic size, Nobler to Cardinal size. His system can be purchased as a completely ready to fly unit that is already pre-setup for you. All you need to do is push the button and go fly the complete AMA pattern. The system is also easily adjustable if you want to make changes.

**38 Stunt News**

I have always been a big fan of the Hacker motors from Europe and I have used them for years in my ERC planes. Eric also chose the Hacker ESC units (same as the Castle Creations ESCs) and the “assembled in the USA” high quality batteries and charger from Thunder Power in LV NV. These units are world class and very reliable. I have used them for many trouble free years. Don't forget, if you buy the complete system it includes a battery that is equal to approximately 8 to 10 gallons of glow fuel. Please factor that into your cost comparisons. If you have ever seen the high quality products from RSM; kits, tanks, CF BCs, etc., you already know that Eric only sells the best CL equipment available. Here is Eric's Web site for more information on his excellent turn key ECL system: [www.rsmdistribution.com/index-2.htm](http://www.rsmdistribution.com/index-2.htm).

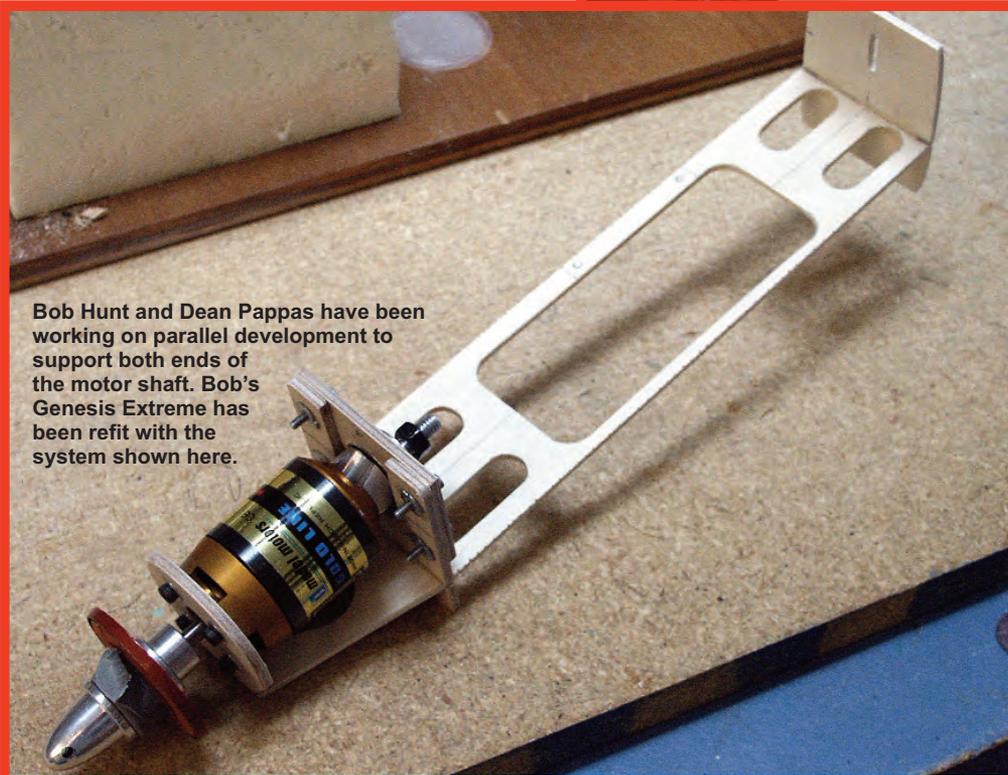
### Crist Rigotti's beautiful profile ECL plane

You can see from the photos that Crist is a talented builder. His clean electric installation is a good example of what can be done with a CL profile. If you are new to ECL, copying his installation would be a good place to start. His front mounting is



Above and left: Crist uses a PolyNoOne 4S2P 20C 3400mAh battery, a Castle Creations Phoenix 45 speed controller, and a JMP-2 timer. The plane now sports an APCE 13 x 6.5 prop that has been cut down to 12.5 and re-pitched to 4 on a Prather pitch gage. Flying rpm is 9050 on 63-foot eye-to-eye lines, producing 5.2 second laps.

both solid and KIS. His front mount is all that is needed. His rear support is an experiment to see if there is any advantage in having a bearing support both in the front and in the rear. The other dual support photo is of Bob Hunt's experiment on this idea. Our ECL planes are all flying just fine with a single mount, either front or rear mount, but it is interesting to see experiments from those who are seeking perfection and just enjoy experimentation.



Bob Hunt and Dean Pappas have been working on parallel development to support both ends of the motor shaft. Bob's Genesis Extreme has been refit with the system shown here.

Without these modelers who are always seeking a better way to do something, we would never move forward. I will give you an update on their test results in a future column.

### Electric powered planes win big in the Midwest

ECL is alive and well in the Midwest. There were 10 electric powered CL models at the Detroit Signal Seekers CLPA contest in August. Six pilots brought these 10 ECL planes. Dennis Adamisin won Expert with his high aspect ratio V-tail ECL and he also won Classic with his ECL Swinger.

The other ECL pilots were Rick Sawicki, Bob Branch with his E-Smoothie, Crist Rigotti's ECL profile, and Dave Evard's E-Smoothie. These pilots also



Left: Here's a view of the bottom of Bob's Genesis Extreme with the motor plate positioned and glued in place. Note the cooling holes for the motor and for the battery compartment.

new method of powering CL planes. Along with Bob Hunt, Mr. Walker, Phil Granderson, and a few other CL legends all going to electric power, who knows it may even be the start of a whole new era of reliable, smooth, quiet, and safe power for CLPA.

#### Arming switch

In the next column we will cover some ideas for making our ECL flying as safe as possible and show some ECL installations to give you ideas on how to convert your plane to E power. The Web address [www.maxxprod.com/mpi/mpi-21.html#arming](http://www.maxxprod.com/mpi/mpi-21.html#arming) shows an example of a safe way to connect your battery. This works well as is, for those who want a ready to use item. There are lighter and smaller "homemade" ways to do it, as you will see next time. SN

placed well in the contest with trophies to some. This was a fantastic turnout of ECL planes. It looks like 2010 will be a great year for ECL.

It is very good for the ECL movement to have members of the legendary Adamisin family flying with electric power. I think there are three of the family members flying ECL. They bring a large amount of credibility to our



Above: Here's one more shot of the yolk that holds the bearing at the rear of the motor.



Left: Bob came up with a very light and accurate way to position and hold the battery in place. The plywood plate around the battery has a tab at the rear that slips into a slot in the rear motor plate former. The front of the battery holder plate is fitted with a piece of plywood that slips over a 1/4-20 nylon bolt which has a shoulder to position the battery plate vertically. The metal nut will be replaced with a 1/4-20 nylon wing nut, making battery changes a snap.

# The Next Generation

By Matt Colan



Matt Colan (L) and Dan Birks pose for the cameras before the awards. Dan took second in Intermediate and Matt took fifth in Advanced.

This was my first trip to the Brodak Fly-In and it won't be my last.



Here are Matt Colan's Smoothie and Don Herdman's Black Tiger. The Smoothie is powered by a Brodak 40 and the Black Tiger is powered by a Fox 35. Both models are finished in Brodak dope.



Joe Adamusko shows how a Spitfire should look after a mission. This Spitfire is powered by a RO-Jett .90, weighs 72 ounces and finished in Brodak Dope.

For personal reasons, Grace Paris will no longer be writing the Next Generation column. I have taken over the reigns, and will be writing this column.

This year was my first trip to the Brodak Fly-In, and it will not be my last. I went with my Grandfather Don Herdman, who has been my mentor in Stunt flying, and my Grandmother. We left on Tuesday, June 16 and after a long 13-hour drive, we made it to the hotel. We stayed in an Econodge in Waynesburg where other Stunt fliers stayed also. We checked in and unpacked

our clothes and got some sleep in preparation for the first day of flying.

The first day of flying was Classic/Nostalgia '79. We woke up early, and since my Grandfather had been to Brodak before, he knew of a few places to eat. We went to the airport in Waynesburg, and ate in the restaurant with John and Linda Passalacqua. By that time it was raining and didn't look like it would let up. We started towards John Brodak's home, and the rain wasn't stopping. When we arrived there, we had to sit in the van and wait for the rain to stop so we could at least walk around the

site without getting soaked. After approximately one hour, the rain stopped and the contest began.

I thought, along with many others, that we were going to get only one round of flying in. I was up ninth so I just wanted to put in a good flight and see where I would be in the competition.

I felt after my flight was completed that I did well, and I did according to my score, a 470. When I landed I received applause from the onlookers, so it must have been good. When I was walking my plane back to the pits, the compliments started coming. "Nice flight Matt!"

“Great flight.” I enjoyed every compliment I received, and it inspired me to do better the next flight.

By the second round, a rain shower came through, and I ran to put my plane under the car to keep it from getting wet. Everybody stopped flying except Neal Beekman. Neal was up next and he wanted to fly. I beat him in the first round and he kept saying, “I have to put in a good flight to beat my first score.” Well as soon as he took off the rain stopped and the wind died down; it was Stunt heaven. Neal put in a great pattern and he beat me. Oh well, wait until next year Neal!

Now I had to fly, and I put in a good flight, but not as good as my first one, a little high on the squares, and a couple of other spots that I could have done better on, and a bounced landing brought my score down. I ended up in sixth place at the end of the day.

I went to eat at the Hartley Inn with my Grandparents and met Neal Beekman

there and we invited him to sit at our table with us. After dinner, we went back to the hotel to get cleaned up and rest up for the next day’s event, Old Time Stunt.

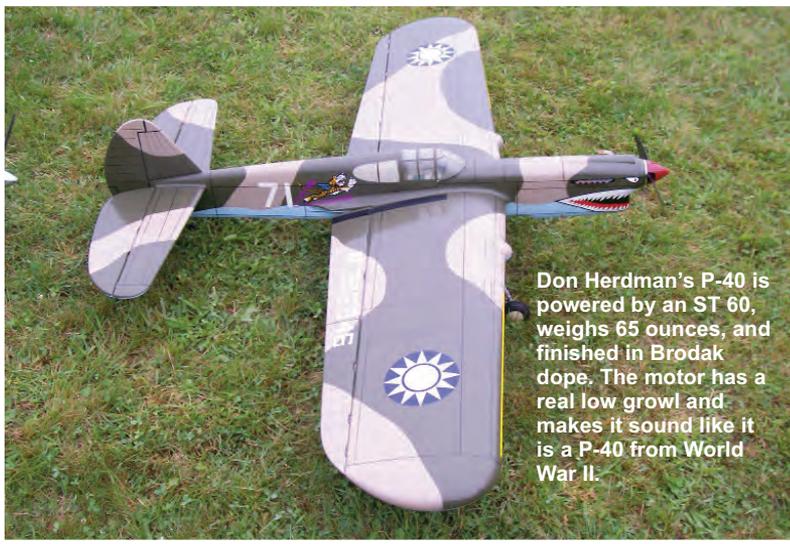
The next morning we woke up at 6:00 a.m. to be ready to fly at 8:00 a.m. When we got to John Brodak’s house, I saw Joe Adamusko and his Spitfire. I was so excited about his Spitfire, I forgot to look at the flight order for the day. While I talked for a little bit with a few others fliers who were there, my Grandfather told me I was in the hole. I was next up! The problem with the Brodak Fly-In is that it is so big and so much fun that you want to be in 10 places at once.

I wasn’t expecting myself to be a contender since I was flying my Smoothie. It has flaps and so receives a 20 point penalty. I thought my first flight was good until I learned the judges wanted modern day intersections. Up until that point I had been flying the intersections with an “X.” During my next flight I tried doing

modern day intersections and found it difficult to do since that whole time I had been X-ing the intersections. During the Overhead Eight in my second flight, I forgot how many eights I did. I ended doing four instead of three. Next time I’ll pay more attention.

I had actually improved my score by almost 20 points even after doing four overheads! When I finished flying OTS, I put the Smoothie away and brought out the Ares, and I went to go practice fly at the paved circle until appearance judging. The Adamisins were up there, along with William DeMauro, John D’Ottavio, and a couple others. I put in five or six flights before I decided to stop and clean the airplane up for appearance judging. I showed up a couple minutes before we had to leave for the judging. I got 16 points, and was happy with that.

We got up the next morning at 5:30 a.m.; a good thing since both Grandpa and I were both up first in our respective classes. I couldn’t get my motor started



Don Herdman's P-40 is powered by an ST 60, weighs 65 ounces, and finished in Brodak dope. The motor has a real low growl and makes it sound like it is a P-40 from World War II.



George Waters' impressive A-26 twin is powered by two O.S. 40FP engines and is finished in Brodak dope.



Matt Colan's Ares is powered by an O.S. 35S and weighs in at 40 ounces with a Brodak dope finish.

When I landed my hands were shaking and my voice went up about three octaves.



Windy Urtnowski's beautiful Tribute features a RO-Jett 76 on a pipe for power and a Brodak dope finish. You can always tell when this plane is in the air; it has a unique exhaust note.

so I took an attempt. My motor finally started in the pits. Now it was my turn, and I put in a good flight. I think I was in second place at the end of the day. For the rest of the day I did a bunch of socializing with guys I only see a couple of times a year at other contests or some that I just met. Grandpa and I went to the hobby shop to get some supplies that we needed. Later we went to Brodak's factory for a tour, and I found it very interesting. I learned that only a few people build the tanks, props, and landing gears for our model airplanes.

That night at Junkyard Wars, we saw one junker made from orange crates fly great. Everybody kept asking, "When's John going to kit this?" Joe Gilbert, the pilot, was lying down when he did overhead 8s. It really did fly well, and

that whole flight was impressive. Team Butterball's junker did a brand new maneuver, the "Tornado" never attempted before and probably never will be after. Another junker did a maneuver that everyone was calling the "Butterfly" because the wings were flapping.

The next morning we slept in since we were going to be last in the flight order. When we got to the field the wind was howling and it was very shifty. As soon as the car was parked, I ran over to watch Kent Tysor fly. I've never seen a plane shake like that, and it looked like he kept his cool until he showed us that his hand was shaking. Grandpa kept checking the scores for me, since I wasn't going to fly if I wasn't in the top three. In the meantime, I watched Windy fly and he scared everybody when he

flew. When he pulled up into the outside square, the plane stopped, and it fell like a ton of bricks when he gave it down elevator. I thought he was putting in a good pattern for the conditions, until the Vertical Eight maneuver. He got blown out and the plane started to fall. He saved it and just flew the tank out.

I looked over at the scores and I was fourth. I had to fly. I brought the plane out, burped the motor, and fueled it up. While the guy before me was flying, I asked Dan Banjock for some advice for flying in the wind. When I was walking out to the circle, the guy who just flew told me to do all my maneuvers opposite where the judges stood; don't trust the wind. Well I flew, and I purposely flew high because the plane would get shunted down and I had to bring it back up. The Ares never lost line tension until the four-leaf. On the wingover out, I lost line tension, saved it, and leveled off. When I landed my hands were shaking and my voice went up about three octaves.

Flying was finished early since about half of the flyers passed. I watched some combat, which always is exciting.

The Brodak Fly-In was a great experience, and I got to meet more people than I ever have at a single contest. I met fellow Junior fliers, Shawn Cook and Daniel Burks. Both of them flew in Intermediate. I only saw Shawn fly, and he flew pretty well. Daniel came in second in Intermediate, and he won a few awards as well. Watch out for those two fliers in the future.

Once again, the Brodak Fly-In was incredible, and I can't wait to go next year. Hopefully the weather won't be as wild and windy. *SN*

**Q**uestion: What is the difference between the types of flying handles available?

Fair question, and it's one that needs more of an answer than I can provide here. However, just to keep it brief ...

**Short Answer:** The type, amount, and adjustability of control available.

**Long Answer:** The standard for most CL (U-Control) flying was the ubiquitous, flashy red plastic EZ-Just of the 1950s. It had quite a bit of adjustment for centering of the controls, and came in different sizes for control input; the standard (large) and the "Hot Rock" (small). No other adjustments were available, and back then who knew you needed them?

Handle selection can be as simple as using the one you like the looks of, or as complicated as researching and analyzing the interactions of the complete control system, down to the effect each component has on the flight of your Stunt ship, and providing an adjustment for each of those components right up to the human muscle inputs. Don't laugh; I've seen and know top level fliers that practice magician's coin tricks in, around, and through their fingers to get, keep, and hone their hand-eye (wrist) coordination. Others have those rock-wall finger-hand exercise gadgets to build and strengthen their grip. Hey, if it works for them ...

For most of us "average fliers," using our favorite or traditional handle will suffice. However, after being asked to provide an explanation about the different handles, and what the adjustments were as well as what they did, my standard Big-D handle (which I really, really like) came under closer scrutiny when compared to the newer, more trendy "Hardpoint" handles of today.

What I did was gather all the popular handles that I could together by asking friends if I could borrow them for a while. Please understand, there are a bunch more handles available out there for public consumption than the few that will be shown here, but a good enough sample is represented in the brands, and types shown for you to begin to make choices based on more than color. Also, the Jim Walker "U-Reely" is included for those of you that, like me, always wondered how Mr. Walker could control so many planes in the air at the same time.

Unlike airplanes and aerodynamics (fluid dynamics) there is no single discipline devoted to the study of control-line handles. The physics

**Offset and overhang are the main themes of this figure. But, you can see how the overhang and bias were measured for the chart, with a normal type of offset shown for reference.**

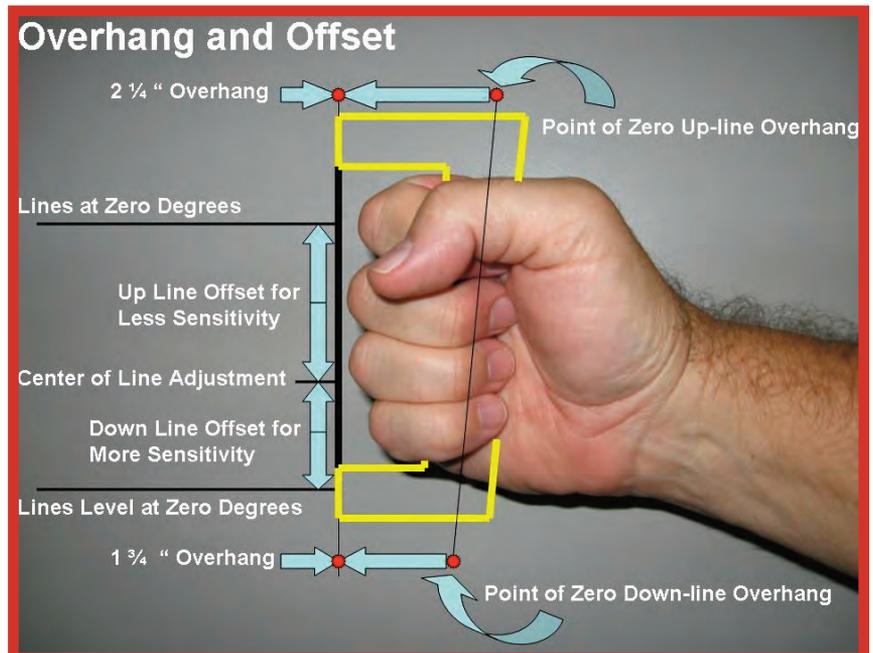
and dynamics of these handles have not been subjected to a naming convention or application of the "Scientific Method" to create a set of standards. To that point, one handle producer will refer to input and output in degrees, while another will refer to the very same input/output in inches or centimeters of travel. In order to try and present this as cleanly as possible, refer to Figure 1 and Figure 2 for reference to the different names applied to the different adjustable functions of a control handle. Common names for these adjustments were used as casually observed over a lifetime of model flying.

To attempt application of the KISS (keep it simple stupid) Method we will use inches of travel for input/output descriptions in the attached chart. This is because when we speak of degrees of travel we need to take into account the hand-wrist symmetry of movement which is infinitely variable in human beings within a set of positive and negative degrees away from your natural neutral. Natural neutral is supposed to be 0°, or level flight, no matter what your actual hand position is. Neutral should be the position where your hand, wrist, and arm all come to rest naturally, and that is different for all of us. See how confusing this can get?

However, when we say the handle moved  $\frac{1}{4}$  of an inch (0.25 inches) and the flying lines moved  $\frac{1}{8}$  of an inch because of it, we get a better picture of what the input/output really is.

That brings us to sensitivity. When we say a control is more sensitive, it is completely different from saying there is more sensitivity control. When a control is sensitive it is touchy; the plane will show more direction change for a slight input of

## Flying Handles





The famous Jim Walker U-Reely. Look closely and you will see the dust under the handle that escaped cleaning for the photograph. Look more closely and you will see it is not very adjustable, other than actual line length.

control. When there is more sensitivity control, the same control input will produce less of a direction change. Thus, it takes more input to get the same output. If you're not totally confused right now, read on. If you are confused, picture a car steering wheel instead of the flying handle. Touchy (sensitive) steering would be associated with steering that changes the direction of the car a lot for just a little bit of turn. More sensitivity control will change the direction only a little for that same amount of turn.

Don't get confused about power steering. All that means is that you can put in the same amount of turn with your finger that it used to take your hand, wrist, elbow, and shoulder. Less sensitivity control moves the vehicle (or plane) a lot for a little, while more sensitive control moves the plane a little for a lot. As long as you have enough control (you don't run out of up or down) then more sensitivity control or less plane movement—more handle movement—

Here we can see the normal equal spacing (offset) and bias effect when compared between an unbiased EZ-Just (red) type handle and a bias installed (yellow) Morris type handle. Note that using bias also brings some overhang differential with it. This has a positive effect in making the down control a little less sensitive and therefore more controllable.

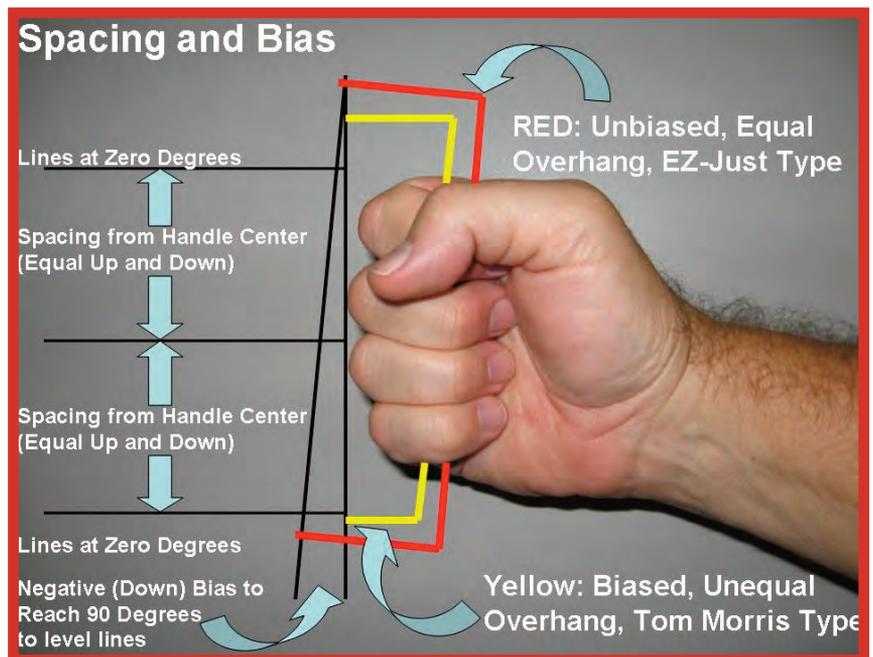


Both sizes of the Popular EZ-Just handle are shown. There are several copies and clones of these milestones in CL flying available today, which is a testimonial to their design.

gives you better, more precise control over your maneuvers. Basically, you need to move the handle more when you have less sensitivity (touchiness), which gives you more sensitivity control.

