



Stunt News

Precision Aerobatics Model
Pilot's Association

September/October 2012 \$5.00

**NEW NATIONAL
CHAMPION:
DOUG MOON!**



***Aussie
Nats***

2012 Nats coverage: Beginner, Intermediate,
Advanced, Open, Old-Time Stunt, and Classic

features **8** Nats 2012 *by Derek Barry, Robert Brookins, Allen Brickhaus, and Darrell Harvin*

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On the cover: A very proud Bob Gieseke poses with two of his most accomplished protégés. At left in the photo is Steve Moon, and at right is our new National Control Line Precision Aerobatics Champion, Doug Moon with his winning ship, the Riff Raff. Doesn't get better than this, does it? Photo by Gene Martine.

Inside cover: Here are all the Nats winners and the other Top-5 fliers. From left to right in the back row are the Open class fliers, Kaz Minato (4th place), Paul Walker (2nd place), Doug Moon (1st place and Walker Trophy winner), Bob Hunt (3rd place), and Bill Rich (5th place). Kneeling in the front row from left to right are Advanced winner, Eric Taylor, Senior winner Ryan Young and Junior winner Gavin Barry. Photo by Gene Martine.

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



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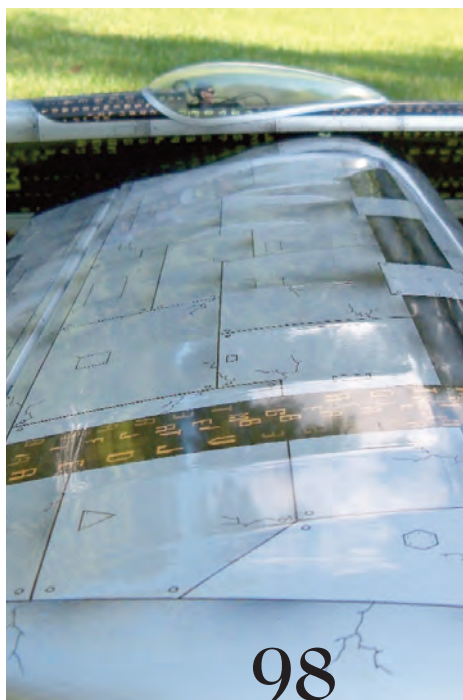
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President's Column

by Don McClave

Thanks to this year's elections and volunteers who are stepping up ...

By the time you receive this issue of *Stunt News*, the fall elections for PAMPA Vice President and representatives in even-numbered districts will be upon us. In the elections for odd-numbered district representatives one year ago, two districts had no candidates and I was fortunate to find well-qualified candidates in Bob Hunt and Bob McDonald who accepted appointments.

Additionally, Don Herdman and Mike Haverly accepted appointments to replace representatives who were unable to serve out their terms. The result has been a strong executive committee that has been a great pleasure to work with. This year, incumbents in all but one of the even-numbered districts are seeking reelection. They are as follows:

District II - Bud Wieder
District IV - Steve Fitton
District VI - Allen Brickhaus
District X - Jim Hoffman

District VIII Representative Don Hutchinson is retiring after many years of service, and 2012 Walker Cup winner, Doug Moon, has been nominated to replace him.

Jim Vornholt was elected PAMPA Secretary/Treasurer a year ago by a unanimous vote and also assumed responsibility for membership services and PAMPA products this summer. He is doing a splendid job and we are very fortunate to have him in this position.

The point of all of this is that we are an organization dependent on volunteers and it is very important that we contribute our talents when we can.

Stunt at this year's Nats was well run by Event Director David Fitzgerald and a splendid group of assistants during a week that was extremely hot some days, windy and wet on others, and perfect for the finals on Saturday. Doug Moon prevailed in the battle for the Walker Cup by a very close margin over Paul Walker, Bob Hunt, Kaz Minato, and Bill Rich. Bob and Paul both flew very impressive electric-powered models, as did a



“...we are an organization dependent on volunteers ...”

rapidly growing number of contestants and it is clear that even more will follow next year.

As all or most of you know, there are four PAMPA skill classes: Beginner, Intermediate, Advanced, and Expert. Beginner and Intermediate are flown as supplementary events at the Nats and Advanced is flown as an official Nats event.

Expert has not previously been flown at the Nats, but is eligible to be an official event and will become one next year. The PAMPA Executive Committee voted overwhelmingly to approve this recommendation from the Competition Committee after discussing it thoroughly at the annual EC meeting in Muncie.

The Advanced and Expert events will be flown simultaneously on the circles currently used for Advanced. It is hoped that the addition will attract additional contestants. However, it will have no effect on the 322 Open event that is the only one in which contestants can compete for the Walker Cup.

Best regards ... **SN**

—Don

Doug Moon prevailed in the battle for the Walker Cup by a very close margin over Paul Walker, Bob Hunt, Kaz Minato, and Bill Rich.



My most heartfelt and sincere congratulations go out to our new National CL Stunt Champion, Doug Moon. Doug's performance at the 2012 Nats was outstanding and he well deserves his championship. He's been working extremely hard towards this goal for several years, and now he has attained his spot in our event's history. Could not have happened to a nicer guy!

Nats remembrances

I attended my first Nats in 1953, or so they tell me ... My father and my brother competed in the Nats at the Willow Grove Naval Air Station near Philadelphia that year, and they stayed on the base in the barracks that were provided for the competitors. About halfway through the week my mother took me to visit them.

To be perfectly truthful, I really don't remember too much about that trip. I do have some vague recollections that I believe came from that visit. Hey, I was only five years old at the time! I remember better the visit I made with my father to the Nats in 1957, again at Willow Grove. By that time the modeling bug had bitten me hard, and even just a day at that Nats provided me with inspiration that would serve to keep me going at it for the next 55 years.

By the time the Nats returned to Willow Grove in 1961, I had begun flying some Combat at local contests. My family had moved to a small town just north of Willow Grove, and we invited long time family friend, Larry Scarinzi—who was the event director of the CL Stunt event that year—to stay with us for the week.