Sensitivity is affected no matter what adjustment that you make. "Ah-ha!" you say; centering the line length does not affect the sensitivity at all because it does not change the handle throws at all. Well, consider the act of centering itself as setting the actual amount of either up or down that you have available, based on your hand-wrist symmetry (no one is perfectly neutral), and you will see the available control, thus the amount of travel or total sensitivity control is dictated by that line length adjustment. My method is to hold the handle, with the plane and lines hooked up, look away, cycle my hand through up and down control several times, then settle on what "feels" like neutral. This is your natural neutral and is the place or position that your muscles would go to at rest. Check the elevator. If you are showing anything other than dead level, adjust the handle until you get level elevator after every cycle.

Centering (line length) adjustment is not available on many



handles, so it becomes an application of the type and length of attaching clips that you use to find your personal neutral. Carl Shoup has a clip bender available, and there are also designs available in the pages of past *SN* that you can use to construct your own line clip bender to produce any length clip you will ever need. Remember, when you are making your own, the clip is only as good as the quality of the metal wire and the accuracy of the bend. Last words on line length: Fishing Supplies.

Fishermen don't like losing them once they have hooked them, and they are very careful about quality and advertised breaking strength. You can get hook rings, among other connectors, in many lengths and strengths; just don't use any swivels, and don't buy bargain supplies.

**Spacing, Offset, Bias, and Overhang** also affect sensitivity, so it becomes a high-wire balancing act to get your adjustment perfect. Guess what? Once it's set, that adjustment is only good for that plane and that set of lines. So, what many of us do is get it right for the most common length of lines used, and apply horseshoe logic (close enough) to the shorter or longer sets of lines used for different wind, weather, and altitude conditions. Some of us even have handle/line set combinations that we have already tested and adjusted. Sounds expensive, but if you use a Tom Morris type handle (remember when you could get four for \$20.00?) it becomes a viable option.

So what are the other adjustments? Most common, after line length, is spacing or how far the lines are apart. The standard rule of thumb for handle spacing is to use the same spacing as your bellcrank. For a 3-inch bellcrank, use 3-inch spacing on the handle, and use 4-inch spacing on the handle for a 4-inch

bellcrank, but that is just the starting point. Spacing and Offset go hand-in hand. Say everything is equal control wise, your insides are the same as your outsides for a 4-inch spacing, and there are 2 inches of up in opposition to 2 inches of down spacing from center—perfect; you don't need to mess with it. But, have you ever noticed your inside maneuvers are not as tight as your outside maneuvers? You can solve that by moving the center of the spacing to offset the controls, so there is more down throw sensitivity control and therefore less spacing for down. OK, let's say at 2 above and 2 below your outsides are tighter, move the down line 1/4 inch or so closer to the center of spacing. This is offset and changes your actual spacing.

Many of the handles have independent up and down line adjustment for spacing. So, just for the instance above your distance from center is now 2 inches for up and 1 3/4 inches for down, your total spacing is now 3 3/4 inches instead of 4 where you started. It will give you more sensitivity control on down; make that down a little less touchy (sensitive). If this has a positive effect, you did the right thing. If not, go back where you were (original setting) and try something else.

Overhang, or the moment arm from the vertical center of the handle to the hard point closest to the aircraft (See Figure 1). It is a sensitivity adjustment as well. While the centering and offset adjustments control the amount of sensitivity, overhang controls the rate of sensitivity. Effectively the shorter the overhang the lower the rate of input control. The lower the rate, the more finely you can control the inputs. Checking the chart, you can see the U-Reely, with its long overhang, is super sensitive in the rate of control application, while the Precision Pro (Fancher), Brodak, and other hardpoint handles with short overhang arms are not as touchy. Remember less touchy, more sensitivity control. It's a good thing, unless your fine motor skills are not what they used to be, like mine, then you're on your own. Overhang can also be used, to some degree, as line length adjustment as well, but take into account what you have



Left: Here is your basic adjustable Brodak with finger grips. All of the adjustments are available on the full line series of Brodak handles. You can mix and match, and adjust eight ways to Sunday... Some of the Brodaks even have in-flight fine tuning adjustment.



This Reyco is an updated version of the Hot Rock. With a little less overhang, a little more spacing, and a positive two-screw adjustment lock on the brass adjustment slider it looks like an all-around positive update. The wood grip is pretty nice too.



The new "Hardpoint" handle from Brodak has a solid look and a solid feel. Shown here with one point all the way out, and one point all the way in, you can get an idea of the range of adjustment. The clips shown do not come with it. I put those on to see if that type would fit. Notice the blackened ends in the safety strap. Go outdoors, put an open flame to the frayed ends, let them bubble a bit, and blow out the flame. Don't touch the bubble until cool, and don't breathe the fumes. The wrench does come with it.

just done to gain that adjustment. You have either made the rate of control input more or less on only one of your controls, either up or down. If you can live with that, fine.

Bias is that cool sweep angle that you see in the grip of many handles (See Figure 2). It is generally used to compensate for the natural tilt of your wrist, which is claimed to be up to plus 15° or so depending on who you want to listen to after a few cold beers. Check Figure 1 to see the relationship of the bias to the amount of overhang. That is why many handles have a control adjustment bar ahead of the handle grip. It allows for equal up and down input after the bias is applied. Some handles, like the Big-D, allow for you to adjust-in the bias behind the control bar, and adjust the centering, spacing, offset, and overhang ahead of the bar. Those popular Tom Morris handles (now distributed by Control Line Central) is available in either bias or non-bias versions and you can get the multi function control bar as well.

**To summarize the adjustments:**

*Line Length* is centering used to set neutral or level flight. *Spacing* is used to control the amount of sensitivity control that is available. The more the spacing the less sensitivity control. If the up and down spacing are not the same, then *offset* has been used.

*Overhang* is the length of the up and down “arms” on your handle, and is used to control the rate of control input. The less the overhang, the more sensitivity control.

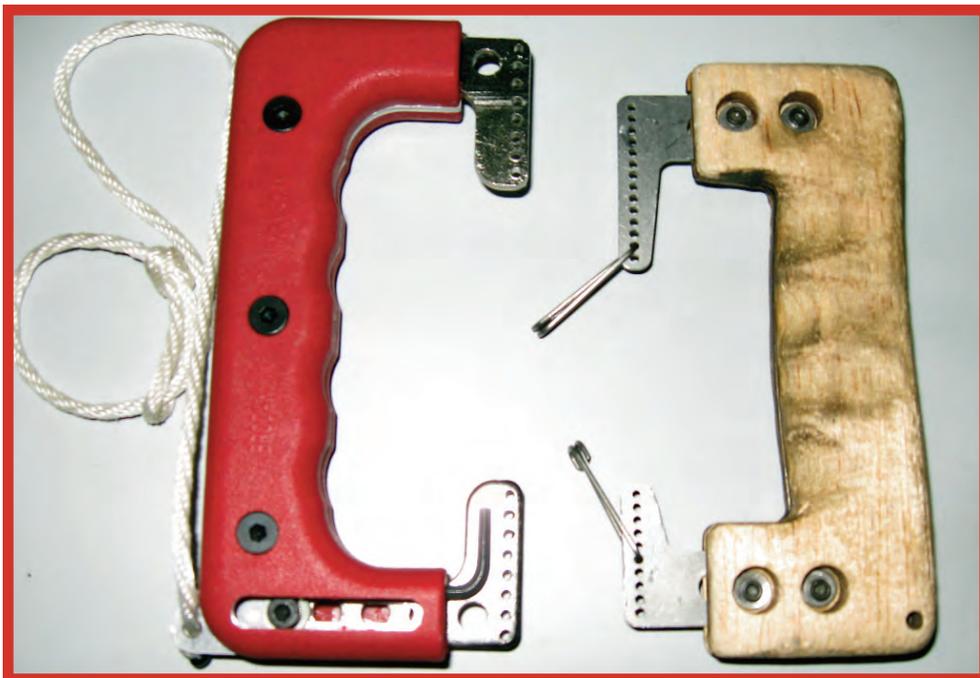
*Bias* is used to compensate for the natural angle of the wrist. This is more or less a “comfort” adjustment. But, it can have real effects on the available amount of control throw, if used to extremes.

**If you don’t want to mess with any of it**, except for line length (like the good old EZ-Just handles), both Reyco and Brodak have simple, robust, affordable handles available along with a good selection of otherwise adjustable handles.

I use the Big-D most of the time, but my other handle is the



This Reyco handle does not have bias or overhang adjustment, but there is plenty of line length, spacing, and offset available. The double screw lock on the brass centering slider and the quadruple screw locks on each line bearer (Nylon? Delron? Teflon?) are things that engineers like because there is not a single point of failure associated with this handle. Beside that, the wood is very, very nice.



The Precision Pro Plus (Ted Fancher) Handle is shown on the right, next to the Brodak Big Red for comparison. There are more holes on the “Pro” but nearly the same range of adjustment is available on the Brodak. The Pro is slid out just a bit (to show you that it does move), and the Brodak is slid all the way in. You can see the slider adjustment and where I keep my wrench on the Big Red. The “Pro” has Shoupe type clips attached, and if you look closely, you can see the two different lengths of sliders available (I put on one of each for the photo).

fully adjustable Brodak unit. I'm trying out the new Brodak (Big Red) hardpoint handle, but the votes are not all in on hardpoints for me yet. Along that same line, Reyco has a new and very nice looking hardpoint handle, and so does MNT International. A couple of the guys around here have MNT handles, but I have not had the pleasure of trying one out yet. Then again, what can you say about Kaz's stuff other than it's great. I anticipate his handles are no different.

The last input comes from an unlikely source. You know you can't fly well if you don't have a comfortable grip. If that grip has recently been slimed with spent castor oil the situation gets even more dicey. My most recent discovery is Hockey Tape. It is cheap, available in several gazillion colors and styles, is easy to apply and remove, and if it improves the grip on a hockey stick, it can do the same for your control handle. A lot of guys use the white first aid tape, but that starts to look really nasty after a few flights, and I never liked the smell of that stuff anyway.

OK we've been there and back and looked at a few handles along with a bit of a explanation on what's what. Look the chart over, make a few decisions, or not, and if you decide to go back to you trusty old "Hot Rock" at least you will know why it was so popular to begin with.

Reyco, and Brodak Handles are available from: <http://virginiahobbysport.com>, [www.brodak.com](http://www.brodak.com), [www.clcentral.com](http://www.clcentral.com), [www.sigmf.com](http://www.sigmf.com), and [www.hobbycave.com](http://www.hobbycave.com), [www.sshobbies.com](http://www.sshobbies.com), among many others.

Tom Morris Handles and Supplies are available from: [www.clcentral.com](http://www.clcentral.com).

The Percision Pro Plus Handle (Ted Fancher) is available from Carl Shoupe at: Carl Shoupe, 3172 Glendam Dr., Grand Junction, CO 81504; Phone: (970) 250-8047.

The MNT International Handles (Kaz Minato) are available from: <http://homepage3.nifty.com/bluemax/MNT001.html>.

Since someone else (please forgive me for not being able to find who) is making my favorite, the Dick Byron Big-D Handle. I'm not sure where to get them, but some are available (eBay, etc.).

**Oh yeah, how did Jim Walker** manage to keep so many planes in the air all at once, in spite of that super sensitive U-Reely? Simple; he was one heck of a pilot, and he invented a lot of the stuff we use. Don't forget where we came from, and go visit the Jim Walker sites online at [www.americanjuniorclassics.com/](http://www.americanjuniorclassics.com/) and [www.modelaircraft.org/files/museum/bio/Walker-Jim.pdf](http://www.modelaircraft.org/files/museum/bio/Walker-Jim.pdf). You know, without Jim Walker (*And Oba St. Clair. —Ed.*) we wouldn't be talking about flying handles to begin with. Happy Trails. **SN**

Name Type / Design	Overhang Top	Overhang Bottom	Line Spacing
EZ-Just	1.5	1.5	5
EZ-Just - Hot Rock	1.5	1.5	4
Brodak - Hardpoint	2 to 3	2 to 3	2.75 to 5
Brodak - Adjustable	1.5 to 3	1.5 to 3	1.5 to 4
Reyco - Standard	1.25	1.25	4.25
Reyco - Adjustable	2.25	2.5	2.25 to 4.5
Big-D - Small / Large	1.25 to 2.5	1.25 to 2.5	1.5 to 4
Tom Morris W/Bias	2.25 to 2.75	3 to 3.25	2 to 4.4
"Pro" Fancher - Shupe	1.25 to 2.5	1.25 to 2.5	3 to 4.5
AJ - U-Reely	3.75	3.75	5.25



This is the basic Tom Morris equipment. The kit comes with more than is shown like: nuts, bolts, washers, screws, eyebolts, etc., but I just can't find them for the picture. The undrilled control bar (it works like the Big-D) is not typical. Usually they are either slotted or drilled in several places for spacing and offset adjustments. This handle is the bias version. It is big and comfortable to fit my very big paw. Some people with smaller hands have been known to whittle these down to fit. If you go to the Control Line Central site, you can see all the different things that are available Tom Morris wise.



My favorite is this Small (comes in two sizes) Dick Byron Big-D handle. It is fully adjustable in bias, offset, spacing, centering, and overhang. The adjustment bar has a lot of room, and if you need less than 3 inches you can flip the line bearers around 180° and get more. There are single points of failure available on this handle, but I usually pay close attention to my equipment and inspect before and after use (it's one of those leftover fighter mechanic things from the Air Force ... ).

# We Have the Technology

By Noel Drindak

## Nats 2009 Technology Report

This is the 10<sup>th</sup> annual technology report detailing the equipment used by the Open and Advanced fliers at the Nationals. As usual, we passed out questionnaires at the pilots' meeting, and almost everyone responded. A few notes on the data:

- 1) The Open and Advanced classes are combined and listed alphabetically. If you want to look at the Open fliers, the top 20, or some other grouping, the information is there. Sorting it is left as an exercise for the reader.
- 2) There was a space on my questionnaire for fliers to list any unusual or innovative features of their models. Some commented at considerable length, others left the space blank. I tried to reproduce their comments with as little editing as possible. Mostly I fixed spelling (we all spell better with a computer).

As before, I'm not going to analyze the data for you. It's more fun to do it for yourself. I'll confine myself to a few comments:

1) *Power Train*—This year there were two fliers with electric planes—same as last year. There were four fliers using four-stroke engines—up from two last year. However, only two of the fliers were from the United States—that's the same as last year. Over half the fliers surveyed used Precision Aero engines, most of them were PA .65REs and most of the others were PA .75REs.

2) *Ball Links*—I was an early and ardent advocate for ball link control systems. As was the case last year, over two-thirds of the fliers at the Nats were using ball link control systems. However, this year one of the fliers, Bene Rodrigues, experienced a ball link failure. He was using Rocket City #87 ball links from Tom Morris (as I do). The ball link on the flap horn broke in two where it wrapped around the ball. I examined the failed ball link, and can only attribute the failure to a defective ball link. This is the first failure I'm aware of that wasn't damaged in some way during assembly.

I'm going to continue to use ball link control systems. However, I am going to make some changes. First, I'm going back to using Rocket City's #57 ball link (as I did originally). The #57 ball link is about

twice as strong as the #87 link. I quit using them after some very experienced fliers pointed out that no one had broken a #87 ball link, and that using the #57 ball link was overkill (not the case anymore). For information, a set of #87 ball links weighs 0.190 ounces, and a set of #57s weighs 0.245 ounces. The second thing I'm going to do is inspect every ball link I use under load before installing it. The load (I'll probably use 10 pounds) will serve to show any cracks.

I've only seen one failure in all these years and I may be using overkill. However, as my good friend Bill Hummel is fond of saying "Never undersell overkill."

3) *Control Lines*—I was curious to see if any fliers would take advantage of the new rules to go to smaller control lines (planes weighing less than 64 ounces can now use 0.015 braided lines). Of the fliers surveyed, three did this.

4) *Visual Impressions*—When I saw Windy's plane, the Tribute, I didn't find it as striking as his other recent planes. That is until I saw it in the air. Steve Buso, the foremost student of trim schemes, has always said that you should have a horizontal trim line on the side of the fuselage.

Windy's Tribute has a bold black trim line on the side of the yellow fuse. I was amazed to see how it accented square corners. First you see it going into the corner, and then you see it coming out of the corner. The radius in between seems to go away. Steve is right.

Another thing that Steve says is that if you take away the airplane and just leave the trim scheme, it should look like it wants to fly. I noticed at the Nats that the most striking airplanes all satisfied this requirement.

5) *Handles*—This year I asked fliers to tell me what control handle they used. The most popular choice was Kaz Minato's handle; 30% used it. Eighteen percent used Ted Fancher's handle, and 18% made their own. Thirteen percent were using a Tom Morris handle. There were eight other types listed, all in the single digits for percent.

That's it for my observations. Have fun analyzing the data. I hope it helps you decide what to build next.

Good luck with your next plane. SN

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**Super Tigre G21/.40&.46** Rework includes: 1. Re-hone cylinder, 2. Install a hardened "Bowman" 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 \$85. 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 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 \$75 (I CANNOT rework a used .35-S) If I supply the motor = \$125

**McCoy .40 Red Head** Rework includes: The weak link in the Mc.40s was the soft, "sintered" iron piston, which lost compression quickly, and would not allow use of a muffler. 1. I send the piston out for heat-treating (which also expands it slightly), 2. Then I hand-lap the piston to the cylinder using a very mild lapping compound, 3. I install a custom made stunt venturi, 4. I repaint the red head, 5. I install allen screws. These McLayed .40s have the strongest 2-4 break of any motor I have ever flown. If you supply a NEW motor the cost is \$70. If I supply the motor = \$115

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## NATS 2009 Technology Survey (Open and Advanced)

NAME	DESIGN	DESIGNER (S)	WING AREA (sq in)	WT (oz)	ENGINE	PROP (Number of blades in parenthesis)	EX-HAUST	LINE LENGTH DIA & TYPE	FUEL	GLOW PLUG	SPECIAL FEATURES
Banjock, Dan	Vista 39	Dan Banjock	740	74	Saito 72	13.2x5.2 Eather (3)	Muffler	66x.018 Braid	Powermaster 10%	OS F	
Barry, Derek	Evolution	Randy Smith	700	68	PA65RE	13x4.2 Bolly (3)	Pipe	65x.014 Solid	SIG Champion 10%	Thunderbolt	Standard Randy Smith setup, foam wing.
Bowman, Joe	Dreadnought	Randy Smith	690	66	RO-Jett 65	12.5x4 Majic (3)	Pipe	63x.018 Braid	Excalibur 5%	Merlin	
Brickhaus, Allen	Olympus	Louis van der Hout	724	56	PA61RE	12.5x4.5 Bolly (3)	Muffler	62x.018 Braid	SIG 5%	RC Hot 115493	
Brookins, Robert		Lew Woolard		57	Silverfox OSLA 46	11x5 APC	Muffler	62x.018 Braid	Brodak 10%		Side mount engine w/full fuselage, 4-inch bellcrank.
Brownell, Walt	Polyampa 2	Walt Brownell	646	62	Elect-2 Park 480-920	9x6 APC electric (2)	NA	67x.018 Braid	NA	NA	
Case, Thomas	Super Tucano	Bene Rodrigues	600	68	OS 70	14x6 Yatsenko (2)	Muffler	66x.018 Braid	15%		
Case, Thomas Jr.	Cheyenne SE	Bene Rodrigues	680	58	Discovery Retro 60	13x6 Rainbow (2)	Muffler	62x.18 Braid	SIG 5%	OS 8	Some parts of my plane are new, especially the kit that was cut by a laser cutting machine.
Delany, Gordon	Pathfinder LE	Gordon Delany			Sialker 51	11.8X6.2 Eather	Muffler	66x.018 Braid	Powermaster FAI		
Delgado, Josias	Shark	Andrey Yatsenko	680	64	Discovery Retro 60	13.4x6.6 Yatsenko (2)	Muffler	64x.018 Braid	Omega FAI 2.5%		
Dick, Wes	Velvet	Wes Dick	680	64	PA65RE	13x4 Bolly(3)	Pipe	66x.018 Braid	Powermaster 5%	Thunderbolt	Removable flaps and elevators with carbon-fiber hinge pins.
Diez, Enrique	Shark	Andrey Yatsenko	680	63	Discovery Retro 60	13.4x6.3 Yatsenko (2)	Muffler	64x.018 Braid	Omega FAI	Thunderbolt	
Dominguez, Adrian	Moonsine	Adrian Dominguez	680	63	PA65RE	13x5 Bolly (2)		64x.018 Braid	Powermaster 10%	Randy	
Ferrell, Paul	Imitation/ Trivial Pursuit	Ted Fancher	640	70	RO-Jett 61	12.5x3.8 Eather (3)	Pipe	65x.018 Braid	Powermaster 15%	Thunderbolt 4-cycle	Randy Smith tuned pipe, Brett Buck double tapered tank, Brett Buck offset bellcrank, take apart – Paul Walker design.
Fitton, Steve	Time Machine	Tom Dixon	650	65	DS60 Lite	12.8x5.9 Top Flite (2)	Muffler	64x.018 Braid	Powermaster 13%	SIG 003	Monokote wing and tail, Dixon foam wing, fiberglass covering on fuselage w/Lusterkote paint. Stock DS head w/five .010 shims.
Fitzgerald, David	Thunder Gazer	David Fitzgerald	630	64	PA75RE	13-4.2 Eather (2)	Pipe	66x.018 Braid	Powermaster 10%	Thunderbolt 4-cycle	Paul Walker take-apart wing and tail.
Fontelle, Francisco	Big Job 75	Francisco Fontenelle	730	70	PA75RE	15x4.8 Zinger		62x.18 Braid	SIG 5%	OS F	Take apart, fits in a box with LxWxH = 62 in.
Giacobone, Rich	Strega	Rich and Windy	640	74	PA65RE	12-4 Bolly (3)	Pipe	67x.018 Braid	Powermaster 10%	Thunderbolt	
Granderson, Phil	Zcalot	Phil Granderson			PA65RE	12.5-4 Eather (3)	Pipe	65x.015 Braid	SIG 10%	Thunderbolt	General Diva specs, dynamic airfoil.
Haber, Alberto	Classic	Yurey Yatsenko	690	62	PA61RE	13x5.2 Bolly (2)	Muffler	70x.018 Braid	SIG 5%		
Hernandez, Orestes	Shark	Andrey Yatsenko	680	64	Discovery Retro 60	13.4x6.6 Yatsenko (2)	Muffler	64x.018 Braid	Omega FAI	Thunderbolt	
Hiki, Masaru	Sonic Boom	Kaz Minato	700	63	RO-Jett 61	13.5-5.5 Eather (2)	Pipe	70x.016 Braid	SIG 10%	Enya #3	
Lee, Jim	Sun Flyer	Jim Lee	668	57	OS 46 FS	12x4 (2)	Muffler	66x.018 Braid	SIG 10%	Fox	Tissue and dope.
Martine, Gene	Sv-11	Randy Smith	690	70	PA65RE	13x5 custom (3)	Pipe	64x.018 Braid	SIG 5-7.5%	Big Bore	
Mc Donald, Bob	P-47E	Wervage/McDonald	730	69	PA75RE	13.5x4.5 Own (3)	Pipe	64x.018 Braid	64x.018 Braid		
McHenry, Mike	A6M Zero	Mike McHenry	680	70	PA65RE	Thunderbolt	Muffler	66x.018 Braid	66x.018 Braid	Thunderbolt	All Morris controls, SIG dope.
McMillan, Frank	Martin Baker MB-5	Frank McMillan	610		PA65	13.2x4.8 Eather (2)	Muffler	62x.018 Braid	Own Blend 15%	Hobby Shack Big Boar	Recreation of own MB-5 from 1978. Laser cut parts, custom spinner.
Minato, Kaz	Kaz	Kaz Minato	700	63	PA75RE	12.2-4.5 Eather (3)	Pipe	70x.016 Braid	SIG 10%	Thunderbolt	Composite construction.

NAME	DESIGN	DESIGNER (S)	WING AREA (sq in)	WT (oz)	ENGINE	PROP (Number of blades in parenthesis)	EX-HAUST DIA & TYPE	LINE LENGTH	FUEL	GLOW PLUG	SPECIAL FEATURES
Minato, Oki	Oki	Kaz Minato	700	64	PA75RE	12.5-4.5 Eather (3)	Pipe	69x.018 Braid	SIG 10%	Thunderbolt	Composite construction.
Mimato, Yuhji	Oki	Kaz Minato	700	63	Stalker 76SE	12.5-6.5 Eather (3)	Muffler	68x.018 Braid	SIG 10%	Thunderbolt	Composite construction.
Modesto, Hose	Yatsenko Legacy Kit	Andrey Yatsenko	685	60	Discovery Retro 60	13.4x5.9 Yatsenko (2)	Muffler	64x.018 Braid	Omega 0%	Thunder power	
Moon, Doug	Geo Bear	Bob Gicseke	705	60	PA65RE	12x3.5 Eather (4)	Pipe	65x.014 Solid	SIG 15%	Enya #3	Basic construction, auto paint, pay attention to weight.
Moon, Steve	Furias 96	Doug and Steve Moon	650	70	OS 56 FS-A	12.2x5.5 Eather (3)	Muffler	65x.018 Braid	Powermaster 20%	OS F	Fiberglass cowl, carbon-fiber blade spars in stab and flaps.
Neumann, Matthew	Stuka 2009	Matthew Neumann	640	68	PA75RE	14x4.5 Bolly (3)	Pipe	66x.018 Braid	SIG 5%	Thunderbolt RC	
Ogren, Don	Cardinal/Evolution	Windy	552	50	OS 40 FP (Randy Smith)	11x5 APC (2)	Muffler	60x.015 Braid	Omega 10%	Thunderbolt 4-cycle	
Perry, Bruce	Jester	Bruce Perry	720	74	PA75RE	14x4.5 Bolly (3)	Pipe	63x.018 Braid	SIG 5%	Merlin	Molded top and bottom shells, Foam wing, carbon gear, Balsas pants, acrylic lacquer color, PPG-Global Systems clear.
Rankin, Louis	Geo Jr.	Wervage/Rankin	608	50	PA40RE (UL)	11.1x4.5 Bolly (2)	Muffler	62x.015 Braid	Lou's Brew 10%	SIG RC Long	
Reynolds, Scott	Silver Knight	Bill Reynolds	744	69	PA61RE	12.5-5.5 Bolly (2)	Muffler	66x.018 Braid	Brodak 5%	Thunderbolt	Automotive clear coat finish, graphics are printed on silkspan and doped in place.
Rich, Bill	Sv-11	Randy Smith	690	68	PA65RE	13x4.2 Bolly(3)	Pipe	65x.018 Braid	SIG Champion 5%	Thunderbolt RC Long	
Rigotti, Crist	Resolve EP	Crist, Rigotti	570	52	Scorpion 3020-890	12.5x4 APCE (2)	NA	60x.015 Braid	NA	NA	
Robertson, Larry	Caravcl	Larry Robertson	700	70	PA75RE	13.5x4.5 Bolly (3)	Pipe	65x.018 Braid	SIG 5%	Idle Bar	Proven modern technology.
Rodrigues, Bene	Super Tucano	Bene Rodrigues	600	64	OS 70 FS Ultimate	14x6 Rainbow (2)	Muffler	62x.18 Braid	SIG 5%	OS F	New laser technology.
Rutherford, Bill	Legacy	Allen Brickhaus		70	RO-Jett 76	13.5x4 (2)	Pipe	62x.018 Braid	Powermaster 20/25%	Merlin	
Schmitt, Mike	Encore 46	Allan Brickhaus		60	OSLA46	12x4 Bolly (2)	Muffler	62x.018 Braid	Foxcat 10%		
Smith, Jim	Tracer	Jim & Wayne Smith	710	65	PA61RE	13x4.5 Eather (3)	Pipe	64x.018 Braid	SIG 7.5%	Thunderbolt	
Smith, Randy	Katana	Randy Smith	676	60	PA51RE	12-4 (3) B or MJ	Pipe	64x.018 Braid	66x.018 Braid	Thunderbolt	
Smith, Wayne	Tracer	Jim & Wayne Smith	710	65	PA61RE	13x4.2 Eather (3)	Pipe	64x.018 Braid	SIG 7.5%	Thunderbolt	
Stephens, Chris	Vector	Randy Smith	550	47	Aero Tiger 36	10x4.5 Bolly	Muffler	62x.015 Braid	SIG Champion 5-10%	Glow Devil 300	See through finish using house of color dyed silkspan.
Stephens, Kenny	SV-22	Randy Smith	645	65	PA65RE	13-4 Bolly (3)	Pipe	65x.018 Braid	SIG Champion 5-10%	Enya #3	See-through finish, canopy moved to above center-off-lift of wing.
Storick, Robert	Viper	Robert Storick	630	52	PA65RE	13x4 Mazek		.015 Braid	SIG 10%	Thunderbolt	
Taylor, Eric	Katana	Randy Smith	680	68	PA65RE	13-4 Bolly (3)	Pipe	65x.018 Braid	SIG 5%	Thunderbolt	
Thompson, Ronnie	SV-22	Randy Smith	690	61	PA65RE	13x4Majic (2)	Pipe	66x.018 Braid	SIG 5%	? - came with engine	Covered with Jap tissue, built-up flaps, clevator, and stab.
Tribble, Dave	Riviera	Dave Tribble	716	73	RO-Jett 61	12.5x4.2 Majic (3)	Pipe	66x.018 Braid	Byrons 10%	Glow Devil	Fuselage airfoil strakes.
Tysor, Kent	Strega	Windy	740	68	RO-Jett 76	14X4.5 Eather (2)	Pipe	64x.018 Braid	Powermaster 10%	Thunderbolt	
Urmowski, Windy	Tribute	Windy Urmowski	700	62	RO-Jett 76	14x5 Own (3)	Pipe	64x.015 Braid	Powermaster 10%	RO-Jett	Carbon-fiber tank, carbon 3-blade prop, carbon spinner, unique wing levelers, own carbon-fiber pipe.
Vander Kuur, Dennis	Legacy	Allen Brickhaus		61	PA65RE	13x4 Bolly (3)	Pipe	65x.018 Braid	SIG Champion 10%	Thunderbolt 4-cycle	
Vigilione,Eric	Starfire	Randy Smith	692	69	PA61RE	12x4 Eather (3)	Pipe	64x.018 Braid	SIG 7%	Thunderbolt Big Bore	Klasskote paint, Quietpipe.
Wieder, Bud	Caprice	Bob Hunt	565	48	Aero Tiger 36	10.5x4 Billy (2)	Muffler	63x.015 Braid	Powermaster 5%	Thunderbolt	
Wildman, Roger	Davis Special	Roger Wildman	670	64	PA65RE	13.5-4.5 Bolly (3)	Muffler	65x.018 Braid	SIG 5%	Thunderbolt	Lost-foam wing, molded top and bottom shells, solid flaps and elevators, built-up stab.
Young, Ryan	Trivial Pursuit	Ted Fancher		63	PA65RE	12x4 Phelps (2)	Muffler	63x.015 Braid	Powermaster 10%	Merlin	

## Alfadawg ...

**T**he previous THW column was written with the purpose of covering, in general, many of the little tricks, ideas, and thoughts I felt would be of interest. Some areas were touched on and others were more specific. The succeeding series of columns will be much more detailed and explain the hows and whys of each component under discussion.

The acronym "ICE" means internal combustion engine and the following should help you toward the ideal running engine we all want and like.

I would like to thank my friend Roy Trantham for most, if not all, of the technical aspects on the use of nitromethane as a tuning tool.

### How to make your "ICE" hot

Lately, I have been receiving a lot of comments on how well my engines run. This has not always been the case however. I feel that what I have learned in the past few years makes total and complete sense. I would like to pass it along.

The care and feeding of our small gas engines can sometimes drive us to distraction. Either they run too slow or too fast or flame out for no particular reason. Our attempts to set the needle valve so that the engine runs at the desired rpm are almost always hit or miss. Let's see if we can fix most, if not all, of the little glitches and get the most out of our engines.

In the past, I have pretty much followed the pack as to which engine to use. I always figured that whoever was winning with some regularity must be using the best engine. I would then use that particular engine hoping it would run just as well as the other guy's did. I stumbled along for years first with the McCoy .40s, then O.S. .35s, then on through ST .46s and ST .60s. I did what they told me to make them run. But, I could not—or would not—understand why I was doing all these things. Without the knowledge of why it all worked left me at a distinct disadvantage since I never knew how to fix things on my own. I now believe I have enough information to reliably tune our engines to operate just like I, we, you would want. The nice thing about knowing what to do is that you can make these adjustments anywhere you go.

Wouldn't it be great if these little engines ran the same under different weather and/or wind scenarios?

This is where I'm supposed to say "I can make it happen"! Well, actually you can make it happen once you see how it's done. Follow along, boys and girls, for some interesting and hopefully enlightening observations and techniques that will make your "ICE" into a prop-twisting torque monster that is totally tunable to your likes and style.

**In the beginning, we were told** to use "X"-size engine for "X"-size model. Usually two to three different sizes were listed; e.g., .29 to .35 or .40 to .51. For the most part, the designer/builder of a particular plane would use the smaller engine and build the plane on the light side. By using a larger engine, they were assured that an average or heavier model would fly and so could sell their kits.

Let us begin. *Always* use the largest engine that is recommended for the model that you are building. A good axiom is, "You can never have too much power." We can always de-tune an engine much easier than adding power. If the engine is already

struggling to fly the plane, it is already too small. All things being equal, a big block will blow away a small block every time. Get used to it.

Well, you say, "What if I have too much power?" Almost never happens. But this is a good thing as we now have the ability to tune or adjust the engine for exactly the run desired and still make all the "power," henceforth to be called "torque," that we want.

### Understanding torque

Simply stated, torque is the force that when applied either turns or makes things go around. Or us, that is the force that turns the crankshaft which drives the prop. The amount of torque needed to turn the prop at the desired rpm in nearly a steady state is our goal. To achieve the type of Stunt run we are after, we always try to stay on the fat or left side of the torque curve. But, "What's a torque curve" you say?? Picture a bell curve that climbs up from the left to the top and then curves over and down on the right. The lowest torque reading is lower left on the curve and the highest near the top of the curve. Generally, what we refer to as the "fat part" of the curve is about mid-point on the left side. This is the point where we want the engine to run. For most of us, this is a fast four-stroke setting and usually results in the infamous four-two-four style of run. This type of run gives us the steady power desired with that two-stroke break we use in certain parts of the pattern.

Under ideal conditions, we can get our engines to run in this mode. But, when the conditions change, the engine run also changes. Most of us compensate for this by changing the amount of fuel the engine gets. As the fuel mixture is changed so is the power output of the engine. Either direction the needle valve is turned will alter engine power and there is only one optimum setting to get the most torque. Any other setting will always be less than that.

The correct air/fuel ratio is that which makes the most torque at the rpm range that puts us on the fat side of the curve. Adjusting the needle valve either side of the optimum setting will not do this. The easiest way to maintain constant torque in changing conditions is the addition or subtraction of nitro.

I am going to use my current model as an example since it fits this concept well. The "Chizler" was originally built around "Nobler" numbers and powered by any good .29 to .40 engine. "Fast Richard" is a modeler's modeler and can build very light planes. His were, I believe, in the 35- to 38-ounce range and obviously flew very well as he placed second at the 1967 Los Alamitos Nats.

When I built my Chizler from an RSM kit, I planned on using at least a .40 or bigger engine for two reasons. First, by living in Tucson (2500 feet) models do not perform as well as they would at lower altitudes. The second reason is that I tend to build my models a little heavier than optimum, so I need the additional power of the larger engine.

Now that we know that bigger is almost always better, it's time to learn how to tame all that power and turn it into a smoothly working system.

Let's start with nitro. How much to use, and when to add or subtract it, was always a mystery to me. But, once I understood

the reason(s) we use it, the rest became easily understandable. I will use some generalities and some specifics so as to cover as many facets of nitro usage as possible.

Nitromethane is an oxidizer. This means that it adds more oxygen to a given fuel mixture. Over time, the accepted fuel mixture in use is 10% nitro, 11% castor, and 11% synthetic oil. This mix fits most of our fuel needs from .049- to .75-size engines.

Many folks are perfectly happy using this mix and it does work well over a wide range of conditions.

How do we know how much nitro to use? The ideal weather conditions for our engines to run their best are cool and dry. Conversely, hot and damp are the worst. Cool dry air is an oxygen-rich environment that enables our engines to make the power with the least amount of nitro. As air temperature and/or humidity increases, we have less and less oxygen for a given amount of air, which results in a direct loss of power. In order to maintain a given amount of engine power with changing weather conditions, the amount of oxygen that is lost must be replaced. Nitro does this.

Generally, as temperature/humidity increases, air density decreases. Rule of thumb is higher temperature/humidity, more nitro and vice versa.

As for me, I change nitro percentage nearly every flight of each session. I use a gallon of 10% nitro fuel and 30% nitro fuel, both gallons already mixed and ready to use. If it is a cool morning, I will start with 10% and evaluate the run. If more power is indicated, then I simply mix some 10% with some 30% nitro to maybe make a 15% blend. This is very easy to do using a syringe with graduations on it. After using this fuel mix we can determine just how much nitro is needed for the rest of the day.

Once you have tried this a few times it becomes second nature

to figure what ratio to use for that flying session.

Here is a summary of what I believe is a better way to get that magical, powerful engine run we all want and need.

1. Use the largest engine you can, within reason.
2. Set the needle valve for the rpm desired.
3. Adjust the engine torque with nitro.

Next time, I'll discuss the hows and whys of head shims, venturi sizes, and compression ratios. Til then. *SN*

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## In 1941 ...

Send your guesses to Bob Hunt.

- Elmer's Pet Rabbit is released, marking the second appearance of Bugs Bunny.
- Winston Churchill, pleads with the United States to send arms to the British: "Give us the tools, and we will finish the job."
- New York Yankee center fielder Joe DiMaggio's 56-game hitting streak begins.
- The Bismarck is sunk in the North Atlantic, killing 2,300.
- Germany attacks the Soviet Union in Operation Barbarossa.
- The first Jeep is produced.
- The requirement to wear the

Star of David with the word "Jew" inscribed, is extended to all Jews over the age of 6 in German-occupied areas.

- General Hideki Tojo becomes the 40th Prime Minister of Japan.
- First production P38E Lightning fighter produced by Lockheed.
- The radio program King Biscuit Time is broadcast for the first time.
- Fiorello La Guardia, Mayor of New York City signed orders creating the Civil Air Patrol under the authority of the United States Army Air Force.
- The Japanese Navy launches an attack on the United States fleet at Pearl Harbor, drawing the United States

into World War II.

- The United States officially declares war on Japan.
  - Germany and Italy declare war on the United States. The U.S. responds in kind.
- ... and this future PAMPA and Model Aviation Hall of Fame member was a nine-year-old enjoying his model airplane.



# The Stiletto

By Les McDonald

# Chronicles



Three-time World F2B Champion, Les McDonald's Stiletto is legendary in our sport. Follow along as Les takes us on a journey of remembrance of his years designing and flying the many iterations of this outstanding design.

that inspired all the eventual Stilettoes. Notice I said profile, which is not to be confused with planform, since the Novi's elliptical wing was beyond my building skills.

I had no interest in semi-scale. Traditional Stunters did not seem to exclaim enough fantasy and the jet styles had too many frills, even though I was totally enchanted by Jim's and Dave's models. I know this seems to be at odds with what I wrote earlier. I will admit I have always admired Stunt models in all their shapes and themes but I wanted to create my own program.

That first Stiletto used a modified version of Jim Kostecky's Formula S wing. I built this wing—as I did all my other C-Tube wings—on a simple two rod wing jig. I also borrowed the stab/elevator shape and construction from the Formula S. The design's main feature was the use of only sheet wood; no blocks were used in its construction. In fact all the early Stilettoes—with the exception of two foam wing versions—used this same basic construction. I have never been an innovator, inventor, or clever designer so it was imperative to keep things simple.

I have always been able to give my planes a nice finish and this one looked pretty good. It was painted all white with metallic and light blue trim. With the addition of some modest ink lines, she was kind of sharp in a functional way. I never gave much thought to the idea that this same basic design would continue on and become so popular.

I do not remember when I started flying this first Stiletto, but it must have been around the fall of 1970. This seems to be important to some people in regards to the fact that it might be Classic legal. We have pretty much determined that it is not. I do remember those first flights though. It flew well right from the start. That was a good thing because I was clueless on how to trim a ship properly. I could accomplish some rudimentary adjustments but knew nothing about engines, props, and all the details that make any effort successful.

Even though I was stumbling along, I flew this plane a lot. It was by far the best model I had built to that point and with it I won a few Florida contests. In fact I won the 1970 KOI meet and, although no big name fliers were there, one of the judges told me after the flying was done that I could have given Ron Pavolar some good competition.

Ron was a New York transplant and by far the best flier in this area back then. He was one of those guys that never worked hard at all this. He never seemed to practice, he had a

## The first Stiletto

I'm a lucky guy. In my life I've experienced many things, some good some bad. One of the really great adventures was being able to fly Stunt, at a high level, during what could arguably be considered the "Golden Years" of the event. I started flying at contests around the Southeast in 1969. I live in Miami, Florida; not exactly a hotbed of Stunt activity, so I had to figure things out on my own. Magazines were my only contact with the Stunt world; no videos, no internet, no *SN*. Oh poor me, what's a guy to do?

Al Rabe had brought his Bearcat to the 1969 King Orange contest and I finally saw the pattern flown by a Nats level flier. I was impressed at the precision, power, and business-like performance. It rained a good portion of that day so I spent the afternoon, in Al's rental car, listening to stories about planes, people, and subjects I was about to dedicate my life to.

The first Stiletto was built in the summer of 1970. It was a very basic design that was powered by a Fox .35. Jim Kostecky and Dave Gierke were my magazine heroes at the time. I had seen Jim's green Talon at the base flying field in 1968 during my Air Force years at Bunker Hill AFB, which is located near Peru, Indiana. Some AF Captain had bought it—the same plane I had seen in *Flying Models*. It was magnificent.

When Dave's Novi IV article came out I knew what I wanted; a purpose-built Stunt model. This plane had the profile



Here is the first Stiletto. It used a modified version of Jim Kostecky's Formula S wing and was powered by a Fox .35.

the top level Stunt fliers. I simply wanted to participate in a culture about which I had become deeply excited.

I had read somewhere that Bob Gieseke practiced every day, so that's what I did. Just flew that Stiletto over and over, by myself. My little Fox .35 finally gave up. Not by simply wearing out, but by

blowing up during a climb into the

fairly basic plane and he had a ton of natural talent. I really enjoyed his friendship and to this day respect his skill.

I wanted more. The madness had begun and I had decided to enter the Nats.

I was going to the Nats—without a chance or thought of winning—to witness, in person,

The first Stiletto is shown in these two photos ready for finishing and in its final paint scheme.



Overhead 8. It made a snapping noise, the prop and spinner flew off, and I took off running, seeking some sort of line tension. I never got close. The model came straight down and was done. I was devastated. The subsequent autopsy showed the crankpin sheared. It was what an engineer would call a catastrophic failure.

**Plan B**

My Nats debut was in doubt. After a day or so of sulking I rebounded and started a new plane. It was another Stiletto with, of course, some modifications.



That cottage was about 300 square feet, with half of it dedicated to Stunt planes.

Another C-Tube wing was built with a little thinner airfoil and a higher aspect ratio. The stab/elevator got a bit longer in span and a bit narrower in chord. My wife at that time, Nancy, and I were living in a two room cottage so my building area was a sheet of plywood on the bed. All my woodwork took place there, sanding and all. Being a good husband I was considerate enough to do the spray painting in the yard. Nancy and I slept on the sofa. It all seemed normal ...

That cottage was about 300 square feet, with half of it dedicated to Stunt planes. So the words cluttered, crowded, and dusty are a good description. Needless to say trying to construct a Stunt plane in this confusion is risky. Nancy was a trooper, and for reasons never explained she tolerated this lifestyle. Somehow in all this mess I sat on the new Stiletto's fuselage, breaking it big time. After a quick evaluation it was apparent trying to repair it would take too long and it sure wouldn't be any lighter. Another new plan was needed as the Nats were getting closer and I have never been a fast builder.

I had started building a modified Formula S some time before I built Stiletto #1 and the fuselage was pretty well complete. I just needed to hollow the blocks and provide the wing cut-out. So I proceeded to build what was basically a Stiletto with a modified Formula S fuselage. This plane was completed in about six weeks. It was painted a light brown with dark brown and dark orange trim. Powered by the, then new, O.S. Max .35S engine (what an improvement over the Fox, especially with the required muffler at that time ... ), I

Bob Lampione. He and Gene Schaffer had seen the column, looked up my phone number, and just called me out of the blue. We talked for a long time and for me it was thrilling. These guys were fun and it was wonderful having these top level fliers show an interest in my program. We spoke on the phone several times after that and promised to meet at the Nats.

*Little did I know at that time  
that my life would soon entwine  
with many of those people.*

### The '71 Nats

Nancy and I arrived in the late afternoon at the beginning of Nats week and headed straight for the big workshop hangar. My enthusiasm was at a fevered pitch. This was a Navy Nats and stuff was happening everywhere. I saw faces from the magazines; not only Stunt guys but famous free fliers and RC people as well.

The next morning Bob Lampione knocked on my motel room door and immediately started to introduce me around to the other fliers. Little did I know at that time that my life would soon entwine with many of those people.