Naturally, I seized the opportunity to go to the Nats site each day with Larry. I acted as a go-fer for most of that week. I'd go for coffee, run scores, and generally do anything that would keep me close to the action. I flew Combat in the Junior Division that year with a Riley Wooten-designed Quicker that was powered by a Johnson .35. That ship featured a hand-painted flame scheme that was sketched on the ship for me by Red Reinhardt! I filled in the sketched areas with yellow paint over the red silk that was on the ship and I thought it looked downright mean! Oh, by the way, I was eliminated in the first round.

What really interested me that week, however, was the stunt flying. I had always liked the idea of stunt models and stunt flying but thought that it was far too lofty a goal for a kid like I was at that time. I got to watch the legends of the event fly that week, and I paid attention! The memories are still absolutely vivid in my mind and I will never forget them.

There are a few memories that stand out from the rest for me (a complete story of what I remember from that Nats would fill this magazine!). I remember watching Jim Vornholt fly his Junior Division-winning flight with his Bernie Ash-designed Airon. I was standing almost dead downwind when Jim performed his reverse wingover. I remember watching that ship come down to a point

Level Laps

by Bob Hunt

A lifetime of Nats memories ...

that seemed just a few feet from the ground before it even began to turn. Then the ship flashed through what was an incredibly tight turn, and it stabilized perfectly at a four-foot altitude. It was a stunning maneuver, and it further inspired me, but it also further convinced me that I was probably never going to achieve that kind of flying ability.

Another vivid memory was watching an extremely intense young man fly his gleaming Ares to a win in the Senior Stunt event. That was, of course, Bill Werwage. Billy was a man on a mission at that Nats I would find out many years later, and his competition persona was almost scary to me. I did manage enough courage to go up to him at one point and congratulate him on his victory, but I'm sure he doesn't remember that. His performance was typical of what I would come to expect and admire over the years from him. Now I count Billy as one of my very best friends, but on that occasion I was just blown away like everyone else by his performance.

If you haven't been to a Nats, then no words anyone can write will convey just how special that week of flying and fellowship is ...

And, finally, the performance that defined what I would decide to dedicate my life to, and how I wanted to do it, was delivered by Bob Gialdini flying his original-design Olympic. Bob's airplane seemed to be flying on invisible greased rails in the sky. I can still replay almost all of that flight in my mind, and it still ranks as one of the top five flights I've had the pleasure to watch. Bob's entire package was professional, smooth, and seemingly perfect in all respects. I believe that watching that flight was perhaps the most instrumental single thing that made me want to fly stunt competitively.

Okay, those are some of my favorite Nats memories. If you have been to a Nats, then you probably have similar memories of your own. If you haven't been to a Nats, then no words anyone can write will convey just how special that week of flying and fellowship is, and how much inspiration can be gained by attending.

This is our 2012 Nats issue. Enjoy. *SN*

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GENERAL:

1. All new or renewal membership applications received after September 1st of the current year will be considered an application for the next year.
2. Dues structure will be as noted on the Membership Form.
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4. Notify the Membership Chairman of seasonal address changes — there are no automatic transfers of mailing addresses. Both your addresses will be kept on file — you need to tell us when to switch.
5. All members have full access to the website and all online back issues. These can be read online or downloaded to your computer. You can file them, burn CD's or print them from the files.

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

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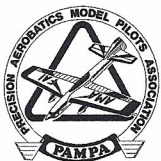
1. New members joining before September 1st will receive all back issues for the year they join, as part of their membership.
2. New members joining after September 1st will receive a membership for the remainder of the year, and for all of the following year. However, they will receive no back issues.

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James Vornholt
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Phone: 317-268-4473
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Nats 2012



Ryan Young served double duty at the 2012 Nats. He was one of the Open/Advanced judges and he also flew in and won the Senior Stunt event. Here he signals the judges to start one of his Walker Trophy Fly-Off flights as his flying buddy, Darrell Harvin holds his trusty Ro-Jett powered, Brett Buck-designed Infinity.



Open and Advanced

by Derek Barry

My family and I pulled out of my driveway at around seven in the evening on a Friday destined for Muncie, Indiana, and the US Nationals. This would be a trip to remember, *or forget*, depending on how you look at it.

We were around fifteen miles into our 700-mile trip when traffic came to a halt. Apparently, there had been a serious accident a few hours before and someone had lost their life. The traffic was backed up for as far as we could see, and when we finally topped a small hill, it was again as far as we could see. For an hour and a half we sat on the interstate just down the road from my house; this was going to be a long trip.

We did get lucky, however. As we approached the detour, *an unknown road with an unknown destination*, the cops reopened the highway and we were able to proceed in the correct direction without having to take the detour. This would be one of three delays on the trip to Muncie.

When we got to Louisville, Kentucky, part of the interstate (of course the part we wanted to travel on) was closed, and we had to take a detour around the city. When we got to Indianapolis, yet another stretch of interstate was closed, and again it was the portion that was on our standard route to Muncie. We did finally arrive at about seven in the morning, tired and frustrated, but at least we were there and the fun could begin, or so I thought.

I had volunteered to be Dave Fitzgerald's Assistant Event Director for this Nats, so I assumed I would have my work cut out for me between flying and helping him. I have to say that Dave did most of the work, and he allowed me plenty of time to fly and be with the family.

I delivered the PAMPA printer that I had in my possession since the Team Trials to Dave, went to check in at the hotel, assembled my plane, and got some rest; serious practice would start in the morning.

When I go to the Nats I try to be prepared for anything and I try to make sure my plane is in top competitive form. As always, though, there are surprises, and this trip was no different. I arrived at the field early Sunday morning when the temperature was nice and cool, the wind was calm, and I was ready for some practice.

I had not yet made the decision whether to fly my new plane, the Matrix, or to fly my two-and-a-half-year-old Dreadnought. The Dreadnought was starting to show its age and the Matrix was brand new and shiny.

I fueled up the Matrix for my first practice flight in Muncie, but as I carried it out to the circle, I noticed something very disturbing—fuel pouring out of the back of my cowl and starting to eat through my clearcoat. So, back off the circle I came and took the engine pipe and tank out to discover that I had a tiny pin hole in the very back of the tank.

This would be an easy fix but not at the field. By the time I found my backup tank, got it installed, and waited for my turn to fly, the wind had started to come up. Not terrible but not much fun, either.

The first three flights were not much fun; the tank was not shimmed exactly right and for some reason the plane just was not flying very well. I had almost given up on the Matrix and pulled out the Dreadnought when Mike Scott suggested that I change props just to see if it made any difference in the performance of the plane.