The Tropicaire was an excellent example of my craftsmanship, but my flying lacked any true precision and polish. Since I was not a threat to anyone in the top 20, I received quite a bit of help with my flying. In thinking back it was probably more in the way of advice than help, especially from Bill Simons. He thought I was kind of cool because I nicknamed my wife "Leroy." For some reason I started calling her Leroy when we moved to Atlanta Georgia and I was working for Lockheed. Again, for reasons never explained, she didn't seem to mind.

I paid close attention to everything during the entire Nats week. I could feel the competitive tension among the top guys, so I kept my mouth shut, listened, and observed.

I spent as much time as he would allow with Bill Werwage. He won that Nats and was the current World Champion, so he was "The Man" in my mind. Billy and his USA-1

were the embodiment of Stunt at the international level. I placed somewhere in the top 20, but most importantly I had learned so much about the competition and made a whole bunch of new friends.

The 1971 Nats simply validated my desire to be a good Stunt guy, part of the special group, if there was such a thing.

### Some new friends

That fall I started building Stiletto #3. I consider the



Les considers his Tropicaire design to actually be Stiletto #2. It featured tricycle landing gear and a Formula S-type fuselage design, but the wing was an original design by Les.



named it

Tropicaire. That had a nice Florida ring to it, but actually it was the name of a local air conditioning company. And, no, they did not sponsor me. I was very pleased with this plane. She looked good in the air, had a really nice finish and flew very well.

Earlier that year I had submitted a line drawing, a couple of photos, and a brief description of Stiletto #1 to *American Aircraft Modeler*. To my absolute joy it was published in John Blum's Stunt column. I felt like a rock star. One evening, while working on the Tropicaire, I received a telephone call from



Stiletto #4 featured Les' multi-piece top block treatment that would become a trademark of the design.

Tropicaire to be Stiletto #2 since that's what it would have been had I not been so clumsy and careless. This plane would have a similar wing to the one that I used in the Tropicaire except with square tips. The stab/elevator also had the squared tips just as Stiletto #1 but with two major changes. This Stiletto was the first to use the multi-piece top section and canopy that I continued to use throughout the rest of the series, and it was fitted with a foam wing. Bob Hunt did the wing for me and it was a piece of art. At some point, just before I started putting the finish on, I realized the weight was approaching "porky," so work on it stopped and to this day I do not remember what happened to it.

About the same time I was working on Stiletto #3, I made a trip to the local hobby shop and there was approached by Captain Michael Defreitas, a pilot for British West Indian Airways. His request was simple and straightforward. Would I be interested in traveling to Port Of Spain Trinidad with my Tropicaire to fly demonstration flights in their first annual model plane exhibition? It was also requested that I spend some time helping the local CL fliers improve the construction and general quality of their efforts in a workshop setting.

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*Details and arrangements would be forthcoming, and so began a relationship with modelers from all over the Caribbean that I have cherished all my life.*

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Of course all expenses would be paid and compensation could be funded. I thought, "I can get paid to do this?" I work cheap, always have and always will, so I said, "How about surrounding me with smiling faces and cover my bar tab?" We closed the deal with a handshake.

Details and arrangements would be forthcoming, and so

began a relationship with modelers from all over the Caribbean that I have cherished all my life.

My experience in Trinidad was incredible. The travel arrangements were first class, literally. Not only did I travel in the First Class section of the BWIA jet, so did my Tropicaire! We had an entire row. They provided an entire house—a really neat house—for Jim Mackey and me to stay in. Jim was a local RC expert and his tasks for the weekend were the same as mine; fly demos and help the locals. They treated us like movie stars and it seemed the entire event was very successful.

Helping the club guys was an absolute joy and the demo flights were easy. Not being a contest, I added some drama to my flights with low pullouts and lots of body gyrations. The crowd seemed to like it, and it was a *huge* crowd.

The exhibition ran for two days, and each day over 1,000 people paid a modest admission fee to attend. Jim and I were there a total of four days.

We helped the locals on Friday, flew demos on Saturday and Sunday, and then on Monday just hung out with all our new friends. Each evening there was some social function or party to attend and on Friday we did a live TV show during the sports segment on the nightly news. I returned to Miami on Monday night exhausted but thrilled about my excellent adventure.

#### Lipstick on a pig

I started working on Stiletto #4. Using my new multi-piece fuselage, this one featured a larger wing and stab. The choice of power was still the O.S. .35S but I overestimated the power these little motors could produce. The wing area was around 620 square inches, so you already know where this is going. Construction used my basic C-Tube wing and built up stab/elev setup with a longer nose moment to offset what would probably be more weight. It actually came in at a reasonable weight and had a sporty look to it. With lots of ink lines and trim paint it showed off my slick finish.

In reality I had put lipstick on a pig. I tried and tried but could not make this thing fly well. My Tropicaire just flew better, but I think I was in denial and kept working at it. I finally crashed it, not intentionally, I could never do that, but it did put an end to my frustration. I wanted a Stiletto for the Nats but it seemed I just couldn't get there. Like a tough date, ya' gotta keep trying ...

It was beginning to look like another Nats with the Tropicaire. This was not all bad for one simple reason: I could fly now. I had learned so much about flying the pattern, trimming, engine runs, and a bunch of little details. I looked forward to being, at least, moderately competitive.

In early 1972 I received a call from Capt. Mike at BWIA. Another air show was being planned and would I please attend? He explained this one would be much bigger so could I please invite the current F2B World Champion, Mr. Bill Werwage, to come down also? They had already contacted some of the biggest names in RC and also wanted to round things out with a contingent of CL Combat fliers from the US. Somehow I was able to arrange for Billy and a group of Combat guys to hook up with the promoters and everything was set.

The list of talent at this event was very impressive and, once again, I made a lot of new, lifelong friends. Like before, I had a wonderful experience but the thing I remember most was

Billy's positive comments about my new found flying skills.

For the next several years I was fortunate enough to be invited to more of these Aeromodeling Exhibitions in both Trinidad and Jamaica.

### The '72 Nats

Bill Werwage and I—along with our wives, Nancy and Mary—had decided to share a motel room at the 1972 Nats. He had just won his second World Championship title, so what better way to learn even more than from “The Man” himself?

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*I did find out, though, that women are a lot more picky than men when it comes to excess water in a bathtub that will not drain.*

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Actually it went pretty well up until Mary dropped a shampoo bottle cap down the bathtub drain. I soon learned two things. First: All the lodging proprietors around Glenview NAS were thrilled to have their establishments filled. Second: These same proprietors were not overly concerned with customer service. The patrons—us—seemed to be kind of messy with all the epoxy, castor oil, and general grime we create, so we just had to make do at shower time. I did find out, though, that women are a lot more picky than men when it comes to excess water in a bathtub that will not drain.

I had grown a mustache to celebrate my attendance and I soon discovered everyone else had grown one too. Simons, Schaffer, Lampione, and others sprouted lip hair and it became evident right away: We all just wanted to be like Werwage.

I had a much different attitude at the '72 Nats. I had the Tropicaire flying well and I had practiced a lot. I was there to compete, not just fly and socialize. I still had the excitement and enjoyment of being a part of all this but it was now time to find out where I would be in the 1972 pecking order. Anywhere in the top 10 would be good enough.

Things looked mighty bright from the start. Appearance points were generous and qualifying went my way. I was thrilled because I placed first on my circle—ahead of Werwage. The biggest thrill was that evening when Billy told me of his concern about Al Rabe and me. He thought that we would be tough competitors in the finals. I was on cloud nine. Already the '72 Nats was a success for me.

Eighteen of us moved on to the final two flights and when it was over Al Rabe, with his Sea Fury, placed first. Bob Gieseke was second and Bill Rutherford placed third. I finished in seventh, just behind Billy, but most importantly ahead of Phelps, Silhavy, and Trostle. The whole gang was there and I was comfortably in the mix. Mission accomplished. Billy had inspired me with his recent victories at the World Championships and I believe it was around this time I started dreaming about being on an FAI World Championship team, just to be a part of it. It all seemed so exotic and special. I was still in “new guy mode” big on expectations and short on experience but it was exciting to think about.

### Fresh-cut grass

In September I attended the “Eastern FAI Semi Finals/Mid America Championships” at Lexington Kentucky. A good placing there would allow me to enter the Team Selection meet in 1973. This was by far the coolest contest—outside the Nats—that I had been to so far. Actually it was two contests on the same weekend, and most of the well known Midwest fliers were there. Throw in Gene Schaffer and Al Rabe and I knew it was special.

The country side around Lexington is beautiful and Kearney Field made for a scenic setting. It was my first exposure to an honest to goodness dedicated CL site with paved circles, fences, trees, and the smell of fresh cut grass. I had been to one other dedicated field, in Athens Georgia, years before, but it was not anything like this.

All the contests I had been to before were either full size air fields or parking lots. Those were fine, but this event had a feel to it that was new to me and I loved it. The competition went well. In the FAI event Gene Schaffer won with Al Rabe placing second and me in third. I won the Mid America contest and even though Gene and Al had left for home I placed ahead of Lew McFarland, Jim Silhavy, and Dennis Adamisin.

### Dirty Harry

I think it was during the long drive back to Miami that my life made the turn to “Stunt Addiction.” In 1972 I was a young married guy building and flying Stunt planes almost every day but still doing normal, young-married-guy things. I was having dinner with friends, going to the movies and riding dirt bikes on Sundays with my buddies. I suppose Nancy tolerated all the time, energy, and money I spent on the airplanes because we still functioned as a normal couple and we did have a lot of fun.

I was working for a sheet metal engineering company, running an NC controlled Strippet punch press, and making close tolerance aluminum parts; mostly used in medical devices. Not really a career, but a decent job. My real background was in aircraft structural repair. But in 1972 the airplane and airline industry was in shambles. Aircraft repair, at that time, was the largest employment opportunity in Miami, and if you did find work, the pay was horrible. I had a reasonable amount of job security at the engineering company so I simply had to show up, do a good job, and collect a pay check, which, in fact, is how I spent my entire working life. I was not career minded. All my buddies were settling into jobs and careers with longterm benefits while I earned just enough to pay the bills, build planes, and go to contests.

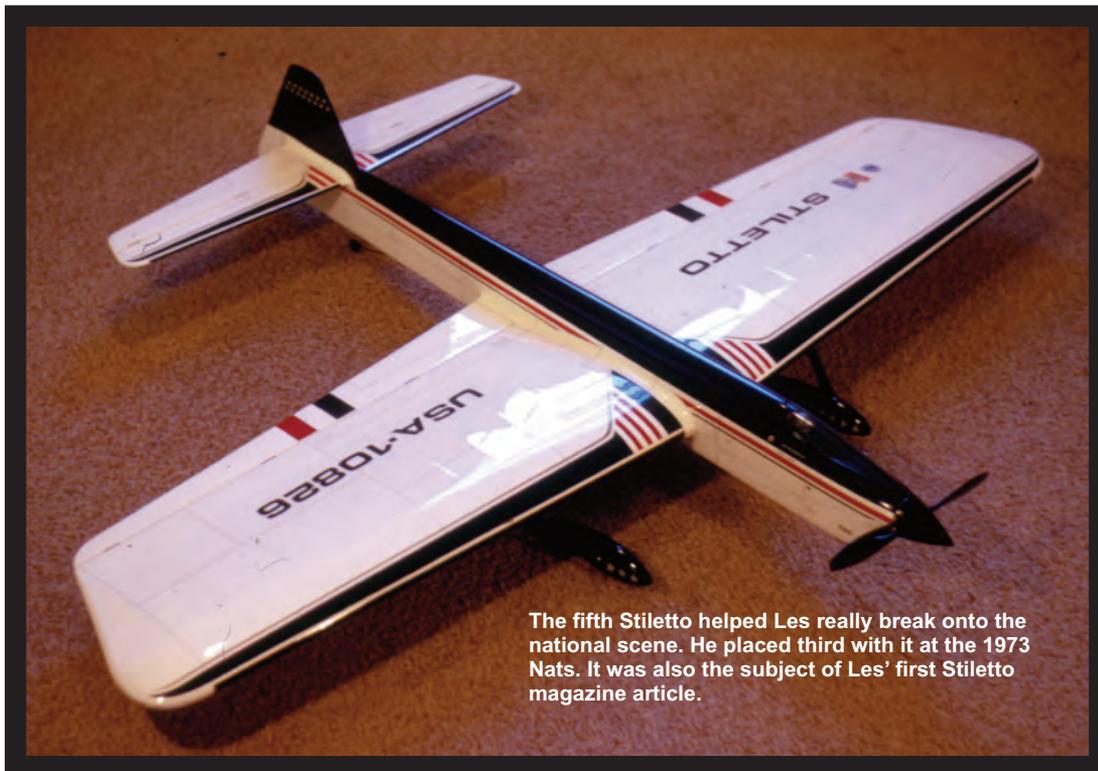
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*Clint Eastwood once said, in a Dirty Harry movie, that “A man's got to know his limitations.”*

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Winds of change were in the air, not only for me but the Stunt event as well. I totally immersed myself with my contest ambitions and looked forward to the 1973 season.

At this point my main interest was in flying the pattern. I had enjoyed showing off slick Stunt ships and appreciated the respect I was given considering my basically rookie status but



The fifth Stiletto helped Les really break onto the national scene. He placed third with it at the 1973 Nats. It was also the subject of Les' first Stiletto magazine article.

### A "Trick Shirt" and faster rats

Stiletto #5 was simple and shiny. I used the same wing design and construction that was used so successfully in the Tropicaire; only the tips were different. The fuselage was built, like all the early Stiletto's, with sheet wood; no blocks. The tail set was also made from flat sheet. The cowl was built from sheet with not much of a radius anywhere.

During one of my listening periods with Billy, in Trinidad, he convinced me that the smaller planes turn better when fitted with a two-thirds-to-one control system ratio than with the more popular

one-to-one ratio. The system required less power and was easier to trim. It sounded good to me. He also pointed out it was junk if the plane was heavy. That point was moot, because a heavy plane is junk anyway. So I planned to use this control ratio hook-up in Stiletto #5. Since it was so simple it just had to be light. The #5 Stiletto still had the triangular vertical fin and rudder since I was unable to come up with anything artsy, and, heaven forbid, I would be challenged with a radius.

*Just when you're getting ahead in the rat race, along come faster rats.*

As I was building #5 it was obvious I needed a little something added to my program. I wanted to make my performance a bit more professional so I headed to JCPenney and picked out a basic dark blue shirt and then to the fabric store to buy some little white stars. Nancy sewed a row of stars up the front, over the shoulder, and down the back, threw on an AMA patch, and, with the now standard white pants, I looked like Mario Andretti. I knew the boys would be hard on me, but deep down I knew what I lacked for talent I could gain with showbiz. (Look back at the old pictures.) After I moved up the "food chain," Al Rabe started wearing that nasty orange and white Hawaiian shirt.

Actually I think no one had the audacity to carry this trend any farther.

It also seemed I was in the middle of a generation change. Silhavy, McFarland, Lampione, Trostle, and some other veteran fliers were scaling back their efforts. Dave Gierke and Jim Kosticky were gone (not forgotten though) and, of course,

the true key to success was flying the pattern. To be able to fly head and shoulders above everyone else was a noble quest. It was time to look at the big picture, be realistic, and analyze my complete program.

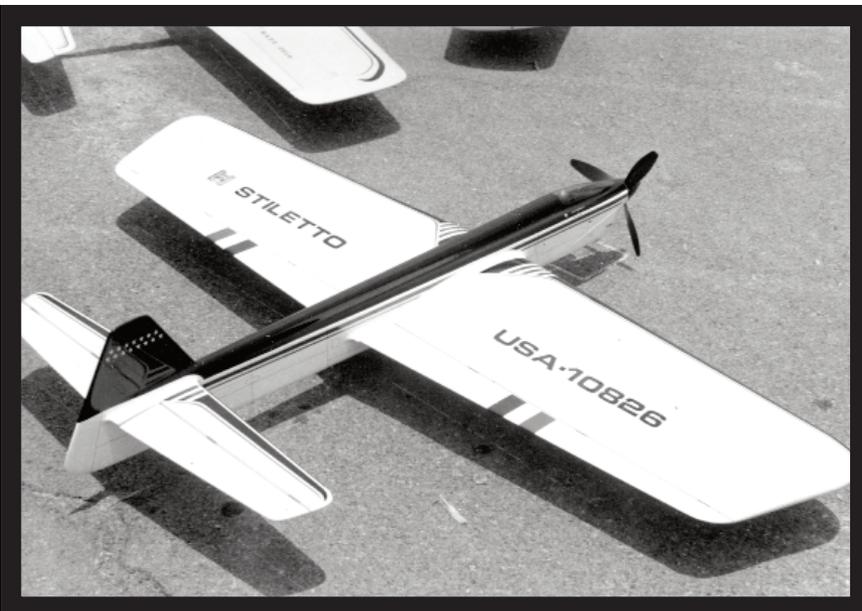
Nineteen seventy three was a team selection year and I needed to make some gains. By now I had pretty much stopped doing normal "young-married-guy" things. No more dirt bikes, movies, or dinner with friends.

Clint Eastwood once said, in a Dirty Harry movie, that "A man's got to know his limitations." And, limitations I had. I did not have the talent of Bob Gieseke nor Gene Schaffer. I did not have the artistry and experience of Bill Werwage. I was not even close to Al Rabe's technical ability or level of perseverance. We also had the movie star good looks of Bob Whitley and Bob Baron's determination. I had to work with what was available in my remedial world. My mantra became, "Keep the next plane simple. Make it shiny. Practice and practice some more."

*I wanted to make my performance a bit more professional so I headed to JCPenney and picked out a basic dark blue shirt and then to the fabric store to buy some little white stars.*



Les made several trips to Trinidad to fly demonstrations and instruct the local fliers there on how to build and fly better. Here he is in Trinidad with Stiletto #5 (this photo and below).



new talent was coming in. Bob Hunt, Wynn Paul, and Jerry Pilgrim came on the scene just to name a few. What's the old saying? Just when you're getting ahead in the rat race, along come faster rats. Dennis Adamisin was still a Senior, Fancher and Walker were starting to look East, Bill Simons and Jim Young were still lurking around, and Dave Hemstrought was about to reappear. I was faced with an infestation.

#### A little better

Around this time Bill Simons sent me a control handle he was no longer using. Up until then I had been flying with a small EZ Just Hot Rock and he explained this would be much better. It was. I believe it was made by Art Adamisin. It was heavy and durable and I never again used any other handle. It was my security blanket until my last flight at the World Champs in 1984.

Shortly after I began flying and trimming the #5 Stiletto Remel Cooper said he would like to come to Miami and spend a few days hanging out with me and watch me practice, maybe help a little. Why not, he's a nice guy and our wives, Linda and Nancy, have always enjoyed themselves at the various contests talking about wife things. We had stayed with them during contest weekends in Jacksonville and always enjoyed "The Girls." Remel and Linda were the parents of five, blonde, blue eyed drop-dead-gorgeous young girls. They were polite, smart, good natured, and a joy to be around, which was a stretch for me because I've never been much of a kid person. Our tiny little two-bedroom house was full, active, and we enjoyed every minute. It was like a camping trip to them. Just imagine two grown men with seven females and one small bathroom ... We were now *really* close friends.

During the flying part of our visit, Remel sheepishly commented I had an angle on the right side of both my inside and outside square loops. He said I might try turning a bit more on the upper right corner of the inside squares and not quite so tight on the bottom right turn on the outsides. I flew another pattern, tried what he suggested, and asked if that was better. "A little" he said, "But give it more this time." Another pattern with the same question: "How was that?" "A little better" he said, "But you really need to make a bigger adjustment in those two corners." A little annoyed off I go again. I really cranked the inside corner and virtually let off on the bottom right outside corner. Same question: "How was that?" He replied, "A little better, you're getting there." Now I'm getting a bit testy and he's wondering why I'm not paying attention.

By the time it was dark I was only flying inside and outside square loops and we were screaming at each other over the motor noise. We bonded that day and during the next morning's flying session I had it. I could see

from inside the circle the Stiletto was now going straight up and straight down on the vertical parts of not only the square loops but the square eights as well. After a flight or two Remel sheepishly said that I was now dropping the top loop into the lower one in the vertical eight. I flew another pattern with perfect square loops, tightened up the top loop in the vertical eight and asked, "How was that?" He gave me a look and said "A little better" and we started all over again. At the end of the session I was confident in my square loops and vertical eights and Remel simply pointed out that I needed more help "with a few other things." He also expressed an interest in building one of these Stiletos for himself. I love this guy.

I hooked him up with drawings and some parts for his Stiletto and he, along with his beautiful family, made the 700-mile round trip many, many times over during the next four years. Besides flying we would sit for hours drawing lines on paper and spheres with him explaining the geometry I was trying to master.

### Wynn and Keith

Armed with a good flying Stiletto and my new handle I was ready for 1973. The Nats that year were at Oshkosh, Wisconsin and the FAI Team Trials were in St. Louis, Missouri. I had stopped going to local contests on a regular basis the year before. A local contest for me was 350 miles one way. I lived far away from the action and through the years the travel became brutal; a necessary evil, but evil just the same. I attended as many contests as possible, but working made my schedule difficult.

By now the nearest event I went to was 1,000 miles one way. It would be an understatement to claim I was an excellent night driver. I could probably write a book about some of these trips. Tickets, wrong turns, flat tires, and waking up at 75 mph would only be the beginning. One time, upon returning from Europe, I awoke from a rest area nap, in the middle of the night, and had no idea where I was. We're not talking which road, we're talking which *country*. It was at least 20 minutes and 20 miles until I realized I was not in Belgium, France, or New Jersey. I was in South Carolina. Fear and relief simultaneously ...

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Wynn explained to me that he and Keith Trostle had been discussing, in detail, the idea of forming a special interest group within the AMA.

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Sorry, I slipped ahead a few years—back to 1973. That was going to be an interesting year. The Nats in Oshkosh were to be one hundred percent AMA on a civilian airfield, for the first time. But more important was the phone call I received from Wynn Paul. Wynn and I had become pretty close friends by this time. He seemed to know everyone well, was an upcoming competitor and lived right in the middle of the action. His quest for knowledge, enthusiasm, and respect for the traditions of our event was contagious. I always enjoyed our conversations and still do.

Wynn explained to me that he and Keith Trostle had been discussing, in detail, the idea of forming a special interest group within the AMA. I was one of the first to hear of this and was quite impressed with the outline of objectives that would surely make it better for all of us. This became our main topic of conversations in the next few weeks and it would be suggested the idea of me becoming the Vice President of this new endeavor. I stated that I was, "very honored to have been asked" but that I was not much of an administrator. "Not important," Wynn said. "Many names were tossed around before yours," he told me. "Most of the top fliers are really intelligent and may over-think the details that Keith and I want to achieve," Wynn explained. "Look," he said, "The bottom line is it's you or Billy." Billy was one of the smart ones but he never answered his phone and his driver's license is suspect ... "You in or out?" Okay, count me in. I love talking on the phone about Stunt and I have a driver's license most of the time.

In July Nancy and I headed for Oshkosh, 1,800 miles to the North.

### The '73 Nats

A memorable Nats this was. It had a different flavor than the others. Not as much practice space, but it was so windy you could fly whenever you wanted. I hate wind, always have and always will, so I didn't practice very much. My limited understanding of propellers and engine run characteristics made it that much more intimidating. The air at these "up North" contests was always so different than South Florida and I found it difficult to adapt. I would start fooling with line rake and tip weight, change props, and then really get into trouble. By the time the first official flights started things were usually back to the same settings I came with. Run what you bring ...

Because of the wind, I spent a lot of Nats week socializing. There was lots of talk about Keith and Wynn's new association and some interest with Harry Higley about an article for *Model Airplane News* featuring the Stiletto. A big treat for me was meeting and becoming friends with Bob Gialdini and Dave Hemstrought; worthy fliers from days past. They were both cool, classy, and would have an impact on me personally in the coming years.

I managed through the wind during qualifications and headed for Saturday's finals. Once again the top 18 flew two flights to determine the final placings. Saturday was breezy but not windy. So now I was really nervous, since I hadn't practiced much. The constant fear of embarrassment was always there. The fear of failure always filled my head. I had not yet learned how to think and mentally prepare. I never did overcome my fear of flying a totally horrible flight or even the constant concern of some major or even minor disruption to my routine. I suppose that's why I practiced so much. And in Oshkosh it paid off with a third-place finish. Remel Cooper deserves much of the credit here for this one and also for my later successes. I realized long ago, for me to be good at this, I would not be able to do anything else. Of course I did do normal human things, went to work, brushed my teeth, stuff like that, but not other model plane things. I never flew anything other than my own contest plane during the season and never flew anything "for fun." I felt guilty if my thoughts or efforts were not completely focused on the mission at hand.

The FAI Team Selection contest was just a few weeks away and the new association, PAMPA, seemed assured of a good start. I had a deal started for a feature magazine article and I had just placed third at the Nats, so let's get to St. Louis and see how it all shakes out.



**Stiletto #6 was a departure in design for Les. He incorporated a tapered top block and a new vertical fin shape. He went back to the straight top block configuration for the remainder of the models in the Stiletto series.**

Off I go again in my trusty Datsun 510, logging 1,300 miles to Buder Park just outside St Louis. It was Labor Day weekend 1973.

### **The '73 Team Trials**

This was to be a reality check for me. It was hot. Really, really hot, and we all had problems because of the heat. Bob Gieseke was adding white gas to his fuel to achieve enough economy to get through the pattern and others were doing things to compensate for the high temperature. During afternoon practice my little O.S. .35 would—at about the square eight—take off dead lean, with fuel boiling in the ports. I finally learned to keep it under shade with a chilled towel wrapped around the nose before each flight. This was a placebo and I simply flew the entire contest with no power. It gets hot here in Miami, but the air stays thick. This Missouri stuff wasn't even good for breathin'. *(Note: Missourians please direct your letters to Les McDonald. —Ed.)* My lack of experience with the propulsion end of the airplane was evident and I wound up in fifth place. I was lucky to be that high up in the standings. Gieseke, Schaffer, and Werwage would be the F2B Team Members representing America in Czechoslovakia the next summer. I, on the other hand, would have to wait two more years.

On the way back to Miami three things were evident. The first was the totally obvious fact that I needed to make some large advances in my ability to adapt to conditions that were so different than at home. The second was the fact that gasoline for my car was extremely hard to find. The infamous gas shortage had begun. The third was the apparent lack of compassion for my fifth place from the Missouri Highway Patrol. Way over the posted speed limit and it was jail time

*(See, they got you for that Missouri air comment! —Ed.)* I didn't have enough cash for bail and law enforcement in 1973 didn't accept MasterCard. I was "in custody" all day and finally worked a deal to wire them the fine within 24 hours. I had been in this situation before but never so far from home, alone, and with a Stunt ship in the back seat.

### **O.S. Max 35S—\$17.95 retail**

I had started construction of the #6 Stiletto casually back in the middle of the summer. It was simply to be a backup to #5 and was identical in every way except the fuse top and vertical fin. Instead of the top profile being horizontal like all the others it tapered down and then blended into a fin and rudder very reminiscent of Lew McFarland's Shark 45.

I was in no hurry to get this one built for one simple reason: humidity. Around here in Miami painting these things must be done in January or February. Even though I now had a small workroom to build in, spray painting was still done in the yard. I finished up the #6 Stiletto in early February. This one had a very nice finish with the now traditional Stiletto paint scheme. Test flying and trimming would come later. The weather in South Florida is glorious from December until early May. The air is so perfect it's a joke to do honest testing; anything works well. You soon find when the heat and humidity kick in that the flaws start showing up. I always waited until Daylight Saving Time and then hit it every day, weather permitting, all summer. I was not overly bummed about not making the team. I simply had to get better in two years. I could build a good straight, light airframe. I could apply a nice finish and not add too much weight. I could also make these things fly pretty well. My biggest liability was the front end. I would run those little O.S. .35s until the front bushing wore out then buy and install a new



Stiletto #6 in the foreground and Stiletto # 5 in the background: The top block and vertical fin shape differences are very noticeable in this comparison shot.

engine. If I didn't like the way it ran I would buy and install another. If that one didn't act like I wanted it to, I would use the one before that one. That was my "motor program" until 1975.

My "propeller program" was very similar. Try all the various 10 x 6 props available and sometimes even a Grish nylon three blade. I had the skill to paint and balance them. Pitch? I don't need to check the stinking pitch! I got more props in my box ... Some of my very talented competitors had programs similar to this but they seemed to be able to adapt to the shortfall with the gift of flying ability.

### Distractions

I was a busy boy that winter. I finished up Stiletto #6 and then started #7. The seventh Stiletto was to be a duplicate of #6 except with one-to-one controls. It was never completed. Never made it to fillercoat and here's why: A magazine article for *Model Airplane News*, RC cars, a new job, and Bill Werwage.

I'm sure any one reading this who is over fifty five years old raced slot cars back in the sixties. I did and was good at it. Not national good, but South Florida good. When I left Miami for the Air Force a fellow by the name of Art Carbonell became the big slot car cheese around here and, when RC car racing became popular in the early seventies, he started driving for Anderson Racing, a respected local operation. His skill in setting up and racing these cars was noticed and he moved away to St. Louis to drive for Team Delta, a premiere outfit on a much bigger stage. He was very successful, driving for various teams through the years and he became a World Champion.

That left Gil Anderson without a driver and he contacted me. He figured I could learn how to do this based on my slot car prowess. I started racing Gil's RC car in January '74. This was a very steep learning curve that I tried to master and even though I provided some sparks of potential we only achieved modest results. The time and effort brought my Stiletto agenda to a virtual halt.

I did find the time to do the Stiletto article for *Model Airplane News*. I make a big deal out of the smallest things so

when something big like this came along I agonized over every word, every detail on the plans. All of a sudden, when starting the article, I remembered hanging on to every word and detail I had read from Gierke, Kostecky, Gialdini, and others. This would define my life. Okay, I reasoned, I'm not Gierke, Kostecky, Gialdini, or others. No one is gonna hang on anything I write. Just do it and maybe they can sell a few plans. Somehow I was able to do the words and ink the plans. I hoped they were happy because I sure was relieved after I sent it off.

By now the new Stunt association had a name and was moving into projects, agendas, and communication unheard of a year before. Keith and Wynn gave PAMPA the legs it needed to run with. Structured within AMA guidelines it was soon to become the special interest group that all others

would try to emulate. As Vice President I really didn't contribute much. For example, skill level classes were suggested and I did not agree. I felt the existing Junior, Senior, and Open categories were fine. In hindsight I admit the various skill classes were a great idea so I'm glad my sword was dull. Keith and Wynn were doing all the work, making things happen, and we all still benefit from the basic mission they set out to accomplish. Obviously some have tried to broaden the scope and tweak the direction of PAMPA but to this day the politics and passion simply create history within this group of amazing people.

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One afternoon in March, while visiting Orange Blossom Hobbies, a conversation started between the owner and myself. The owner, Mr. Lew Quick, whom I had known since I was eight years old, had suggested I might be interested in working for the hobby shop. The fast growing radio control industry was allowing them to expand once more and they needed help. I had worked for them in the past, working part time in the slot

car store. I was in high school then so it was a perfect Saturday job. As the conversation progressed the only part I remember was when he said "I always thought you made good money at the metal shop; that's why I never offered you a job before." There's a cartoon somewhere in that statement, but shortly afterward I accepted the offer and gave my two weeks notice to the metal shop.

Up to this point I had only flown Stiletto #6 a few times. It seemed to be okay but my head was filled with all this other stuff so I didn't get much flying accomplished. The magazine article had taken more time than I ever anticipated. The RC car racing was an exhausting, humbling experience. and starting a new job in a week had me fried mentally. There were too many things to think about and not enough room to store the information.

In early April 1974, with only a few days to go at the metal shop, I received a phone call from Bill Werwage. Perhaps you may be unaware that Billy had been a professional musician for many years. He was playing at a nice hotel in Atlanta that week. He said he had brought the old USA-1 and was experimenting with an HP engine. He wanted a power unit that could be made super quiet and was trying all sorts of things. He explained all the expenses were covered up there, the room was great, we could keep our planes at Tom Dixon's house, and we could help each other. I would simply be a band member that was "sitting out" and not playing.

Once more Nancy said "go for it" and I was on my way with Stiletto #6 in tow.

Billy would work from about 9:00 p.m. until 2:00 a.m. and I would "sit out" in the bar. This was not an unfamiliar setting

for me. We would sleep from about 3:00 a.m. until about 7:00 a.m. and then pick up our planes from Tom's basement shop. We flew all day, went back to sleep from 5:00 p.m. until 8:00 p.m. and then Bill went "back to work" and I went back to "sitting out."

We did this for a week. I was his launch stoooge and he helped me trim Stiletto #6. There was a lot more though. Class was in and I absorbed what I could. I watched Billy shim sleeves up and down. I watched him try different head shapes. I watched him open up and then restrict muffler outlets. But, most beneficial to me, was watching Billy work with props. It became obvious the next step in the Stiletto program was to be a larger plane with a SuperTigre .46. That wasn't going to happen in 1974 since my Stiletto #6 program was in place, but I did sand and reshape many 10 inch props. Lots of enthusiasm produced minimal results, but I was learning ...

My Stiletto article appeared in the June issue of *Model Airplane News*. I was thrilled and a bit disappointed. Thrilled because I knew to be a famous Stunt guy you had to have something published. Disappointed because I felt it wasn't a very exciting article and had no earth shaking features on the plans. I remembered the wonderful drawings in Bob Gialdini's Olympic article in the 1963 *American Aircraft Modeler Annual*, the humor in Jim Kostecky's Talon piece in the December, 1968 *Flying Models*, and the helpful tips provided, in print, by Dave Gierke in all of his articles. Whatever, I'm going to be known as a builder/flier not a writer, so let's get to it. Wait a minute; these guys fly good too. I'm still not worthy. **SN**

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## **2009 Open Nats CL Stunt Champ and Reigning F2B World Champ David Fitzgerald:**

*"I've known Bob Hunt for most of my life, and I've been using his products for a very long time. However, I have to say that one of his best innovations to date has been his Lost Foam wings. I've used his Lost Foam wing since 1996 in several US Nationals and World Championships. This last wing won the 2008 World Championships in F2B, and the 2009 US Nationals CLPA Stunt Championships. Too say the least, I am very happy with his products."*



## **2009 Advanced CL Stunt Champ Paul Ferrell:**

*"For me, Bob Hunt's wing and tail assemblies were the difference between a win and a no-show. The first competition to which I brought my Rhapsody in Blue was the 2008 World Championships in Landres, France. I had needed to build a world-class model in just a year, and was determined to be a perfectionist if I was to represent the United States. Although Dave Fitzgerald, the reigning World Champion also uses one of Bob Hunt's wings, it was Ted Fancher (many-time National Champ) who first told me about the Hunt wing. On the plane home from Muncie and the Team Trials, he told me to give Bob Hunt a call immediately*

*Who uses wings crafted by Bob Hunt? Nats Winners! Here's what they have to say about Bob's work.*

*to get a wing and tail for the plane I would have to build for next summer. What an amazing piece of advice! If I had decided to build the wing myself, I would never have finished in time, but, with my wing and tail pre-made, I had plenty of time to make sure every other part of Rhapsody in Blue was just how I wanted it. Nevertheless, the wing has still got to be one of the most perfect components of my model. The wing surpassed my expectations again this year at the 2009 Nationals. Remarkably, since I was working in Washington DC for three months, and therefore didn't have access to Rhapsody in Blue from across the country, my plane had not been adjusted in any significant way before it won Advanced. It had retained perfect trim for an entire year."*



## **2009 Classic Stunt Champ Buddy Wieder:**

*"After being out of the hobby for many years I learned that to be competitive in the Expert categories of Classic and Precision Aerobatics, I needed an advantage. I realized that in order to construct competitive models it was necessary to have a wing that was straight, rigid, and accurate. The lineup of top fliers in the world using foam wings from Bob Hunt's shop convinced me that this was the only way to go. Bob's triple-cored foam wing has given me the extra edge that is necessary to participate in this highly competitive sport. I have been so pleased with the results I've achieved with my Caprice that I am in the process of finishing my newly designed Ryan's Eagle using another one of Bob's foam wings. Thanks, Bob, for a great product."*

## **Derek Barry's Concours d'Elegance winner by Dale Barry:**



*"Derek's newest Evolution took eight months to finish, but the results were worth it. Not only did he have the best-looking model he'd ever had, his fellow pilots agreed and voted him the Concours d'Elegance winner at the 2009 Nats. While it was his hard work and attention to detail that got him there, it started with a high-quality sheeted foam wing from Bob Hunt. Bob's wings solve two problems that I've had with every foam wing in the past: the seam at the leading and trailing edge. This wing had a molded leading edge skin that made the rounded leading edge from root to tip perfect, along with no seam. Bob also shapes the trailing edge cap to the foam and sheets over it; the only seams on the wing are where the sheeting goes together and ours came flawless. Very little sanding was needed before the clear went on. Less noticeable, but important to planes with wing gear, Bob insets the reinforced gear blocks into the wing and has balsa/plywood covers that leave the bottom as clean as the top. If you want a quality finish, start with quality parts and you can't go wrong with this wing. I've already placed our order for the next one."*

Photos by Gene Martine and Betty Wieder.

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# It's in the Details

By Matthew Neumann

## Surprise! Surprise! Surprise!

**A**s Gomer Pile likes to say, “Surprise! Surprise! Surprise!” Everyone will get a surprise now and again. Some will be the good types like birthday parties and winning the lottery. Others can be like Freddy Krueger coming up behind you.

There are some people who think the expert builders never meet Freddy Krueger. Well, those folks are wrong. Even the best of builders get a nasty surprise now and again. What separates the expert builders from the normal builders is their ability to overcome the nasty surprises. The phrase “necessity is the mother of invention” comes to mind. Here is a good example that happened to Jim Aron. I will let Jim take it from here.

### What if the unthinkable happens?

So your new airplane is all painted, you're pulling the tape off (best part!) and ... *What's this?* Somehow one of your lead-outs has unraveled all the way down to the wingtip. Okay, no problem, just unravel it right back out to the end of the cable. But wait ... *what is this?* Not only has a strand unraveled, it apparently got caught in your lead-out guide and got bent into a pretzel. There is no way to save that strand. Now you have to open up the belly of your brand new baby and replace the whole lead-out.

For about a half hour, with cold sweat dripping down my neck, that's exactly what I thought I had to do. But no, there is a better answer.

My cable is the 19-strand variety and the loss of a strand is not a big deal strengthwise, but stabilizing the cable is critical so it won't unravel more and get jammed up in all manner of nasty ways in all manner of locations. This is what you can do: Take a deep breath, put a fresh blade in your knife of choice, and cut a small access hatch in the bottom of your new wing a couple of inches inside your wingtip. Make sure you make a beveled cut to ensure a clean fix later [picture 1].



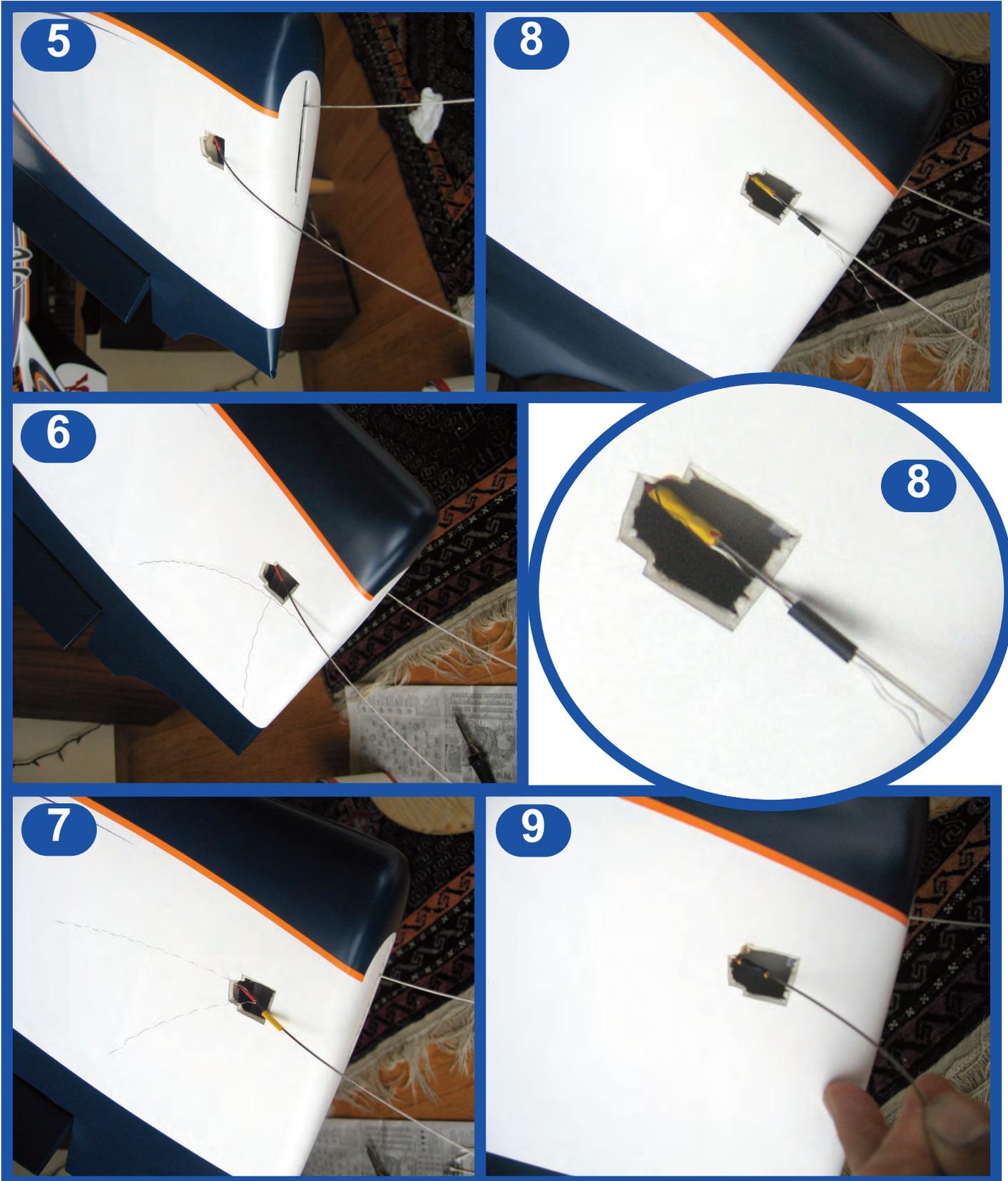
Snake out the affected lead-out [picture 2] and slip a small length of heat shrink tubing ( $\frac{3}{4}$ -inch long) onto the lead-out at a location where full deflection does not result in the heat shrink running afoul of your lead-out guide. Carefully shrink with a soldering iron. *Do not use a match!* Dope and balsa burn real well [picture 3]!

Snip the strand at the point of damage [picture 4] and continue to unravel the damaged strand down to the heat shrink

and also out to the end of the lead-out [picture 5].

Cut a length of fresh cable and remove the equivalent strand. Then, wind the healthy strand onto your lead-out all the way down to the heat shrink. This is amazingly easy. The new strand virtually snaps into place. Be sure that there are at least a couple of extra inches [picture 6].

Fold both the remains of the damaged strand and the new healthy strand over the heat-shrink tubing and slide another



10



Trim the ends of the two strands and viola—fixed [picture 9].

Replace your divot and drip a drop or two of CA and refinish as you wish [picture 10]. And if your airplane is white, good luck!

Helpful hint: make sure to put a dab of glue (more than I did) on the ends of your lead-outs to avoid the unraveling during construction.

—Jim Aron

This is a good example of don't panic when something goes drastically wrong. If you have to, walk away from the project for a little while and then come back when your nerves can handle it. It is much better to come up with a well-thought-out plan than to just dive in and hope. In many cases, a simpler solution will come to light.

One thing I might add: Jim mentioned putting more glue on the ends of his lead-outs to keep them from unraveling. One could also wrap a piece of tape around the cable before cutting it, centering the tape on the cut line so that the tape is cut in half with the cable. Alternately, one could put a piece of heat shrink tubing over the cable at this point and then cut the cable in the center of the shrunk-down tubing. This will prevent the cable from unraveling in the first place.

Till next time, remember, it *is* in the details. *SN*

length of heat shrink over the whole bundle and shrink as before [picture 7].

Fold both strands back over the second heat shrink (toward the wingtip) and shrink a third piece of tubing over the whole mess [picture 8].

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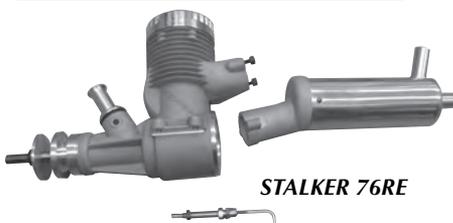
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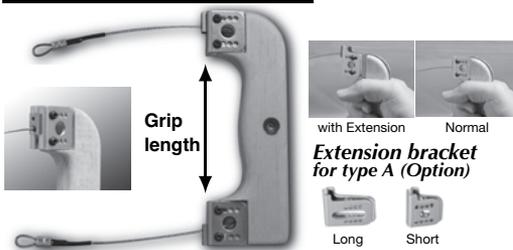
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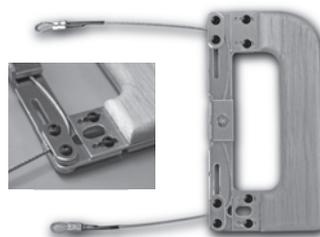
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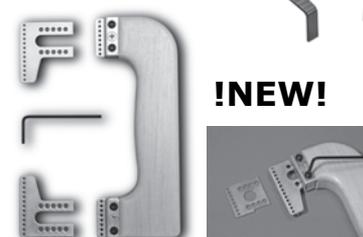
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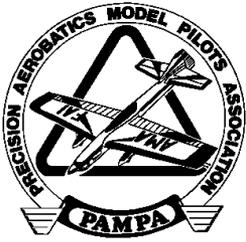


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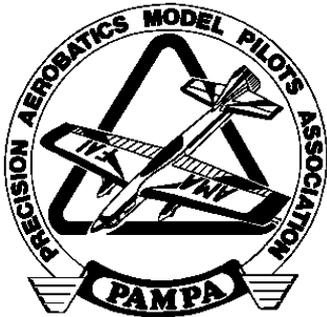
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# PAMPA News and Reports

PAMPA officer reports and organizational information.