I bolted my original prop on (I was using one that *I thought* was the same, but obviously was not) and the plane came to life. After

a few more flights I felt that once I had repaired the good tank, I would be able to compete at the level needed to win with the Matrix. This would not turn out to be entirely true...

The wind had picked up and I felt confident with my choice, so Dad and I went back to the hotel to grab the family and get some lunch. I would repair the tank that afternoon and if the weather was decent



District IV PAMPA Director, Eric Viglione, launches Bill Rich's Randy Smith-designed, SV-22 for a Top-5 Fly-Off flight. Bill uses a PA 65 with a carbon-fiber Smith/Werwage tuned pipe for power.

Buddy Wieder captured a fine 9th place finish flying an original design model called Ryan's Eagle that is based on Bob Hunt's Saturn "numbers." It is powered by an E-flite Power 25 electric motor and uses Hyperion 4S 4000 mAh batteries, a Castle Creations Phoenix 45 speed control and a Hubin FM-9 timer.



After a few minutes of work we had the projector working and Dave and I were ready for the show to begin, right on time, I might add. After all the pilots got their airplanes weighed we were able to get started.

A funny little side note: evidently, the scale quit working for a few of the planes that were weighed, Bob Hunt's being one of them. When Ted and Shareen got it working again they reweighed the planes that got missed when Ted noticed that Bob's was extremely light. Ted decided to pull Bob out of the pilots' meeting and give him a hard time about weighing his plane without the battery.

Of course, Bob did have his battery in when the weighing was attempted the first time but had removed it afterwards and put it back into his car. (I think this was the result of an incident from the

go back for some evening flights. Well, the wind never let up so we spent the rest of the day relaxing. Dave and I would have dinner later in the evening to discuss the plans for the week ahead.

Monday was nice with cool air in the morning and calm wind. I flew a couple of flights on the L-pad and went back to the hotel to clean the plane for appearance judging. I would also be helping to run the pilots meeting, so I needed to get there early and help Dave get things set up.



Dave Tribble starts his original-design Desperado for an Open qualification flight while Stan Powell holds. Dave uses a RoJett 61 and pipe for power.

Bill Gruber prepares to weigh Bob Hunt's Crossfire Extreme at the appearance point venue.



Time, judges' warm-up flights, judges' meeting, and L-pad practice. The weather was hot on this day, and after a few early-morning practice flights, I went down to the grass circles to launch for my dad in Old-Time Stunt.

I spent a few hours talking to Carl Shoup and hiding from the sun in the shade created by Dad's big stunt van. After that it was back to the hotel to get the family and have some lunch. I had planned on doing some more practice that evening but the wind was blowing pretty hard and I was starting to feel pretty bad.

Later that evening I did go back to the field. Dad was at the judges' meeting and I was hoping the wind would die off a little.

previous Nats where Bob left his battery in the bottom of the foam cooler that is used to support the planes while they are weighed. The next few people in line were shocked at how much their planes weighed, to say the least! The battery was discovered and all the alarmed pilots calmed down.)

The pilots' meeting took place as it always does and we moved things along as quickly as possible. Everyone got assigned to circles and drew ping pong balls to determine their flight order. The ping pong draw that was implemented by Paul Walker has become a Nats tradition. Everyone picks their own flight order so they have no one to blame but themselves. Thanks, Paul!

Appearance judging was done by Ted Fancher and Bill Gruber with Shareen Fancher keeping record of all the planes' weights and appearance points. There were a lot of really good looking airplanes at the Nats this year, and that was evident by the amount of planes in the front row. The owners of the planes that made the front row were Alex Becerril, Howard Rush, Kaz Minato, Robert (Sparky) Storick, myself, and Kenny Stevens.

Tuesday's events included Classic, Old-

Here's Howard Rush with his brand-new, electric-powered Impact. He is using a Plettenberg 20-16 motor, a Castle Creations ICE Lite 75 ESC and a Hubin FM-9 timer.



Eric Taylor signals to start his winning flight in Advanced. He's flying his veteran SV-22. Wes Eakin is holding the ship. Eric's SV-22 was built using a Lost-Foam Warren Truss wing.

Well the wind did calm down and there were quite a few people on the L-pad practicing but I was feeling even worse than I did a few hours before. I waited for dad to finish up the judges' meeting and we went back to the hotel to rest.

I will save you guys the gory details, but I ended up having to go to the emergency room that evening. I



Gordan Delaney brought his gorgeous Pathfinder LE to fly in the Open division. The ship is powered by a PA 51RE with muffler. Unfortunately, Gordan was experiencing some knee problems and had to withdraw from the competition. Tough break for a guy who came all the way from Utah!

was running a fever of 102.6 and at the urging of my family and the advice of Steve Fitton's wife (who happens to be a doctor), I decided I better go to the hospital.

Now this was about 10:30 p.m. and I had to be on the field first thing in the morning for the first round of officials. It turns out that I had an infection caused by some bacteria getting into a small wound. So, after an excruciating ordeal at the ER I was able to get back to the room 3 a.m.; just enough time to get a couple hours of sleep and then head out for officials.

Wednesday was the start of the qualifying rounds, and everything was running smoothly and the weather was nice. A calm but steady breeze was blowing and everyone appeared to be in top form—well, except for me. I was still delirious from lack of sleep and pain medication.

At the end of the day the circle leaders in Advanced were Paul Winter, Eric Taylor, Robert Harness Jr., and Scott Reynolds. The

Open circle leaders for Wednesday were Doug Moon, Kenny Stevens, Paul Walker, and Kaz Minato. Almost fifty percent of the Open contestants opted not to fly their second round flights, but almost one hundred percent of the Advanced guys opted to fly their second round flights.

It got pretty windy in the afternoon on Wednesday, so I guess all the Open guys who were close decided to keep their first round score and hope for a good flight the next day. I am sure that it didn't hurt the judges' feelings to get off a little early, either.

Thursday was another good day for flying, well that is except for the terrible thunderstorm that delayed the contest for a couple hours. Most everyone had good air in the beginning of the qualifying rounds, but that changed shortly after the start of the second round.