## Vice President's Report

By Brett Buck



**Brett Buck**  
972 Henderson Ave. #4  
Sunnyvale, CA, 94086  
brettbuck@comcast.net  
(408) 246-8173

**T**he Nats—from my limited perspective! Off to Muncie again. This time, like last year, I made the trip by myself and carrying 53 points worth of airplanes in the van. Unfortunately, it was *supposed* to be about 72 points, but Uncle Jimby's new airplane, despite heroic efforts that no doubt took several years off his life and about 20 pounds of

On Sunday everybody was ready to go, so out we went again. I was trying to conserve my energy for the rest of the week, but went along with the crowd. Dave's airplane, and flying, as always, was bulletproof. Gordan's airplane was working pretty well. But Phil's engine was all over the place. It was running and he was flying reasonably well despite his "problem" (more on that topic later) but we didn't get it all sorted out before we had to leave and start polishing. On the last flight, I buzzed down the tips of my prop on takeoff, but aside from it being nearly "unobtainium" I had a spare, so no problem.

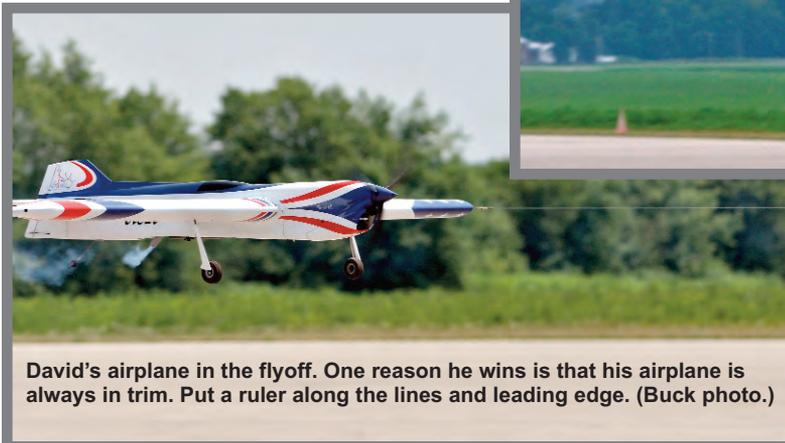
Appearance judging was our first experience with the dreaded weigh-in required by the new rules. Event Director Paul Walker had us weigh in as we presented our airplanes for appearance judging. For the most part it worked out pretty well. There was quite a line but it was about as fast as it could ever be. Despite some people's concerns (and some pretty crazy emails and phone calls on the topic), I heard next to no complaints about the scales or the weights. Near as I could tell,

paint masks cut by the inestimable PTG, didn't make it. Close, but not quite. So it was David, Phil, and myself. Kevin and Paul "2006 Senior Champ" Ferrell shipped the airplane and flew, so, with Gordan and the lovely and delightful Cassidy Delaney we had a pretty good crew.

I got there on Friday and got a few flights in on Saturday morning before the rest, and everything was about how I expected aside from the relatively cool conditions. I was on the edge of the 10/15% nitro switch but it



**Gordan's airplane just entering the wingover—note control deflection; that's about what everybody uses. So much for designing for tighter corners! (Buck photo.)**



**David's airplane in the flyoff. One reason he wins is that his airplane is always in trim. Put a ruler along the lines and leading edge. (Buck photo.)**

worked OK on 15 so I stuck with it. Other than that, I was struck, as always, by how darned easy it is to fly at the L-pad, versus our normal Mission College parking lot! Great background, silky-smooth air almost all the time, great visibility made it almost seem like cheating compared to my last practice session before leaving.

the scales were +/- 1/4 ounce. Only a few people flirted with the two breakpoints in the line size—64 and 75 ounces. The pilots' meeting was straightforward and a bit less chaotic than last year's. Howard and Paul still had to deal with a few no-shows and misplaced (in the classes) entries, but they had a plan and it worked out. Once again, the appearance judging got done pretty quickly. Thanks to Stan Powell and Bruce Hunt for their efforts. Phil's new airplane was once again on the front row, this time at 19 points, along with several other notables including Matt Neumann. Dave, Orestes, and I all ended up in the 17-point row which I was relatively happy about. We all ran back out to the field to get in a few flights, since for the first time in years, there was enough daylight and decent air.

On Monday I was pretty much ready to roll, so I made a show of practicing and got a bit of coaching from Dave, but mostly just going through the motions. The air was a little up, but it was perfectly flyable all day. Dave and Gordan were still fine. Phil's engine was still not going for whatever reason (still TBD). Finally, around about sundown, he started it and even on the ground it was up and down 1,000 rpm and reacted completely randomly to

adjustments. We didn't even bother launching it, just cut it off. Bear in mind, this was late *on the night before qualification starts*. Things looked pretty grim.

We retired to the Signature room 153 to install an "old reliable" .40VF system. Of course the airplane was set up for any of the three (PA, Jett, or VF) so it fit just fine. But this went into the night—so no testing.

### Qualifying

The next morning we headed out at the crack of dawn (literally at sunrise) and checked it out. It ran perfectly and Phil did a couple of top-10 quality practice flights. We all felt pretty good about it and so off we went.

David and I flew our flights and nothing unexpected happened; we were both comfortably ahead and passed the second flight. Phil, on the other hand, in all the rush, had apparently forgotten to charge the battery and had to take an attempt. That seemed to set off a series of unfortunate items, ending with him needing to fly the second flight in a brisk wind that came up in the afternoon. The load exacerbated a previously existing nerve problem in his flying arm, and he had to stop about halfway through—not too easy to fly at a National Championship level if your arm is numb. That put him quite behind the 8-ball for the rest of the week—although a very good third or fourth round flight would still do the trick. Paul Ferrell was clearly one of the favorites in Advanced, and was neck and neck with his prior J/S nemesis Ryan Young.

On the second qualifying day, the air was pretty nice again, which tended to clump everybody up together. David slipped it into cruise control and was a mortal lock. I was also in cruise control, but unfortunately it was downhill at 80 mph and no brakes. I flew what I thought was a good flight that just got killed, and had to fly the second just to qualify. I have no doubt I was doing something wrong but I had no idea what. Fortunately the problem only plagued me for the next 24 hours until the problem solved itself—the hard way. Phil, on the other hand, was in bad enough shape that he only managed the first flight, and couldn't answer the bell for the fourth round, so he was out. I will say right now—he was flying Top 10 stuff leading up to qualifying, but the Nats is a pretty

brutal contest and once one thing goes wrong, it tends to snowball pretty quickly. He overcame the first three to four problems, but, unfortunately, number five got him.

### Top 20 Day

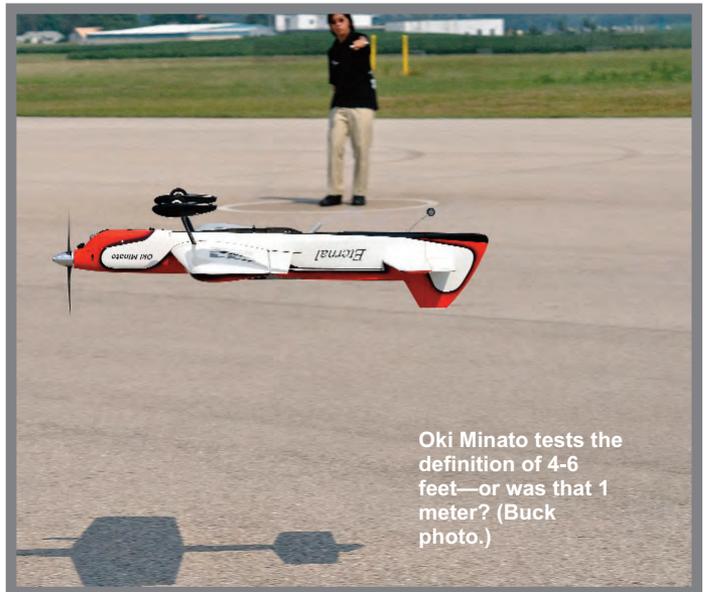
This is usually the worst. Once again the air was perfect which I figured would favor me slightly, but also once again assured that we would all be pretty closely grouped. David flew what for him were somewhere between decent and mediocre, but he's operating at a different level



**Above:** Orestes during the takeoff climb on Flyoff day. (Buck photo.)

**Right:** Orestes's airplane where it spends much of its time—5 feet, that is. (Buck photo.)

from the rest of us right now, so he was again a mortal lock. Orestes was the only one in the ballpark with him. I drew 1 and 2 in the two rounds. Not promising, but with this quality of judging it doesn't matter too much. It does matter when you don't fly too well—and my downhill slide continued. I thought I flew a decent first flight, and an exceptional second flight, but my inability to accurately assess the flights was still full force, so I knew I was in big trouble as soon as my score was posted. There are too many other good guys for anyone to make mistakes and expect to advance. Dave and Orestes were no-



Oki Minato tests the definition of 4-6 feet—or was that 1 meter? (Buck photo.)



brainers, Derek looked pretty safe, and Matt, Doug Moon, and I were in the mix for the last two spots. As I figured early on, it wasn't even too close—Matt and Doug made it, and I was out. I felt good for Matt making the fly-off for the first time—he was very disappointed last year and this time he did it! Oh well, at least I got a chance to take pictures instead of having the distraction of flying model airplanes. And it completes my set of Nats top 10 plaques—I have every one from 1 to 10. Yay.

Gordan ended up with one pretty good flight and one exceptional flight in a misting rain, which wound up being

good enough for 10<sup>th</sup>.

Over in Advanced, Paul and Ryan were once again very close in what appeared to be very tight scoring (perfect conditions, still), with Oki Minato and Thomas Case Jr. also in the mix. The tension was compounded by the fact that Paul's was one of the last scores posted—but he won, adding Nats Advanced to his already sterling resumé.

### Flyoffs

Open Top 5 was about what everybody would have predicted—David was the guy to beat. Orestes gave him a go in the first round, but Dave's second and third flights were so good I didn't even bother to look at the scoreboard—darn near perfect as far as I could tell, and I don't say that too often. Lights out, bring on the J/S champs.

For the first time in years we had a real shootout in Junior/Senior. Oki, Ryan, and Paul were all potential winners in senior, and flying at a much higher level than we have seen in years. It was a redux of Advanced the day before, but while it was hard-fought, this time Ryan came out on top. Grandpa Bill Rutherford was beaming. In Junior, Yuhi Minato won handily. Now Kaz was beaming.

In the fly-off, Dave continued his lights out flying with three more nearly perfect flights. Yuhi and Ryan flew quite respectable flights but the outcome was never in doubt, and Dave won handily.

### PAMPA Meeting

Of course the Nats is also time for the PAMPA business meeting. Everything went pretty smoothly and the minutes can be found elsewhere in this document. The key bullet point for me was the minor bylaws change to split the duties of the secretary/treasurer between two people. Dave Gardner will remain the treasurer, and Noel Drindak will be taking over the duties of the secretary as the new Membership secretary. Dave warned him what it entailed and he was (sucker) graciously still willing to do it. Russ Gifford. Dave also ran down our current financial situation which is much improved from last year.

Also mentioned was the somewhat



Paul Ferrell is a study in concentration in inverted flight during the Senior championship. Just missed a second trophy. (Buck photo.)

Inset: Paul's airplane very close up. (Buck photo.)

surprising fact that the CD program was actually losing money. This somewhat surprising situation was examined in detail, and sure enough, as it is now, the production and mailing costs per unit are much higher than planned. Several ideas for correcting this were discussed.

Also for discussion was the problem with production of the July/August *SN*. Liz broke her arm, and that combined with being behind to begin with, Bob had to make the decision (with full approval of Bill and me) to defer this issue to a "Special" later in the year to fulfill the required six issues per year. It was unfortunate but necessary, and we should get back on track soon. Everyone at PAMPA remains committed to delivering the goods, and deliver we will.

And on that topic, bear in mind always that PAMPA is a volunteer operation, and that a tiny number of people do the lion's share of the work. For good or bad, it's just like local contest CDs, judges, and everything else—we tend to lean on the same few people for everything until they get burned out. Remember that when choosing to comment—and any competent individual is welcome to, and in fact, encouraged to—be sure to also help if possible. Even a kind word or a thank you goes a

heck of a long way.*SN*



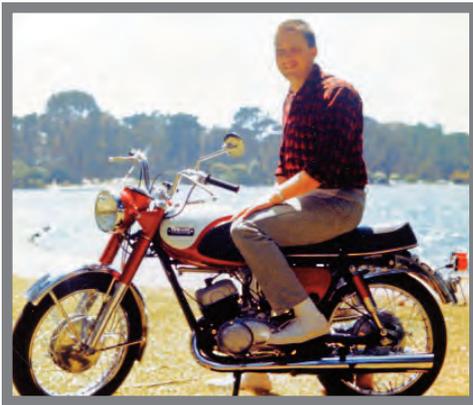
Yuhi's airplane suffered a case of intermittently jammed controls. Here Team Japan plus a disembodied arm gets it back together. From L-R, Yuhi, Oki, and Kaz Minato, arm belongs to the inestimable and fellow Nikon D90 fan Gene Martine. (Buck photo.)



Yuhi has a very good reference for 5 feet—the top of his head. This was during the Junior championship. No wonder he won. (Buck photo.)

# Secretary/Treasurer's Report

By Dave Gardner



The photo above was taken last year at Birdwood National Motor Museum, in Birdwood, South Australia. That's a 1965 Yamaha YDS-3—my first “new” motorcycle—in 1965!



This is the actual “new bike” from 1965!

Ok, enough of that—this is a CLPA magazine! First off, the mid-year financial report is shown in this issue. Without the 2008 version for reference, here's the general scoop.

Even with the success of the membership incentive program, our income was down from 2008, by about \$5,000. This is partially due to a slightly lower membership cost, along with lower advertising and donation revenue.

However, due to some cost controls, and the fact that we had only published two issues of *SN* at this point, compared to three the year before, we have about \$7,000 more in the bank than we had last year at this time.

With a projection of expenses, mostly *SN* costs, through 2009, we show that

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*For that reason, the EC strongly urges that you vote “for” the proposed bylaw change to Article VII, to keep PAMPA running smoothly on an even keel!*

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there will be about \$10,000 “profit” at the end of the year. That compares to about a \$9,000 loss for 2008.

It's tricky to get exact numbers on some of these items, since the dues start coming in about October and run on into spring. Consequently, the actual cash flow money in the bank, so to speak, does not exactly correlate to the “book” numbers, which puts 2009 dues in fiscal 2009, etc.

All that said, the bank account *does* reconcile and balance with no loose ends in the accounting—and we have \$37,000 in the bank as this is written.

Financially, we're in pretty good shape. The first four issues of *SN* (includes Nov.-Dec. 2008) have been paid for this

year, at a cost of about \$7,000 per issue, all costs involved. We're well set to publish the next three issues, as well.

## **An important announcement!**

There's an election in the works, and you may have the ballot in hand by the time you receive this issue of *SN*.

Some of these items may be touched on by others in their columns, but there's an essential part of this ballot which is a bit different than ones have been in the past.

There are the usual officer and director positions listed, with space for write-in names. Please note that you vote for *all* the officers shown but only vote for the director of your district. A vote for all directors, none of the directors, or the wrong director invalidates your vote for that position.

The next part of this ballot lies in

proposed changes to the bylaws. The first one is simple. In the past, the *SN* editor had been given a vote on the EC. The EC has proposed that since the *SN* Editor is not an elected position, then that position should not have a vote.

The second proposed change is for a restructuring of officer duties, separating membership functions from the Secretary-Treasurer position and adding the Membership Chairman's responsibilities. This is to provide a more evenly distributed workload among the officers.

The “tricky” part is this: this Secretary-Treasurer has agreed to run for another term, predicated on this bylaw change being passed and implemented. If the bylaw change measure does not pass, this S-T is resigning, leaving a position to be filled, and duties to be tended to.

*For that reason, the EC strongly urges that you vote “for” the proposed bylaw change to Article VII, to keep PAMPA running smoothly on an even keel!*

Last month, I spoke of our use of credit cards for membership dues. I've looked at the security aspects of this, since some folks are concerned about it. With the current form, the credit card info is on the membership form, and is retained in the records.

I have instituted a new membership form for 2010, on legal-size paper. The space for the CC information is at the bottom, below a “tear-off” line. Once that information has been entered and approved, then the “tear-off” will be destroyed, with no record of your credit card information remaining in the membership files.

The credit card receipt that our “machine” gives us only shows the last four digits of the card, for reference, and does not list the expiration date or security code.

This is just one more way we at PAMPA are trying to make membership a great experience, and not a worry!

Tight lines! *SN*

**2009 PAMPA SEMI-ANNUAL FINANCIAL REPORT**

<b>Income</b>					
		Effective 2008 Ending Balance:			\$18,430.00
	2009 Member Dues			\$43,145.00	
	Advertising			\$1,780.00	
	Bank Interest			\$4.00	
	Donations	FAI Fund	\$245.00		
		General Fund	\$0.00		
				\$245.00	
	PAMPA Products			\$510.00	
					<b>Income TO DATE</b>
					<b>\$45,684.00</b>
					<b>Total Income:</b>
					<b>\$64,114.00</b>
<b>Expenses</b>					
	Tax Preparation-2008		\$500.00		
	Bank Fees		\$95.00		
	Credit Card Fees		\$328.00		
	Website Fees		\$20.00		
	Corporation Fee		\$25.00		
	General Supplies		\$130.00		
				\$1,098.00	
	Postage	Special Mailings	\$240.00		
		Back Issue Mailings	\$570.00		
				\$810.00	
	PAMPA Products	Mailing/Operating		\$0.00	
	<b>FAI Team Disbursements***</b>				
	Stunt News	Design/Layout	\$2,480.00	(2 issues)	
		Printing/Mailing**	\$12,096.00	(2 issues)	
		CD / Mailing**	\$2,724.00	(2 issues)	
	<b>Total SN Costs:</b>			<b>\$17,300.00</b>	
					<b>Expenses TO DATE</b>
					<b>\$19,208.00</b>
					<b>Ending Balance as of June 30, 2008</b>
					<b>\$44,906.00</b>
					<b>BANK BALANCE: 7/03/09</b>
					<b>\$44,915.00</b>
	Extrapolated costs through 3Q, 4Q, 2009:			\$34,600.00	
	Estimated total expenses for 2009:			\$53,800.00	
	<b>ESTIMATED NET CASH FLOW FOR 2009</b>				<b>\$10,314.00</b>
	* This is a rounded figure, due to 2007 carryover and multi-year renewals				
	** These costs are inclusive of all printing, mailing and tax costs, for 2 issues				
	*** These costs are only every other year, for the FAI F2B Team Members				

# District I

By Dave Cook

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

**Soap Box:** The number of participating flyers is down in District I this year due partly from a combination of bad weather, loss of flying sites, and competing interests. However our basic problem is lack of administrators and support groups. These are the guys that are the life blood of our sport in that they get flying sites, organize contests, judge, tabulate, set up the field, and do all the things needed to keep the sport viable. These are the sparkplugs in any district and without

them there is no sport. It is not that we don't have good administrators but rather we don't have enough so that the workload can be shared. We tend to burn out administrators.

I feel that both the AMA and PAMPA, on a national basis, have failed CL in the finding and recruitment of support groups as well as the development and recognition of administrators. We should be actively looking for sponsorships and encouraging competitors to take a contest off from competing and do a stint

at administration. My hat is off to Paul Walker and crew for doing just this at the last two Nats.

There are many sources of support that

national basis, to promote and re-establish this kind of linking for all classes of model aviation with community organizations of this type.

The administrator's most important functions are to enhance local recruitment by obtaining flying sites and to run participation events and competitions. The sport is not much fun without good local activities and competitions. There is a social aspect to the sport but this is reinforced by local participation.

The lack of real local support by the AMA and PAMPA has been a major factor in dwindling participation in CL in general. They should be providing support and guidance to build a national cadre of administrators that can do the legwork to seek out community-oriented groups that will assist in promoting model aviation. We are instead concentrating on CLPA at the Nats and nothing else. We need local programs

that will bring new people, young and old, into the sport. Recruitment is greatly enhanced if we have good flying sites, frequent activity, and good contests. Soap box secured.

**Our latest contest** at Wrentham State School had very few fliers, but

those that did come had a good time and got a lot of flying time.

The flying was high quality with Bill Suarez leading the pack, but with Steve Yampolsky and Will Moore getting closer and closer. Gary Byers has been carrying the District I CD chores for a long time and Bob Gost instigated a special award for his years of service.

**Keep Flying. SN**



Left: Will Moore's latest ship done in conjunction with John Ashcroft. Saito CL .62 side mounted in a radial cowl.



Dick Wolsey's JD Falcon that should not be legal if it did not weigh in at over 50 ounces.



Geurry and Kathy Byers with Bob Gost and Guerry's award for service rendered.

were used in the past that our sport has not kept up with. District I in the past has coordinated with groups like the National Exchange clubs, the Navy, local airports, and manufacturers that had a real dedication to support model aviation in their communities. This has since been lost. It should be AMA's task, on a

## New Jersey, New York

This cycle I'm glad to report about the great flying of our beloved friend Buddy Wieder, who had a fantastic year. First, he won the last local meet of 2008 to set the stage. Then he won Classic Expert at the Brodak Fly-In, besting a field of top contenders. To top it all off, he won Classic Open at the Nats ... and came close to winning Advanced, too! All this for a most deserving guy in my book, a real class guy in every way ... so we celebrated with a big party at the Nats. It was so big that we almost got arrested for *over*-celebrating. Buddy,

you deserve every peanut we threw at you. The video I took shows you blushing. But what for? With friends like us, who needs trophies?

**As some of you know**, I had pneumonia much of this spring and fell behind on everything. I'm almost caught up and feeling better at last—thank you to everyone who sent well wishes.

**Mike Palko won Expert** at the Brodak Fly-In with his beautiful, Bob Hunt designed, P-51D electric powered ship. Congrats, Mike, and too bad you

## Ohio, Pennsylvania, West Virginia

Due to health issues (Bad Ticker) I have not been able to fly since the end of May. I hope to compete at Brodak's and the Nats again next year. Thank you everyone (there were many) who had kind words and advice for me.



Dalton Hamott with Baka Bomb at EAA Fly In, Meadville PA. 6-1-09. Dalton Hamott photo.



Joe Maxwell with PT-19 at EAA Fly In, Meadville PA. Dalton Photo.



Denny Thomas from NY on left with a fellow Bean Hill member at EAA Fly In, Meadville PA. Dalton photo.



Akron OH club president Roger Strickler with his Cardinal profile at the Skylarks of Sharon PA Fun Fly.



Bub Reese from Maryland flew his '49 Grab&Scratch at the Skylarks event.



Alan Buck from Danville PA holding his Excel PA .51 piped PA plane at the Skylarks event.



Clyde Ritchie holding his PT-17 ARF at the Skylarks event.