Those who flew after the storm had high gusty wind to deal with, and I saw a few people bail out to save their planes from

imminent destruction. Other than the weather, everything else was running smoothly. Dave was doing an excellent job of running his first Nats.

Shareen Fancher and Elaine Brookins were doing an excellent job of getting the score sheets tabulated, and Shareen was even nice to the people who approached the tabulation booth. *(Note to Shareen: Direct your emails and/or phone calls to Derek – Ed.)* It was a glorious thing, I tell you!

After the dust had settled on day two, the top five in both Advanced and Expert circles were set and we all knew who would be flying on Friday. Despite my pain and not flying as well as I would like, I did manage to qualify just three points behind Doug.

The circle leaders for Advanced day two were Paul Winter, Eric Taylor, Robert Harness Jr., and Mike Greb. The Open leaders were Doug Moon, Matt Neumann, Paul Walker, and Kaz Minato.

The weather was better on Thursday and more people flew the second round. Some of them flew because they had to (we call it being on the bubble); it means that it comes down to your last flight to determine if you will make the cut.



Frank McMillan built the Les Demmet-designed Paladin for this Nats. It features a Dave Midgely composite wing and a PA 75 for power. The finish on this ship is spectacular!



The new Nats Champ, Doug Moon, is caught here flying his Riff Raff in level flight. The PA 75 powered ship is an original design by Doug, but it is based on the Bear that was designed by Bob Gieseke. Photo by Will Hubin.

Almost every year there is someone who makes it by less than a point and bumps someone who was going to make it out. Top twenty at the Nats is a big deal and not just anyone can make it. It takes practice and hard work.

Friday: Oh, Friday, the day we all look forward to, is also one of the hardest days of competition in stunt. On Friday it is all or nothing; bring your best two flights to the table or go home. Ninth inning with a 3-2 count and the bases loaded. I think you get the point. It is tough!

I walked out of my hotel at about 6:30 in the morning and the flag in the parking lot was sticking out straight. I thought, "Well, this is not a good sign," and boy was I right. I got to the L-pad and the wind was already blowing a steady 10-12 mph with gusts up to at least 15.

The conditions would not improve for the rest of the day, and at times they were much



Left: Ted Fancher (at left in photo) and Bill Gruber were the appearance point judges. That was a tough job at this Nats as there were so many outstanding airplanes entered.

Below: Matt Neumann had to go to a backup model for this Nats as his newest Stuka was damaged in a freak accident just a week prior to the contest. He did very well with the veteran model and placed eighth.

worse. Dave had volunteered me to fly one of the warm-up flights for the judges. Thanks a lot, Dave! *(Speaking of being volunteered, it seems to be happening to me a lot lately. My writing this article would be another example. Thanks again, Dave!)*

I usually don't mind doing a warm-up flight for the judges. If you can put up a really good flight I think it helps later in the day. On the other hand, if you put up a really bad flight, well... I was not the only person who got volunteered by Dave on this glorious day. Bob Hunt just happened to be standing there when Dave showed up and said that his other warm-up pilot had bailed and he needed a replacement. Bob, being



Gavin Barry flew this Sig Twister to a win in the Junior Stunt event and then acquitted himself well in the Walker Trophy Fly-Off. He'll be one to watch in the future.



Eric Viglione is always so stressed out at the Nats. Looks nervous doesn't he?



the dauntless person that he is, stepped up to the challenge and flew after me in the blustery air.

I don't think either one of us was extremely proud of our flights, but we got through them and we knew what to expect when the officials started. *(Hey, speak for yourself, dude. I was pretty pleased with mine... - Ed.)*

About this time I was regretting not using my other airplane, the Dreadnought. It had proven itself in this kind of wind and I



James Smith, Sam Neibel, and Wayne Smith (L to R) give us a look at their E-Tracers. This design may soon appear as a construction feature in *Stunt News*!



Rich Oliver poses with his veteran RoJett-powered Maverick. He placed seventh this time.



Above: Tabulators Elaine Brookins (left) and Shareen Fancher seem to be having lots of fun adding up the scores ... nah! They are just laughing at us grown men playing with our expensive toys...



Right: Mike Haverly-built Norm Whittle's E-Sultan for this year's Nats. It is powered by an E-flite Power 32 motor controlled by a Castle Creations Phoenix 60 ESC and a Hubin FM-9R timer.

knew that it would be up to the challenge. The Matrix was still new, and I had no idea if it would handle anything worse than the air I flew in during the practice flight.

Well, the conditions did not improve but the show had to go on, so we all had to fly. I will say that it was worse sometimes than others, but nobody, and I mean nobody, had good air on this day. We had been lucky for a few years with some really nice wind at the Nats, but Mother Nature made up for it on Friday.

The contest came down to who could manage the wind and rain the best. We had to take a short break for some heavy rain to pass somewhere near the beginning of the second round. I hoped that after the rain passed the wind would die down a little. Nope! If anything it got worse, and I am fairly certain that I had to fly in some of the worst wind of the day.

Some people who were using wind meters reported gusts of 24-plus mph during my flight. I knew after my flight that I would not have a good enough score to move on to Saturday, but I was happy to still have my plane in one piece. It was one hell of a contest and the guys that made the top five certainly earned it! Those guys were Paul Walker, Bob Hunt, Doug Moon, Bill Rich, and Kaz Minato. Great job, guys!

The Advanced guys were not having any fun, either. They were flying in the same wind as the Open guys and had to deal

with all of the same conditions. Advanced was another tough contest but this would be the final round for all of them. The person who could pull off the best two flights would be this year's Advanced National Champion.

The top three or four guys were truly battling it out, and it was not until the final score was posted that we knew who the winner was. That person was Eric Taylor; he was closely followed by Jason Greer in second and Ricardo Martinez in third. Eric has been working very hard over the past few years trying to claim that title, so I was very happy to see him holding that trophy.

There were 24 people entered in Advanced this year, which is not too bad, but I hope to see a few more next year. If you are an up-and-coming Advanced class flier, you should certainly make a trip to Muncie. The Nats is a great contest in a great location. A lot of people around the country have to deal with less-than-adequate flying sites, like those surrounded by trees. The Muncie L-pad is a great place to fly in some really clean air; also, with all the talent there you can really learn a lot.