## District II

By Windy Urtnowski

missed the Nats as it looks like the young guys are finally taking over. Give me your boss's phone number if you can't go next year—you'll like unemployment.

**May as well announce right now** Keith Trostle encouraged me to build a Big Job and come out to VSC. I've already got the plans and can't wait for the building season.

**Congratulations to all the winners** of 2009 ... and as the Brooklyn Dodgers used to say, "Wait 'til next year!" *SN*

## District III

By Patrick Rowan



Dave Johnson, left, helping wrong way Gary Tultz with his ignition Fireball at the Skylarks event.



Ray Rowh, left. Dave Johnson, right, getting hid Fox .35-powered Ringmaster ready at the Skylarks event.



Ray Rowh from Norton OH readies Roger Strickler's Ringmaster at the Skylarks event.



Summer Forrest from Slippery Rock PA readies his lightweight Twister at the Skylarks event.



Jim Harris from Marion OH showing off his Aero Tiger .36-powered ARF Nobler at the Skylarks event.



ST .51-powered Pathfinder by David Felinczak at the Skylarks event.



Derek Barry's Evolution. This year's Nats concourse winner. Nice. Dale Barry photo.



Ken Armish holding his PA .65-powered Intrepid XL piped PA plane at the Skylarks event.



Phil Spillman holding his FP-powered Prowler at the Skylarks event. Phil will be a resident of District IV by the end of July in Williamsburg VA.



Denny Adamisin's original electric PA plane at Brodak's fly-in. Ray Rowh photo.



Wayne Buran from Medina, OH starting out to put up an official with his Oriental Profile at Brodak's fly-in. Ray Rowh photo.

Till next time, fly Stunt. SN

**H**i there everybody in Stunt. By the time you read this, the leaves will be turning, and Thanksgiving will be right around the corner. But, right now, we are catching our breath after a very busy early summer! Besides the action at all the local flying fields, we had a large number of District IV people go to Brodak's in June, and a few of us just got back from the Nats as well.

Before I get too much further, let me extend a warm welcome to a new addition to District IV, in the form of Phil Spillman. Phil just moved down from Pennsylvania to Williamsburg the week after Brodak's, apparently because he needed to sell some of his model stuff before he moved. That left just one giant truckload of engines and airplanes to move down here to Virginia. I have not personally seen his collection yet, but I hear it's pretty extensive! Now it will be up to the central Virginia pilots to help Phil keep up his record of flying all 12 months a year. At least there isn't much snow in these parts to deal with ...

**I didn't get the chance to attend** this year's Brodak's contest, but William Davis was gracious enough to share with me his excellent pictures he took while he was up there. Every Brodak Fly-In is like the Woodstock of CL flying. At least those few who were actually *at* Woodstock assure me so. At any rate, if you've never been there, the annual Brodak Fly-In is a must.

This year the East had a rainy spring and early summer, and the Carmichaels, Pennsylvania, contest site was not

immune from it. In fact, there were a few times, as I peeked at the weather radar for that part of the country, that I wasn't so sad I was missing it! As it turned out, most of the stormy weather hit at night and they were able to get the whole contest in.



Artie Jessup signals for an official flight at Brodak's. Alan Buck is holding Artie's Magnum .36-powered Nobler.

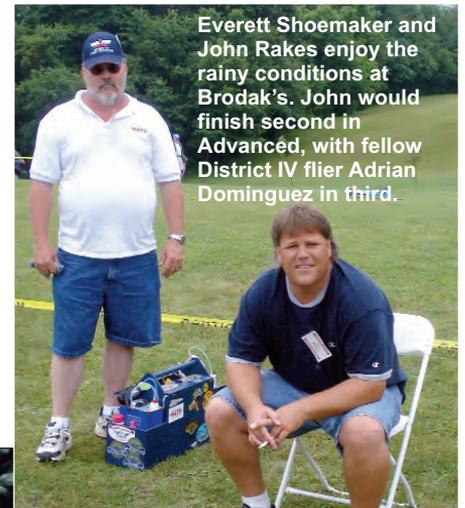


Larry Fulwider readies his Nobler for a flight at Brodak's.

The fact that veteran CDs Allen Brickhaus and Tom Hampshire have abundant experience in working around that sort of thing in their many years of running the Fly-In certainly helped as well. Everybody from the District I talked to had a great time up there as usual and are busy making their plans to attend next year.



Eating too many gizzards has rendered Watt Moore unconscious in this picture from Brodak's.



Everett Shoemaker and John Rakes enjoy the rainy conditions at Brodak's. John would finish second in Advanced, with fellow District IV flier Adrian Dominguez in third.



A group shot of the so-called Carolina gang from Brodak's, representing the vast majority of active District IV fliers (plus a few out-of-District infiltrators for that pic!). From the picture, everybody looks like they went home happy!



**Adrian Dominguez and his lovely wife came up from their new home in High Point NC to visit Brodak's. His airplane is a Yatsenko-style Classic 2 with a PA .65 rear-exhaust/muffler setup.**

**Not too many people** from District IV go to the Nats, but those that did this year were blessed with all the dry weather that missed Brodak's, as well as some surprisingly cool temperatures. Winds, so famously strong at Muncie, were very light, with only Monday's 12-13 mph being noteworthy. In short, conditions were essentially Stunt heaven the entire week, and everybody could fly as much as they wanted.

For the second year in a row, Kent Tysor qualified for Open Top 20, a very tough task for anybody! Kent was flying his Strega for the Nats, and he has one of the nicest sounding Ro-Jett .76 runs you'll ever hear (or see!). Adrian Dominguez flew very well in Advanced and was a good threat for the podium, but disaster struck after qualifying for the Advanced final when his PA .65-powered Moonshine Stunter went in after encountering wake turbulence on a late evening practice flight. The plane was not fixable and Adrian had to settle for 20<sup>th</sup> on finals day. Your intrepid columnist finished sixth in Advanced for his first Nats. I was hoping for more but really battled the setup on my Time Machine the entire week.

There was a heavy emphasis on getting patterns to *really* be at 45°, compared to what passes for 45° at local contests. Flying tighter patterns, coupled with a setup on my DS .60 that was really optimized for hot, humid conditions made for some tough flights. We worked at it all week, and got it somewhat better, but never as comfortable as the plane was at home. Even in a dead four stroke there were problems with the engine charging instead of backing off in maneuvers, especially ones headed toward the

ground. Working with Dan Banjock and Eric Viglione, we got the maneuver speeds closer, but it left us at a 6.1 second level lap speed, which pretty much left the plane at the mercy of even light gusts of wind. Next time I will have much more stuff ready to throw at it, including more stuff suited to cool weather!

New Bern, North Carolina, pilot Everett Shoemaker and his wife were at Muncie as well, and paid a visit to the L-pad. Everett just started flying locally in Advanced this year, and decided to regroup a bit on the Stunt front after Brodak's. He was just flying Carrier at the Nats. They looked like they were having fun, and I expect Everett will be back at Muncie soon to fly Stunt.

That's a wrap for now folks, although be forewarned that I have over 300 pictures from the Nats and another 300 from Brodak's, so interesting (or incriminating!) pictures may find their way into the column from time to time as space dictates! Have fun and we'll see everybody at Huntersville this past October! **SN**



**Kent Tysor attaches the lines to his Ro-Jett .76-powered Strega prior to a qualifying flight at the Nats.**



**Kent concentrates hard on one of his official flights at the Nats.**



**At the Nats pilots' meeting, the PowerPoint slide covering the daily schedule had a comment about flying free flight with Dan Banjock after the events each day. If you go to the Nats, coming back to the field at dusk is a must, because you never know what entertainment awaits. Here, Banjock launches a Cox-powered Space Shuttle, and that thing flew awesome!**



**Eric Viglione, Jose Modesto, and Derek Barry take in a flight at the L-Pad. If you want your pattern critiqued, the Nats is the place to get it ...**



**Kent Tysor launches Jose Modesto's Yatsenko Shark on a qualifying flight at Muncie.**



**A pose familiar to any District IV member at a local contest, Georgia pilot Derek Barry burning in a flight, in this case on his Nats Concours-winning Evolution. A typical Nats crowd mills around in the pits behind Derek's circle.**

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

# District V

By Dale Barry

This will be a report on how District V PAMPA members did at the Nationals. There were more members there this year than I've ever seen before; at least 16. Stan Powell judged, but everyone else flew one or more events.

The week started on Sunday with Beginner and Intermediate. To the best of my knowledge Sam Niebel was our only participant in either event; if I'm mistaken, please let me know. I don't know how he finished. It took me a couple days to get over the all-night drive to get there and my information gathering didn't kick in until Tuesday, so apologies to Sam.



Owen Richard, Eric Viglione, and Don Ogren taking a break.



Jim and Wayne Smith preparing for Sam's flight in Junior.

Monday had us back on the grass for OTS and Classic. The day started cool with no wind and warmed into the 80s with the wind coming up in the second round. Once again I wasn't in "District Reporter" mode so I'm going off memory here. Don Ogren, Owen Richards, Sam Niebel, and I flew OTS; I can't remember if Jim and Wayne Smith flew or not. Owen finished ninth and I managed third. The Smiths and Wayne's grandson Sam flew Classic, but other than not being in the top 10 I don't know where they finished. Don and Owen may have flown also, but I was back at the

hotel by then and just plain forgot to get all the results. Sorry guys.



Sam Niebel flying in Junior.



Derek signals the judges on a Top 5 flight.



Orestes Hernandez with his plane.

I did better when we got up to the L-Pad for Advanced and Open. Six District V members flew in Advanced and nine flew in Open with four from each group making the Top 20. In Advanced Sam Niebel, a Jr., finished 27<sup>th</sup>, Don Ogren was 26<sup>th</sup>, Ronnie Thompson was 17<sup>th</sup>, Louis Rankin was 14<sup>th</sup>, Eric Viglione, in his first Nats, was 13<sup>th</sup>, and Enrique Diez was third. In Open Jim Smith finished 29<sup>th</sup>, Wayne Smith was 25<sup>th</sup>, Gene Martine was 24<sup>th</sup>, Josias Delgado was 23<sup>rd</sup> (he forgot one of his overhead eights in the finals), Randy Smith was 13<sup>th</sup>, Bill Rich was 12<sup>th</sup>, and Derek Barry and Orestes Hernandez made the Top 5.

When it was over Friday morning, Derek ended up fifth and Orestes was second. Over on the Jr./Sr. circle Sam Niebel was second in Jr. We did get a pleasant surprise later at the PAMPA banquet when Derek won the Concours award, the pilots' choice for best-appearing model.

That's it for now. Type at you next issue. SN



Bill Rich, Randy Smith, and Gene Martine on the L-Pad.



Louis Rankin with his Geo Jr.



Top 5 in Open.



Derek, his Evolution, and the Concours award.

# District VI

By Allen Brickhaus

Illinois, Indiana, Kentucky,  
Missouri

The Chicagoland Circle Cutters CL club hosted another wonderful event on the Saturday of Memorial Day weekend of 2009. The location was Busse Woods Forest Preserve, which is immediately east of the Woodfield Mall and just south of Golf Road. Despite horrendous winds in the previous week, the air was 3 to 10 mph for the entire day. Many accolades must go to Michael Schmitt and the members of the Chicagoland Circle Cutters for a magnificent day in Chicago. I look forward to attend next year's event in 2010. *SN*



Need a contest scheduled in District VI, get a hold of Art Johnson of the Rockford, Illinois, area.



Bill Calkins holds the Bill Werwage-designed Juno for Larry Lindburg at the Windy City Classic.



The trip to the Windy City Classic ended the first day with dinner at Mimi's Café with Jim Renkar and friend.



Fred Krueger and your columnist practice our German during rest periods between flights at the Schaumburg, Illinois, flying site.



Jim Schuett of the Aurora, Illinois, area preps his model, powered by an O.S. Max .40 four-stroke for a test flight at Ned Brown Woods.



Fred Krueger assists Alan Hahn with his electric Top Flite ARF Nobler in the Advanced Class at the Windy City Classic at Ned Brown Woods. Alan finished third in the class.



Dale Josephson and Dennis Vander Kurr took on the judges' roles at the Windy City Classic in Schaumburg, Illinois, on Memorial Day weekend.



Michael Schmitt is sun-blessed as he preps the pilots for a successful day at the Windy City Classic.



Floyd Layton readies for the signal to release from Larry Lindburg.



William Smith checks out his needle before moving his model to the flightline. We have seen deer moving in and out of the woods behind William.



Floyd Layton takes on his duty to get Larry Lindburg's Juno ready for an official flight.



Annual District VII flier, Crist Rigotti, always supports our District VI ventures. He is getting even better with the electrics and took second in Expert on the Saturday of the contest.



Art Johnson had an extra Ringmaster to give to some deserving kid, and Venessa Pahlow is the recipient, while proud papa Scott looks on.

Windy City Classic				Section # 09 - 0209	
Beginner	Intermediate	Advanced	Expert		
Arthur Johnson 100	Jordan Sogal 392 (395)	Bill Calkins 398	Crist Rigotti 529		
	Bank Soughrin 399 (395)	Alan Hahn 394	Allen Bruchhaus 569		
	John Broughton 523 (519)	Garold Rastak 391	Jim Schmitt 525		
		Floyd Layton 395	Fred Krueger 395		
		W. Ram Smith 393	Larry Lindburg 393		
Basic Flight					
Garold Rastak 391	395				
Venessa Pahlow 495	495				
Scott Pahlow 499	495				

The result of the day is shown, after the sunny, mild breezes of Schaumburg, Illinois.



It was hard to corral everyone, but Michael Schmitt got the pilots together for the mass shot of fliers at the Windy City Classic.

Iowa, Michigan, Minnesota, Wisconsin

# District VII

By Crist Rigotti

I hope you have had a good summer and flying season. I put this column together in the third week in July. This is the annual Nats issue and column. But first let's talk about the contest that is in our area. On September 12-13 is the

Peoria Area Wyreflyers contest in Davenport. Contact Russ Gifford at (563) 259-1649. There are some rules that are a bit unusual, so contact Russ to be sure your airplanes are set up properly to qualify.

My Nats trip started on Saturday July 4 with a rainy eight-hour trip to Muncie. I stopped at a mall in Champaign to get a new cell phone as mine decided to quit the night before. I arrived in Muncie and went to the International Aeromodeling

Center (IAC) to set up my canopy. I wanted to be sure I got a spot. There were a lot already there and found a spot right near the pavilion. I then realized that being so close to an outlet I could get an extension cord and plug in my power supply and charger right at my canopy. Great, the AMA is going to furnish the “fuel” for my electric planes! *(Are you just figuring that out, Crist? — Ed.)*

Sunday morning I went to the IAC and got a few practice flights on the L-pad with the electric Barnstormer then went over to HQ and registered. Then I went over to the Beginner and Intermediate contests on the grass circles. The weather was great on Sunday, and all week for that matter. I watched Mike Paris compete in Beginner and Jim Morway in Intermediate. Mike won in Beginner and I missed where Jim placed. Sorry, Jim. Bob and Elaine Brookins ran Intermediate.



Michael Paris and his Skyray in Beginner Stunt.



Jim Morway signals to the judges in Intermediate.



Michael Paris accepts the first-place award for Beginner Stunt.

I watched some other friends finish competing in Intermediate and rushed back to the hotel room to prep my Resolve EP for appearance judging in an hour or so. I cleaned and waxed the plane then headed for the 180 building where the judging and pilots’ meeting were held. After weighing the plane and handing it over to the appearance judges, I headed over to the pilots’ meeting. This year’s meeting went smoother and a little faster. No major problems were encountered and the pilots’ meeting was finished before the appearance judging was done. I had quick strawberry shortcake and the appearance judging was finished and we were allowed in the gym area. The Resolve EP garnered 13 points this year. Bob McDonald’s P-47 got 17 and I think Bob Brookins’ Force got 15 or 14.

Monday morning saw me at the L-pad early doing some practice with the Resolve EP. The plane was flying well and practice was going good. I then went over to the grass circles to fly OTS with my electric Barnstormer. Floyd Layton, Grace Paris, Jim Morway, John Paris, Bob Brookins, and I flew OTS. On my first official coming out of the overhead eights my prop broke and flew off the airplane. I promptly landed very smoothly and scored a perfect landing! When it was all done, John Paris placed fifth and Floyd placed 10<sup>th</sup>. Jim, Grace, Bob, and I placed out of the money. Over in Classic, John Paris placed 10<sup>th</sup> and Bob Brookins placed out of the money. A very good showing for District VII in OTS and Classic!

Monday evening we met on the grass circles and put in some more practice flights. I decided that I needed to increase the rpm 100 to give me a little

more drive in the thin Muncie air. This was the only change to the plane the whole Nats week. I felt ready for the first qualifying round the next day.

Tuesday morning again saw me on the L-pad at 7 a.m. for some early morning practice. I drew eighth for each of Tuesday’s flights. The first flight could have been better and the second was a little lower in score. I went from third to fifth on my circle. Bob Brookins and Greg Voumard also flew in Advanced. Bob McDonald flew in Open. Tuesday evening was the PAMPA EC and the PAMPA general meetings. See the minutes of both elsewhere in this issue. John Paris graciously accepted to be nominated to run for District VII director. Please support him in every way. Thank you, John.



Bob McDonald’s P-47 at appearance judging.



Bob Brookins’ Force at the 180 building.



Greg Voumard’s Vector 40 at appearance judging.

**Wednesday I drew first and third.** I flew a little better on each round and ended up a comfortable fifth on my circle. I qualified for the Finals. Part A of my goal has been accomplished. During the Nats week I answered a lot of questions about electric power and enjoyed showing people my power train. On Bob Brookins' first flight he had a moment of indecision and planted his Force on the first turn of the RWO. Sorry to see that happen, Bob. Greg Voumard just missed qualifying by less than 3 points. Next year you'll get 'em Greg! Bob McDonald qualified for top 20 in Open. Way to go, Bob!



Crist Rigotti's Resolve EP electric-powered profile at appearance judging.



Floyd Layton's Barnstormer at the grass circles ready to fly OTS.

**I was on the L-pad early** for a few practice flights on Thursday. Neither of my official flights was very good, and I placed 16<sup>th</sup>—one better than last year. I had accomplished Part B of my goal. Bob McDonald placed 19<sup>th</sup>. To recap, District VII had nine fliers entered in this year's Nats. Four flew official flights. Floyd Layton also was a judge and his service is appreciated. After I was finished with my final flights, Paul Walker asked to fly my electric airplane. A circle was clear and I loaded a battery and he took off. The RWO corners had a little bobble to them but after that he put in the best flight that airplane has flown!

Paul sure can fly an airplane. He said he felt it was a little nose-heavy. After I got home I took some nose weight out and it does fly better that way. Imagine that!

Thursday evening a few of us went to see the Transformers movie. Then back to the IAC so my friends could fly the electric airplane. Archie Adamisin and Mike Schmitt flew the plane. I think it was the same evening Dan flew his jet-powered model at dusk. Very cool. A trip to Dairy Queen and the night was over.



A very nice Viking by John Paris in the OTS pits.



Bob McDonald puts the P-47 through its paces on the L-Pad.

**Friday we met at Bob Evans** for breakfast and, yes, I had my fried mush well done and bacon crisp. Then it was on over to the IAC to watch the Top 5

and Walker Trophy Fly-Offs. The wind had come up for the first time all week and we headed to the movie theater to see the new Star Trek movie. There was another trip to the Dairy Queen that night after the banquet ...

**Saturday's drive home** included a stop in Anderson to check out the Tether Car race track. We found it but it was raining so we left. I spent the next five hours driving in the rain on my way home. I arrived safe and sound. All-in-all it was a very good week. Met with some good friends and met new ones too. SN



Floyd Layton judging on circle 4.



Paul Walker and your author poses with the Resolve EP after Paul took the plane up for a flight.



L to R: Mike Schmitt, Floyd Layton, Larry Lindburg, and Crist Rigotti after OTS competition.

# District VIII

By Don Hutchinson

Arkansas, Louisiana, New Mexico, Oklahoma, Texas

Here we go, round again, singin' a song about Molly Dee" (Old Kingston Trio ditty). Anybody have a Stunter named "Molly Dee"? Kingston Trio? You are obviously dealing with an old man here! Two contests were held since the last report; this time I will also include some of the great photos taken by David Russum, our resident "Edward Steichen." Who? Look him up. With that, let's get onto the recent stuff going on in the district.

We'll start with the third annual Ringmaster Roundup. It seems that Dee Rice has created another "must attend" event that gets bigger every year. This year the decision was made to include the Texas State Championships as well. The whole deal took place at Richard and Edie Oliver's spread out on the Texas prairie. Since I was out of town and couldn't attend, other than about 60 miles north of Houston, I have no idea where it is but I understand a GPS is not much help in finding it! The following is taken from Dee's extensive report on the weekend. I'll condense it quite a bit as there will be extensive coverage in a future issue of *SN*.



Master of the Ring, Joe Gilbert. Third straight year! This is one tough guy to beat.

Richard and Edie have spent the last three years building a beautiful country house which also includes three gorgeous grass flying circles and a model barn. Many good times ahead there! Saturday morning, CD David Gresens had the customary pilots' meeting saying that for the TSC, OTS and PA would run concurrently on two circles with the third for practice.

He also stated "no particular flying order, just whenever you are ready, but keep things rolling." Dee reports that this worked very well. Interestingly, that is how it was done years back, even at the '49 Nats. Don't remember about the '53 Plymouth Meet ...

The Ringmaster Roundup is a contest unlike any other. It is limited to just the S-1 Ringmaster. There are several separate events flown along with a pilots' choice beauty event. The events are OTS pattern, AMA pattern and last but not least, the team event. The top experts each take turns choosing until four-person teams are complete. Then the teams decide which of their pilots will fly in which of the four team events. These are OTS pattern, AMA pattern, and Unknown pattern, which is a hoot as neither the pilot nor the judges have ever seen some of the maneuvers and Team Pursuit, whereby one pilot flies a "drone" with a streamer and the selected "ace" flies also with a streamer. The drone flies level and points are given for

cuts. If the drone streamer gets too short, ace can then fly ahead of the drone and make cuts on his own streamer. This has got to be a real spectacle! Hopefully the results will show up in the contest reports section.

Everyone had a great time with the beautiful setting and gracious hosts, Richard and Edie. I, and all the rest of ya'll, need to make this one a must for next year! This deal is starting to draw from all over the country!

In June we had the annual DASH contest at the DMAA flying site in Garland, Texas. The SH stands for Summer Heat, except this year it wasn't that hot, nor were flying conditions. We had to put up with some pretty nasty wind conditions which caused a few unplanned aircraft/asphalt meetings! I had no problems at all in the wind; I left my stuff in the car and judged OTS! The DASH is our big summer show with racing, carrier, and balloon bust also on the schedule. Robert Compton came in from El Paso with an electric Stunt ship that really seemed to fly well. There will be more and more of these as battery technology continues to improve. Sean McEntee came up from Fort Hood for his last Texas meet before moving on to Colorado Springs. He will like it there, lots of activity. Only one photo from the DASH meet: David Russum's Cardinal. This was our first real test of the new pattern and pull test rules. We didn't seem to have any problems with any of it. All went smoothly as expected. A minor note, to quickly determine the pull tests, simply multiply the model weight in ounces by  $5/8$ . Once again, hopefully the results from this meet will also show up in the contest reports section.