Saturday, the day we all want to be a part of, whether it be flying or watching the best stunt fliers in the country, dawned with much better weather. In fact, it was "Stunt Heaven" conditions, so there would be one heck of a battle fought on circle three. Right from the beginning it looked as though it was



Above: And the hardware goes to ... Back row left to right: Here are the Open division winners; Kaz Minato (4th), Paul Walker (2nd), the new Nats Champion, Doug Moon, Bob Hunt (3rd), and Bill Rich (4th). In the front row (L to R) are the new Advanced Nats Champion, Eric Taylor, the repeating Senior Nats Champion, Ryan Young, and the new Junior Nats Champion, Gavin Barry.

Right: Nats CL Precision Aerobatics Event Director, David Fitzgerald gives Doug Moon the ritual dousing with champagne. Doug really doesn't seem to mind! It was a very popular win for Doug.

Below: Bob McDonald came oh so close to making the Top-5 for the first time this year flying his new original design, Apogee-based, ship. He is using a PA 75 fitted with a Smith/Werwage pipe for power. Photo by Will Hubin.



going to be Paul's contest. He put up the highest number in the first round and followed it with the exact same score in the second round.

Bob Hunt and Kaz were pretty close to Paul in the second round, but Doug Moon burned in an incredible flight that topped Paul by three points. It was starting to look like the contest for first place would be between Paul and Doug. Bob and Kaz were neck and neck for the third place spot, but neither one of them could be counted out just yet. A really good last flight and it could still be anyone's contest.

Dave and I went out to watch the final flights of the last round. Bob flew first in the third round and put up what was to be the high-scoring flight of the round. Dave and I watched Paul put up a spectacular third



Left: Jason Greer reprised Bill Werwage's Geo-XL in electric power form and placed a close second in the Advanced class. He uses a Scorpion 3026-710 motor, a Castle Creations Ice Lite 50 ESC, a Hubin FM-2A timer, and Zippy Flightmax 5S 3000 mAh batteries in this ship.

Below: David Fitzgerald presents the Junior Perpetual trophy to Gavin Barry for his win in the Junior division. It looks like there is another generation of the Barry family that will be winning for years to come in this event!



round flight, as well. As usual, he was doing his thing, super hard and flat bottoms done with exacting precision.

It was then Doug's turn to fly. Doug, from takeoff to landing, never faltered as he flew one of the best flights of the week, and it was only topped by his own previous flight that may have been one of the best flights that I have ever seen.

After the final round was done Dave, Bill Gruber, and I walked back to the pagoda to



Yes, we know this shot was used on the cover; we didn't think Doug would mind if we ran it again here ... The Old Master, Bob Gieseke, took great pride and satisfaction in Doug's win. Here he stands with Steve (at left) and Doug with the trophy that bears his name five times!

watch the finals scores go up on the board; as we walked back we discussed who we thought won. Dave said that he thought Paul had it by a nose, and Bill said that Doug had won it, no question. For me, it was so close that I simply could not call it. Paul and Doug both had outstanding flights and it was just too close to make a call.

As we all stood around the score board I could see the look of anticipation on both Doug and Paul's eyes, and when Dave wrote those final scores on the board the crowd exploded in cheer. Paul was one of the first to congratulate Doug (who was in complete shock!), and the rest of the crowd lined up to do the same. I talk to Doug quite a bit, and I am not sure if the fact that



Above: Ryan Young receives the Senior perpetual trophy from Dave Fitzgerald. Ryan will be flying in Open next year. That fact should keep many of the current Open competitors awake at night for a while...

Right: Ten-time Nats Champion, Paul Walker finished a very close second this year. Paul flew a brand-new, electric-powered Impact original that featured a transparent finish on the wing and tail. Paul used an E-flite Power 32 motor, a Castle Creations Phoenix 60 ESC, a Hubin FM-9 timer and ThunderPower 5S 2700 mAh 65C batteries in his ship.

Below: Kaz Minato again brought his stunning F6F Hellcat semiscale stunter to the Nats. He placed a very competitive fourth in Open. Kaz's ship features composite construction from molds that Kaz made himself. It's just beautiful!



he won has sunk in completely just yet.

The contest was not over just yet, though. The Juniors and Seniors had flown and the winner from each class would have a chance to take on Doug. In Junior there was only one entry, my son Gavin Barry. He cannot fly the full pattern yet, and I told Dave that I didn't know how I felt about him being the only Junior and not knowing the pattern.

Dave said that he was here, he was a Junior and he was going to fly (!), so that pretty much settled that. Gavin flew all three of his flights and became this year's Junior National Champion, and I think that he and I are the first father/son team to both have our names on the Junior trophy. This was a proud moment for me, and Gavin is even more driven to learn the pattern and come back next year to defend his title, hopefully against some more Junior contestants.

In Senior there were three entries but only two showed up to compete—Ryan Young, defending National and World Champion, and Sam Niebel. Sam has been improving over the years and he did an excellent job of not letting Ryan run off with the trophy.

In all three rounds Sam improved, and his

last round score was a 515.20, which is his highest-ever Nats score, I do believe. He just could not overcome Ryan's flying, but that is how it goes. Ryan is a very tough competitor and can fly with some of the best in the world. Ryan almost qualified in the top 15 when he and I were at the World Championships two years ago.

The Walker Cup Fly-Off would be Doug Moon, Ryan Young, and Gavin Barry. Gavin was up first, and since he



Eric Taylor has been close to winning in the Advanced division on a couple of occasions; this time he sealed the deal flying his SV-22. Here's another excellent flier who will be competing in the Open or Expert division next year.



Above: The trim schemes on Bill Rich's planes are always colorful and original. This year's effort was just one more example of great craftsmanship and finishing technique for Bill. Power for this ship is a PA 65 with a Smith/Werwage carbon tuned pipe.

Left: Bob Hunt rebuilt and refinished the Crossfire Extreme that was damaged at last year's Nats by a rogue "dust devil." He powers it with an E-flite Power 25 motor, and uses a Castle Creations Phoenix 45 ESC, a Hubin FM-9 timer and Hyperion 4S 4000 mAh Lipo batteries. He placed third with this combination in Open.

could not fly the entire pattern he opted to fly just once and save the judges having to spend more time in the sun.

He went out and did the best he could and had officially flown in his first ever Walker Cup Fly-Off. Ryan had a different plan. There have only been a small number of people to win the Walker Cup as a Senior, and he wanted to add his name to that list.

Unfortunately, Ryan had two back-to-back over runs and that would prevent him from giving Doug the run for the money that he had intended. After the three rounds were over, Doug Moon was our new Open National Champion and Walker Cup Winner. Congratulations, Doug!

—Derek Barry



CL Intermediate Stunt

by Robert Brookins

Scott Harness won the Intermediate class flying his Indy Rap design. That's his dad, Bob Harness Jr., with Scott.



Left to right are Jerry Phelps (score runner supreme ...), Elaine Brookins and Merry Phelps. Elaine and Merry, along with Buzz Brodak, did the really hard work of tabulating while Jerry was out running and kibitzing...



Left: Dennis Moritz, of the Philly Flyers, flew this Vector 40 to seventh place in Intermediate. It's powered by an LA 46 with muffler pressure and a uniflow tank.

The weather was warm and dry, but the winds were not as high on the morning of the start of the Intermediate class. Seven fliers arrived early to practice before the heat started.

Brodak Manufacturing, from Carmichaels, Pennsylvania, sponsored the event. It was a great day of flying for the participants. No planes were lost and all received plaques with a picture of them and their planes.

1 st place	Scott Harness	522.5
2 nd place	Bob Hudak	469.5
3 rd place	Bob Krug	456.0
4 th place	José Parodi	451.0
5 th place	Jeff Traxler	443.0
6 th place	Don Sopka	378.0
7 th place	Dennis Moritz	337.5

Judges: John Brodak and Don Ogren

Pit Boss: Linda Gleason

Runner: Jessy Phelps

Tabulators: Merry Phelps, Buzz Brodak, and Elaine Brookins

Treat Maker: Shirley Sheeks

Weigh Master: Joe Peters

Pull Tester: Joe Peters and Linda Gleason

The event ran smoothly, thanks to all the volunteers who helped.

José Parodi from Puerto Rico flew a beautiful Super Chipmunk and won the Pilots' Choice award. Bob Krug won the Best Brodak Kit award with his Brodak Strega.

Scott Harness, from New Mexico, jumped up to Advanced for the rest of the contest. Congratulations, Scott.

The number of pilots was a little lower this year. It was nice to see some new faces, and hopefully there will be more next year.

—Bob Brookins



Left: Bob Krug hails from New Jersey and is a member of the legendary Garden State Circle Burners club. He placed third in Intermediate flying this modified Strega. Bob's ship is powered by a RoJett 76 engine and pipe. Bob won the Best Brodak Kit award. His ship is finished with Brodak dope on the fuselage and with UltraCote on the wing and tail.



Above left: Darrell Harvin served in many ways for the unofficial Nats Stunt events. For Intermediate he weighed planes, along with Joe Peters, to establish the correct amount of pull test for the planes entered.

Above right: Don Sopka flew this Sig Chipmunk at the Nats. It is powered by an FP 40. Don asked us to include the following: "The ongoing support of the Intermediate and Beginner events at the Nats by John Brodak and others is most appreciated by all who fly in those events." We wholeheartedly agree!



John Brodak (at left in photo) and Don Ogren volunteered to judge the Intermediate flights. John's support and sponsorship of these unofficial events, as always, is extremely generous and most appreciated!



Above: Bob Hudak flew this very clean, electric-powered Legacy to a second place finish in Open Intermediate. The power train consisted of an Emax 2826 motor, a Castle Creations Ice Lite 50 ESC, a Hubin FM-9 timer and ThunderPower 4S 2700 mAh batteries.



Top right: Jeff Traxler flew this colorful, electric-powered, profile Pathfinder to fifth place in Intermediate.



Right: Jose Parodi captured the Pilot's Choice award with his very neat and colorful Sig Chipmunk. He also placed fourth place in Intermediate.

CL Beginner Stunt

by Allen Brickhaus



Here's the lineup of Open fliers in the Beginner class. Looks like a lot of new blood!

Eleven Open and seven Junior/Senior pilots vied for the Beginner CLPA crown at the 2012 Nationals. The event was flown on Monday along with the Intermediate contest run by



Above: Dale Josephson, Wes Eakin, Steve Smith, Mark Overmier, and Eric Taylor judged and critiqued for us in Beginner.



Left: One of the Eagle's Nest traveling trophies appears as displayed on the field. Both classes had a similar trophy.



Here on display are the prizes donated by so many caring individuals for the 2012 event.

Bob Brookins and his volunteer workers.

Pilots came from eight states and Canada to compete in this year's Beginner wars. Ninety prizes were donated by caring Control Line people and everyone got to go through the line five times to choose their own prizes. Allen Brickhaus applauds the friends who have given to the Beginner program. Roger Ladds of England donated to this cause as well! Thanks, Roger.

The Open winners were as follows: 1st Dan Bregar (243.7); 2nd Steve Drake (228.0); 3rd Steve Gerding (236.3); 4th Harry Crespo (202.7); 5th Bill Allen (165.7); 6th Kevin Hines (163.3); 7th Terry Bentley (130.7); 8th Joe Eastman (129.7); 9th John Bodde (117.7);

10th Naomi Macklem (111.7); and Paul Barbour (85.7). The Junior/Senior winners were 1st Kevin DeMauro (183.3); 2nd Samantha Hines (153.3); 3rd Ben Mills 128.7); 4th Marquis Thurman (114.0); 5th Marcus Schwartz (110.7); 6th Chris Lamb (105.0); and 7th Chuck Carter (95.7).

If anyone has items in their closets, workshop, or shed that would help a Beginner-class flier move up to Intermediate, contact Allen Brickhaus in order to perhaps donate them to the 2013 Beginner's event.

Both of the Eagle's Nest traveling trophies were paid for by the Bob Howard family of the Texas area and built by Harry West



Ruth Schroeder and Rebecca Smith accomplished our tabulations for Beginner.

of the Paducah Aero Modelers. Support for the contest comes also from members of the Paducah Aero Modelers, the New Albany Skyliners, the Peoria Wyreflyers, the Chicago Circle Cutters, and the St. Louis-based Lafayette Esquadriile.



Byron Barker whipped the pilots in line as the Pit Boss. Thank you, Byron.



Bob Schroeder posted all the scores as delivered from the scoring table.