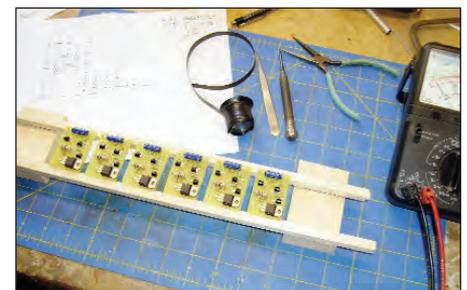
I'm still working on the electronic spark ignition system. Did a bit of study



Scott Hartford's Ringmaster. Pilots' choice award winner.



A smiling Roger Olson. Ringmasters never looked that good back in 1953!



Spark-ignition-system production line.

on switching transistors in Google (lots of knowledge there!), and I have the thing working really good now. A few more parts than the older units but with this design, if the engine stops with the points closed, it shuts itself off in about two seconds. Good for both batteries and coils.

**Composing this during Nats week.**

Results have just been posted and District VIII did itself proud. Congratulations to Doug Moon, third place in the Walker Trophy Fly-Off; Ryan Young, Senior champion for VIII competitors who set foot in the arena to compete at the Nationals level.

**Since we started with a musical motif,** let's end it with one. Seems there are a bunch of pickers in PAMPA and we have all heard the term "tractor stunt" so here's something you might enjoy! Do a



Edward Steichen at work. Note the F6Fs on the deck.

web search for Olle Hemmingsson and enjoy.

That's about all I have for this issue; the next one will be loaded with great inputs from all over District VIII, won't it gentle readers? One last thing: I'm really proud of our granddaughter and am shamelessly going to post her photo here. SN



Ensign Jillian Hutchinson, US Naval Academy, class of 2009. Next stop, Pensacola!



David Russum's Cardinal after getting a squeak low at Dallas.



Al Rabe's P-51D Easy Two Sugar lifting off for another mission.



Frank McMillan's Martin Baker. You will see lots of photos of the top side of this beauty elsewhere.



You guys are supposed to be on the same team!!

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

# District IX

By Carl Shoup

**H**ello! I would like to congratulate David Fitzgerald, Orestes Hernandez, Doug Moon, Matt Neumann, and Derek Barry on their 2009 Nats placings.

I received two letters this time. The first

one (and photos) comes from Gary Hetrick in Nebraska:

"Here are a couple photos of two trainers that I designed. Both have flat bottom and hollow wings, which keep them light. The reason I designed them is

that my old trainers (Sig Buster and Flite Streak Trainer) were worn out after more than 200 flights (They did not fly all that great anyhow; no glide!).

"Here are the specifications for my new trainer design: Wingspan 29 inches; Length 24 inches; Weight 17 ounces;



Engine Enya .15; Line length 52 feet .015 diameter cables. The elevator throw is limited and it handles moderate winds well. Last summer Bob



Furr and I went to a camp of 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> grade boys and everyone of them (35) got to do a few laps on the handle in one afternoon.

“Anytime that I go to a Fun Fly or a Contest the planes go with me. Anyone, kids & adults alike, who manage to do a few successful laps are awarded a certificate of flight. The kids can pick which plane they want to fly.”

The next letter I received was from Jim Lee:

**“Gage Park Flying Circle—7:00 p.m.**

“Hi there, TopClass people! We had some ‘new’ fliers out this last Sunday! Dustin Robinson and his brother Tyler and their friend Miles have been flying together a bit during the last year and looks like they are going to get a bit more active. Tyler was really doing a nice job of flying their trainer which features quite a bit of plywood ...

Durable and inexpensive!

“Ron Poley had his profile FAI TR out also and got a few flights on it ... He still needs to work on those pit stops ... It is starting to run nice, with an approximate 80 mph out of the OS 15. And the Evo 36 in the PT-19 responded to a bit of head shimmying and really started to run in a much more civilized fashion. It also started on the first flip for four flights! That was a relief.

“It was another great contest! We dodged a bit of a bullet and had really nice weather for the latest TopClass contest. The prep started with a mowing by Kirby Chilton and Melvin Schuette on Thursday evening and trimming by Ron Poley. Kirby also did a final trim on Saturday evening. Bright

and early Saturday the gang gathered to get the various tents set up and stocked. Melvin and Brenda, Neal Baughman and Maggie Bacon had the raffle working to a T! And the picnic Saturday evening had everyone stuffed. Lots of

really good food was available and there were plenty of desserts. Ginger Taylor, Patty Chilton

and Brenda did a great job of getting all that food organized.

“I want to thank everyone in the club for all their hard work. It takes a lot of effort by the whole club to keep these events going. Thank you everyone!

“We had some notable visitors at the contest. I saw Mike Shull, who stopped by to visit. Mike has been a regular competitor from a few years ago, coming up from Tarpon Springs, FL to fly carrier.

“Also we had a large group from the KCRC club who came to watch. Hopefully, next year we can get them flying! Darwin Ulledahl kept up their honor with a very good placing in Intermediate with his Fazer.”

Please send some info from your area. Thanks. *SN*

**“TopClass contest scores**

**“Old Time Stunt**

“1) Jim Kraft	Ringmaster	McCoy .35	269	293.5
“2) Lew Woolard	Humongous	Silver Foxx 46	286	286
“3) Bud Burroughs	BoxCar Chief	McCoy 40	279	234
“4) Bob Brookins	Barnstormer	Fox 35	264	218.5

“Spirit of ‘52 Award Bud Burroughs—Box Car Chief

**“Beginner Stunt**

“1) Andy Minor	Tucker		247	273.5
“2) Cary Minor	P-40		226.5	224

“Judges—Dale Hrenchir, Pete Lee

**“Intermediate Stunt**

“1) Terry Bolin	Pathfinder	LA 46	462	468.5
“2) Darwin Ulledahl	Sig Fazer	ST 51	443	453
“3) Kevin Prier	ARF Smoothie	LA 40	418.5	313.5
“4) Jim Pescetto	ARC Cardinal	ST 46		208

**“Advanced Stunt**

“1) Craig Beskow	Impact	PA 75		
“2) Jim Kraft	Magician	McCoy 40	485	495.5
“3) Scott Molck	RC Strega	T & L ST 60	443.5	394
“4) Bob Brookins	Windy Lou	LA 46 Silver Foxx	442	142
“5) John Holliday	P-39	LA 46	411	

**“Expert Stunt**

“1) Bud Burroughs	No Name	OS 40 FP	487	508.5
“2) Ed Prohaska	Skylark	LA 46	507.5	498
“3) Lew Woolard	ARF Strega	OS 65 LA Silver Foxx	489	478
“4) Dave Tribble	Classified	ST 51	486	327

“Concours—Craig Beskow—Impact

“Intermediate, Advanced, Expert

“Judges—Jim Lee, Ginger Taylor

“Tabulators—Kirby Chilton, Tiffany Lee Pull test and Pit Boss—Bob Henningsen

“Score Runners—Mallory Lee, Jackson Lee”

I got the stumbling fixed on the Capri; I think it was the points. Then I had to re-educate myself on how to set the timing with a distributor, vacuum lines and all. Now I'm driving it almost every day and to work—the kids love it. It's a very cool car that makes *noise*. A lot of people stare as I go by and wonder, why it that thing still on the road? Well, it's fun to drive. It's kind of like remembering to have fun when we fly our planes, which brings me to my next point.

It's amazing what you forget over the course of a year. It was only last year that I was putting the finishing touches on my Thunder Gazer. I had made a few changes on the way to France. I put on a Mag spinner instead of the aluminum one, and substituted an aluminum prop nut for a steel one, seeking a bit more corner in the higher altitude and winds of France.

Of course, when I got home, I forgot all about those changes, until one practice session at Mission College with the usual suspects: Brett, Ted, Jimby, and Phil. What an unforgiving crowd—World Champion or not! After my first practice flight with Ted coaching, he said, "That was horrible, like you were flying with no one watching."

I couldn't bring myself to admit to him, that I really was trying, and I do try hard even when no one is around. Way to deflate an ego. Ted asked if it felt tail heavy, which might explain why I was having troubles in the corners, too much pop in the sea level air. Bingo! Now it was fun to fly again instead of work. That was when I remembered the changes last summer.

As good as the records are that I keep from flight to flight, sometimes I just forget. This leads me to the advice part; don't be afraid to make small changes just to see what happens. They are usually easy to change back. One notable local is often hesitant to make changes, but when we finally talk him into it, he likes it!

**I am freshly back from Muncie** and the Nats. The Nats is a very tough contest indeed, and I'd like to congratulate, in particular, Matt Neumann, Derek Barry, and Doug Moon. It's a significant accomplishment to make the Top 5, and

this was Matt's first trip. Needless to say, Orestes made it very interesting. He's always a top pilot and gentleman.

I was happy with the results and weather. There were only a few times where the wind threatened to come up, and the Thunder Gazer handled it nicely. As Brett said during one flight with a bit of wind, "... it looks like the wind isn't there." The air and weather was very good indeed. I did have a few rain drops on my second top 20 flight, but not more than a few sprinkles. The Nats report will be elsewhere so I won't belabor it here.

Attendance by District X members was down a bit, as was the general participation. I did not do any flying on the grass this year. The L pad was crowded, but not as bad as usual. The worst day was Monday and you only had to wait about an hour between flights; not really enough time to say hi and socialize with the other circles. No one came from the Arizona area. Gordon Delaney came from Utah, and Phil, Brett, and the Ferrells from CA, and that was about it. It's a long way to Muncie.



**Steve Fitton picture of Brett Buck launching the Thunder Gazer at the Nats. Now I know why that inboard wheel wears out so quickly. It's on its third set of wheels, and that's after tire rotation.**

Jim Aron almost got to fly. He almost got his plane done in time, but threw in the towel when work had a meltdown. His wife and office assistant kidnapped him and forced him to go to Muncie for the last two days of competition. Since then, I have pictures and a report on what could have been the Concours winner. Here are a few words from Jimby:

"Systema is a project that has been floating around my head for years and finally made it to paper in 2006. I wanted a smaller airplane to avoid the white knuckle grip required with a big airplane

in Muncie gale force winds. The ship was initially designed around the PA 40 Lite, but in early 2008 was redrawn to fit either a RO-Jett 61 or a PA 65/61. When David Fitzgerald let me fly the third flight on his brand spanking new Thunder Gazer in May 2008, I knew I was on the right track. While Dave's airplane is a bit bigger, it also has the 75 up front: same basic idea. Wow! I liked it, I liked it. I still wanted a smaller airplane, *but* I liked it.

"I started cutting balsa in May 2008. Systema is only 585 squares, sports an early Diva airfoil (compliments of Phil Granderson), foam core elevator and stab with a decidedly Brett Buck influence [*Well, not the Brett squareness. —Dave*], magnets for cowl and access hatches, a trick pipe exit, and some funny wing tips.

"I didn't quite make it happen for the 2009 Nats, but it should be in the air for the Ted Goyet contest in mid August. Over a year in the works might sound pokey to folks like Mr. Granderson, but let us not forget that my Infinity took over three years. Progress comes in baby steps or one day at a time, or after giving 110%, or when you least expect it, or I don't know ... fruit flies love bananas.

"Congrats to Mr. Fitzgerald for being Cosmic Champion of the Universe."

Jim is a dear friend and my kids' Godfather, but I have no idea what "... fruit flies love bananas" means. Would that have anything to do with the brown squishy ones?



**All the parts are here. It's easy from here ...**



**Fuselage and table aligned for assembly.**



Wing mating. Jim uses fancier cans than I do. I just use cans of fuel.



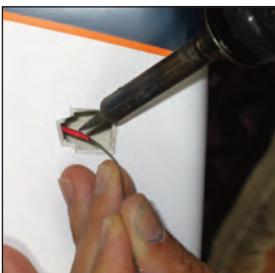
Very cool pipe outlet, literally. Notice the lip on the front of the cooling air exhaust. This forms a low pressure area right by the pipe outlet, which draws air from around the pipe out. Important so you don't cook your pipes.



Ready for the creative process to begin.



Here, Jimby goes nuts. Phil got a laser mask cutter and Jim has taken full advantage of the relationship.



As the famous Homer Simpson might say, Doh!!



Brilliant! Yes, Jim is a child of the '60s. Lookin' good.

One of the things this Nats seemed to have had, at least for District X people, was a few medical problems that affected the flying. Phil Granderson was having a problem with vertebrae in his neck. A bulging disc was affecting his right arm and hand to the point of numbness and severe tingling. At times he was worried he could not hold onto the handle during a flight. He now has an appointment with a doctor to determine his options.

This is the same sort of thing Paul Walker had last year, only Paul's was his left hand/arm. Unfortunately this did affect Phil's flying and at one point he was unable to finish an official flight. We had high hopes for Phil and the second Zealot, but this was not to be.

Many people did not know that Gordan Delaney was having severe eye trouble, to the point that Cassidy and I took him to see an eye doctor Wednesday afternoon. His vision was cloudy and his eyes were constantly watering so badly he had trouble seeing; he also had a lot of sensitivity to bright light.

It turns out, he has a major cataract in his right eye and he has had that for quite a while. He had scratched his left cornea badly enough he could no longer see very well. His brain had been compensating for the cataract. The doctor said it was not a big deal and his left eye would heal quickly and that as long as his left eye was healthy, the cataract would wait. Gordan was very concerned that he would not be able to fly for the top 20. What is amazing, he not only made the top 20 without being able to see, but finished 10<sup>th</sup>. Congratulations, Gordan.

We are all getting older. There is no need to be stubborn and not seek medical help when warranted. You don't want to mess around with your vision or your neck/back. Sometimes you only get one shot at being healthy. Ya'll be careful out there.

**More District X people at VSC.**  
Pictures by Rickii Pyatt. *SN*

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



Above: Gordan Delaney.

Left: John Miller.



Right: Claus Maikis.



Jim Hoffman and Pete Peterson.



Don McClave.



Warren Tiahr.

It's hard to believe that summer is half over and while I just returned from the Nats I'm writing about the NW Regionals that occurred on Memorial Day. As luck would have it, this NW Regionals was held in almost perfect weather. This was a welcome change from the normal weather in Eugene, where the Regionals is held. In past years it has been a bit wet and cool.

As usual the competition was tough with four National Champions, two World Champions, and members of the Canadian National Team in attendance. When the rest of the Expert field looks at the field of competitors it's clear that they, and that includes yours truly, are fighting it out for ninth place. In the end Dave Fitzgerald just nosed out Paul Walker for first place. The closely fought result by two members of last year's World Championships team was followed closely by the next seven places which fell to Brett Buck, Howard Rush, Ted Fancher, Bruce Perry, Chris Cox, Jim Aron, and Phil Granderson.

Advanced was won by Rich Wallbridge, Intermediate by Steve Helmick, Beginner by Gordon Tarbell. In all, 40 pilots flew in these four classes. The concourse trophy went to Phil Granderson for his beautiful Zealot. And, Jim Aron took overall Stunt honors with his first in Old Time, third in Classic, and eighth in PAMPA Stunt. In the end Oregon managed to get rid of a lot of non-recyclable plastic trophies by having them hauled off to Washington and California.

**Next up in the Northwest's competition circuit** was the Stunt-a-Thun held every year at Thun field in Puyallup, Washington. Once again almost perfect weather made for some great flying. That is except for the appearance of a new malady I've dubbed "Pilot-Alzheimer's," when on three occasions the lines were reversed on official flights. It wasn't long before everyone was double checking on every flight. On a sad note Dan Rutherford lost his Wimpact before the contagion passed to Randy Powell, who managed to put an entire circle of prop cuts into the asphalt before the engine ground to a halt.

With Paul Walker's electric All American (that's right it's not an Impact)

taking first and Howard Rush taking second, Expert had its expected finish. Steve Helmick repeated his NW Regionals win with a first in Intermediate, and Keith Varley edged out Mark Scarbrough in Advanced. A special recognition must also be given to Pete Peterson for his firsts in Old Time and Classic with some gorgeous models, particularly his Venus which also showed well at this year's VSC.

**As always you can get an excellent report** on everything going on in the Northwest by checking out the news on the website: <http://flyinglines.org/>. *SN*  
Bruce Hunt: 2237 Joseph St S, Salem, OR 97302; (503) 361-7491; [bhunt@swbell.net](mailto:bhunt@swbell.net)



Paul Walker's newest electric-powered All American. The consistency of Paul's electric flight makes the flying less about the engine run and all about the flight.



Don McClave launches Paul Walker's All American at Stunt-a-Thun.



Paul Walker's All American whirs quietly by.



The Profile Stunt event has been a well received event in the NW. Here the models wait their turn in the pit at the NW Regionals.



One of the prettiest profile twins at the NW Regionals.



Phil Granderson weighs in at the NW Regionals. The new rule for pull testing was handled very smoothly.



Jeff Rein pull tests his model before his flight at the Stunt-a-Thun.



Some of the fun at Salem's Lucky Hand Fun Fly.



Norm Whittle poses with his twin Pathfinder at the NW Regionals.



Allen Resinger fuels up his Firecracker before a flight at the Stunt-a-Thun.



Leo Mehl has brought out a couple of his old designs to this year's contests. It's always confusing to event directors when a modeler enters his own design as Classic legal. This is Leo's Arctic Fox.



Keith Varley showed up from Canada with a full bodied and profile version of his newest design, Keith's Komet.



Pete Peterson's Venus is a flawless work of art and it flies as well.



Craig Bartlett works on his Firebaby in preparation for a flight at the Salem Lucky Hand fly.



Bruce Perry compares notes with Dave Fitzgerald. Both are flying with .75 engines.



Howard Rush adjusts his elevator ratio. Howard took a lot of teasing about a Walker comment to the effect that his flaps were too stiff.



John Leidle's latest made an early appearance on the NW website, flyinglines.com.



Left: Floyd Carter manages to bring out new Stunt models on a regular basis. Here is his latest effort with a Gee Bee.

Below: I found this photo in the Eugene Prop Spinners newsletter. Looks like it would make a perfect follow-up for Paul Walker as the next step up from a B-17. Looks like a perfect candidate for an electric.



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# The Appearance Point

By Don Hutchinson

A paradoxical column title for a model that normally does not get them! My interest in this design goes back to the 1947 Nats up in Monticello, Minnesota. I lived in St. Paul then and we had a very active group of fliers who were just getting into inverted flight etc. when J.C. Yates and his Madman showed up. It was a beautifully built and painted airplane with an Orwick 64 engine that really was a spectacular sight to see fly. If you knew what most stunt airplanes looked like in 1947, you would give the Madman a lot of the credit for starting the trend to the beautiful stunt airplanes that were developed through the following years. Probably also had a lot to do with Roy Mayes adding appearance points to the rulebook in 1948. I actually did have an Orwick 64 Madman about 1953 but career, marriage and moving to California and becoming a free flight modeler put all that aside for many years.

Fast forward to 1988 and I'm back into control line flying. Upon hearing about Old Time Stunt, I dug out my old Madman plans and promptly built one with a Magnum 25 in it and while I had it at VSC I, I flew a Yates Dragon in the meet. The .25 just wasn't cutting it so I mounted a Fox 35 in it and it became a test bed for Larry Foster Fox cylinder heads. Eventually it fell

## THE MADMAN BY J.C. YATES

### Madman Specifications

<b>Wingspan:</b>	49 inches
<b>Wing area:</b>	395 square inches
<b>Weight:</b>	34.5 ounces
<b>Nose moment:</b>	Prop to CG – 8 inches
<b>Tail moment:</b>	CG to hinge line – 20 inches
<b>Engine:</b>	Retimed Tower 40
<b>Prop:</b>	Rev-up 11-4 cut to 10.5

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into the hands of Bart Klapinski who has had a bit of success with it over the years at VSC. I also enjoy flying with spark ignition so I built another Madman with a Torp .32 in it and did okay at VSC in that event, but prefer my Orwick 29 / Yates Dragon so that Madman now is in the good care of Dale Gleason.

fact that I pulled it for a PAMPA airplane and replaced it with a retimed Tower 40. Very easy to do with the firewall mount! This combination seems to work really well, so I now have a fine flying OTS glow model. The finish is Randolph clear and color except the red trim is Revlon "Berry" nail color. It thins with butyrate thinner and sprays just like dope.

If you are searching for a

Recently, I decided I needed an OTS model with glow-engine power so I built the model pictured here. As I frequently do, I used a backplate/firewall mount to fit an O.S. 40 FP on the point. Later, I got the brilliant idea of dropping my ROJett 40 in it which worked very well, so well in

good looking and good flying OTS model, you might consider this fine piece of stunt history. Plans are available from PAMPA if you like to roll your own. If you prefer to build from kits, Eric Rule at RSM will have a kit available in the near future. *SN*



## Featuring the Tucker Special



While doing research for the AutoCAD plans I drew for Don McClave's article on the O'Toole Tucker, I came across a few pictures of the earliest versions of the Tucker Special. I had a vague remembrance of these planes growing up in the St. Louis area. I decided to draw up the plans using the info I'd gotten from Ron O'Toole and finally got around to building the ship in the winter of 2008.

With CAD plans in hand, I had Pat Johnston laser cut me a set ribs. The most notable differences between this version and the one published in *American Modeler* are the slightly larger wing, the 1-inch asymmetry in the wing, the much deeper sub rudder and the fuse mounted landing gear. Like all good Tuckers, the tailwheel is buried in the sub rudder. I did use Tom Morris' adjustable horns and ball links on the pushrods, along with a left-hand threaded end on the elevator rod to allow for length adjustment. Adjustable leadouts and tip weight are the only mods from the original.

### Tucker Specifications:

<b>Model Name:</b>	Tucker Special
<b>Designer:</b>	Robert Tucker
<b>Construction type:</b>	built-up C-tube wing
<b>Wingspan:</b>	52.25 inches with 1-inch asymmetry
<b>Length:</b>	37.125 inches
<b>Moment arms:</b>	nose moment: 8.375 inches flap HL to elev. HL: 13.125 inches
<b>Weight dry:</b>	44 ounces
<b>Power package:</b>	RO Jett 40 RO Jett Header-Muffler
<b>Propeller:</b>	either 10.5 X 5.25 Phelps style
<b>Finish:</b>	Brodak dope with acrylic lacquer clear coat
<b>Line length:</b>	65 feet center of handle to CL of model



Power is supplied by a RO Jett 40, using the Jett header/muffler. The tank is my own 5.25 ounce metal uniflow type, running with muffler pressure. The prop is a Phelps style 10.5 X 5.25 by Brian Eather. The engine run is just about perfect on SIG 10% Champion fuel.

If I were to ever build another, I think I would shoot for the exact same thing including the finished weight of 44 ounces. I've built several models that are close to this size and always tried to keep them as light as possible. My 36-ounce Green box Nobler did not handle the wind anywhere near as well as the Tucker.

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Photographers rarely get to see photos of themselves in magazines. Gene Martine is the gentleman responsible for the great photos that are in this issue's Nats report. Here he is posing for a photo with his Randy Smith-designed SV-11. This model is powered by a PA .65 fitted with an Aero Products AeroPipe. Photo by Bruce Perry.