Featured here are the Junior/Senior winners as listed in the column.

Steve Gerding flew this profile Pathfinder in Open Beginner. It is powered by an LA 46 engine. A neat and colorful ship!



Joe Eastman flew this S-1 Ringmaster and painted it in the traditional "kit box" scheme. Brings back memories, doesn't it?



Kevin Hines flew this Brodak P-40 profile and powered it with a Brodak 40 engine. He placed sixth in Open Beginner.

Classic Stunt

by Derek Barry



Above: Allen Brickhaus reprised Louis Van Den Hout's 1964 vintage Olympus. He's been flying this ship for several years, and it still performs extremely well.



Above right: Allen Goff built this Gieseke Nobler for Classic competition. He trimmed it to look very much like the ones that Bob Gieseke flew to several Nats wins in the 1960s and 1970s.

The weather was hot, the grass was dry, and the wind was blowing, but that didn't stop Classic Stunt from taking place this year. I counted 25 entrants in the Classic event at the Nats and just as many beautiful airplanes.

I may be young in comparison to a lot of the people who fly control line, but classic designs are still among my favorites. I always enjoy looking at all the well-finished tributes to the early years of stunt.

One of the highlights this year was seeing what Kenny Stevens was flying in Classic. Kenny brought a Shark 45 that Lew McFarland had built and started to finish prior to leaving stunt; this would be the last Shark that Lew ever built.

Kenny refinished it in Lew's memory after his passing last year, and it truly is a work of art. One of the features of this plane is removable wingtips that Lew added to make it fit into a travel box. I found this addition very cool, and I wish that I would have been around when Lew was flying. I have only heard great things about him.

I was fortunate enough to meet Lew many years ago. He came to an Eastern vintage stunt contest held in Tifton, Georgia. I was flying a Dolphin at the time, and Lew was kind enough to sign the outboard wing for me. I wish that plane was still around, but sadly it was lost with many other things in 2007.

Just a side note: There were five Lew McFarland airplanes present at this year's Classic Nationals: four Sharks and a Ruffy.

This year the competition was strong, and with people like Gordon Delaney, Charlie Reeves, Joe Gilbert, John Simpson, and Jim Rhoads present, it would be a tough contest for sure. Gordon



Bob Harness built this colorful version of Bill Werwage's 1959 Ares for Classic competition.



Above: Charlie Reeves built this flawless replica of his version of Lou McFarland's Humbler. That was the actual name of the ship before it was renamed the Shark prior to being kitted by Jetco.

Above right: Don Ogren designed this semiscale Japanese Zero stuntler back in 1958. He powered it with a Fox 35. It was brand new at this Nats and Don elected not to fly it in competition until it was properly trimmed.

Below: A paint scheme can really change the character of a model! Gordan DeLaney built Bill Werwage's USA-1 and trimmed it to look like a Kawasaki Tony.



No one has more fun at a model airplane meet than Dennis Moritz. He flew this Midwest Magician in Classic at the Nats this year. It features a Tower 40 engine.



Above: James Mills flew this Shark 45 in both Classic and in the Advanced PA event. It's a versatile model!



Above right: Jim Rhoades won Classic Stunt flying this Jerry Worth designed Apterix. The model features an outstanding finish.



Rich Giacobone flew his Bob Hunt-designed Caprice in Classic this year. It has an Aero Tiger 36 in the nose and it flies clockwise!



Above: John Simpson flew his original design Cavalier to a very close second place in Classic Stunt. It is powered by an Aero Tiger 36 engine.



Above right: Mike McHenry applies a pull test to his A-7 Corsair II Classic entry. Mike's dad designed this ship back in the 1960's and it is an outstanding performer.

Below: Mike Schmidt flew this, Bob Gialdini-designed, Eclipse in Classic. This model was featured as a construction article in Model Aviation. One more piece of CL Stunt history preserved! Thanks Mike...



was flying his incredible Zero-themed USA-1, and it looked as though he had a good chance to win.

John Simpson was flying his own design Cavalier and was putting on quite a show. Jim Rhoads was flying an incredibly well-finished Jerry Worth Apteryx and was also putting some really big numbers on the board. After the first round Jim was leading Gordon by two points and John was right behind them; at this point it could have been anyone's contest. It would all come down to who could put in another great flight, and with the wind steadily increasing, it would be very hard to improve.

In round two Gordy and Jim dropped a few points, but John had flown a really good flight and was the leader for this round. Unfortunately, it would not be enough.

At the Nats in Classic competition, the flights are flown on two circles. In round one half the people fly on circle one and the other half on circle two. In round two they swap circles and the scores from each flight are added together.

This makes for a very hard contest, very similar to the qualifying round for top five later in the week. After it was all said and done, Jim Rhodes came out victorious, just half a point in front of John Simpson and two and a half points in front of Gordon Delaney. Congratulations on your victory, Jim. It was well earned.

Thank you Darrell Harvin for being the Event Director of Classic and Old Time this year. I hope we have you back next year.

—Derek Barry



Above: Scott Harness flew the Dennis Shauer-designed Gladiator. His dad, Bob Harness Jr. was featured in the original article about the Gladiator that appeared in American Modeler in the 1960s.

Above right: Ryan Young (at left in photo) and Mark Overmier are busy judging a Classic Stunt flight. Volunteers such as Ryan and Mark are who keep these unofficial and fun events alive.

Right: Vince Bodde flew his Dee Rice-designed Oriental in Classic this year.

Below left: Tom Dixon's choice of weapon for Classic competition was the Predator. It features a Double Star engine.

Below right: Wes Dick flew this Bill Werwage-designed 1962 Ares. It is powered by an Aero Tiger 36 engine.



Old-Time Stunt

by Darrell Harvin

There were 15 total OTS entries. There was some really nice consistent flying.

Ties were broken with the highest first or second flight. Most of the volunteers listed in Derek's Classic report performed the same tasks for OTS with a few exceptions. And I would also like to thank them for their time and effort.

Judges: Frank Williams and Ted Fancher

Pull Tester: Frank Williams

Event Director: Darrell Harvin

Event trophy sponsor: Randy Smith

Best flight of two flown.

Name	Score	Plane	Engine
1. Joe Gilbert	318	Humongous	Anderson 65 Ignition
2. Mike Scott	308.5	Jamison	Aero Tiger 40
3. Carl Shoup	306	Belfry Bound	
4. Charles Reeves	305	Big Job	Fox 59
5. Allen Brickhaus	305	Adams Special	LJ Fox 35
6. John Wright	302		
7. Dan Banjock	301.5	Galloping Comedian	
8. Dale Barry	295.5	Jamison Special	
9. Tom Dixon	295.5	All Australian	Double Star 40 BB
10. Jim Lee	295.0	Go Devil	

Best Appearing Model: Charles Reeves' Big Job

Sprit of '52: Jim Lee's Go Devil



Above: Dale Barry flew his well-traveled Jamison Special in Old-Time Stunt this year.

Below: This Harold "Red" Reinhardt-designed Galloping Comedian was built and flown by Dan Banjock. It is powered by a Fox 35 and features a custom, spun-aluminum cowl by Dan.



Talk about unusual! The Dale Kim-designed Belfry Bound is unlikely to be mistaken for any other design. Carl Shoup has built several of these models and they all fly extremely well!





Left: Jim Lee brought his veteran Go-Devil. It is Ignition powered and with it Jim captured the Spirit of '52 award.

Above: Charlie Reeves flew this gorgeous, Fox 59-powered Big Job in OTS.

Bottom left: Mike Scott flew this Jamison Special to second place in OTS this year.

Bottom right: The Jamison Special is a popular choice for OTS! This one was flown by Mike Schmidt.



Scores

C/L Precision Aerobatics AMA National Championships, 2012								
Event 322 Junior								
Contestant	Flight 1		Flight 2		Flight 3		Total Score	Place
	Flight Order	Score	Flight Order	Score	Flight Order	Score		
Gavin Barry	1	134.80	1	141.60	4	157.00	298.60	1

C/L Precision Aerobatics AMA National Championships, 2012								
Event 322 Senior								
Contestant	Flight 1		Flight 2		Flight 3		Total Score	Place
	Flight Order	Score	Flight Order	Score	Flight Order	Score		
Ryan Young	4	524.80	3	534.00	1	544.40	1078.40	1
Sam Niebel	2	481.40	4	503.20	3	515.20	1018.40	2
Houston Schweitzer	3	0	2	0	2	0	0.00	3

C/L Precision Aerobatics AMA National Championships, 2012 Event 322 Open

Place	Contestant	Wednesday		Thursday		Qual. Total	Fraction of group leader	Friday		Semifinals Total
		Round 1	Round 2	Round 1	Round 2			Round 1	Round 2	
Q	Bob Hunt	582.00	0	562.33	0	1144.33		568.33	551.00	1119.33
Q	Kaz Minato	558.33	0	544.00	0	1102.33		560.67	575.67	1136.33
Q	Doug Moon	568.00	0	580.33	0	1148.33		560.33	571.00	1131.33
Q	Bill Rich	553.00	550.67	558.67	538.00	1111.67		554.33	552.67	1107.00
Q	Paul Walker	592.33	0	571.00	0	1163.33		574.00	569.33	1143.33
6	Robert McDonald	528.33	0	512.00	518.67	1047.00		546.33	560.00	1106.33
7	Richard Oliver	549.33	0	534.67	0	1084.00		559.00	542.33	1101.33
8	Matt Neumann	541.33	0	552.67	0	1094.00		540.33	556.33	1096.67
9	Bud Wieder	520.67	509.33	533.33	525.00	1054.00		547.00	548.00	1095.00
10	Derek Barry	563.67	0	581.33	0	1145.00		543.33	547.67	1091.00
11	Howard Rush	526.33	524.67	523.67	524.00	1050.33		536.00	549.67	1085.67
12	Frank McMillan	487.67	531.67	556.67	0	1088.33		543.67	537.33	1081.00
13	Steve Fitton	549.33	0	527.33	464.67	1076.67		529.33	547.33	1076.67
14	Kenny Stevens	551.33	0	538.33	0	1089.67		533.67	534.33	1068.00
15	Allen Goff	525.67	0	509.67	504.00	1035.33		530.00	537.00	1067.00
16	Steve Moon	565.33	0	521.33	543.33	1108.67		531.00	533.33	1064.33
17	Frank Williams	558.33	0	552.00	529.00	1110.33		519.33	527.33	1046.67
18	Gene Martine	524.67	517.33	553.00	532.33	1077.67		289.67	0	289.67
19	Germanico Becerril	518.00	481.67	513.67	491.33	1031.67		0	0	0
19	Gordan Delaney	528.33	0	556.33	562.00	1090.33		0	0	0
21	Joe Gilbert	558.33	528.33	547.33	545.33	1105.67	.950			
22	Tom Dixon	508.00	493.33	521.67	493.00	1029.67	.941			
23	Darrell Harvin	509.00	0	516.00	497.33	1025.33	.937			
24	Michael McHenry	507.67	363.67	515.67	512.33	1023.33	.935			
25	Joe Bowman	509.33	487.67	513.67	513.33	1023.00	.935			
26	Eric Viglione	515.67	81.33	502.67	502.33	1018.33	.924			
27	James Smith	504.33	503.67	502.67	513.00	1017.33	.923			
28	Jim Rhoades	500.67	504.33	509.67	497.00	1014.00	.920			
29	Robert Storick	501.33	0	0	502.33	1003.67	.917			
30	David Trible	512.67	0	539.00	535.33	1051.67	.916			
31	Dale Gleason	503.67	501.33	544.33	533.67	1048.00	.913			
32	Alberto Haber	536.33	522.33	513.67	513.00	1050.00	.903			
33	Wayne N. Smith	516.33	508.67	524.33	519.00	1040.67	.895			
34	Wesley Dick	509.67	0	516.67	0	1026.33	.894			
35	Jim Schuett	486.33	456.33	497.00	495.00	983.33	.892			
36	Jim Lee	488.00	474.00	481.33	493.33	981.33	.890			
37	John Wright	507.33	0	492.33	503.67	1011.00	.880			
38	Richard Giacobone	501.33	0	501.67	462.00	1003.00	.873			
39	Leonard Bourel	519.33	506.00	485.33	496.00	1015.33	.873			
40	Allen Brickhaus	506.33	0	0	462.67	969.00	.844			
41	John Leidle	471.00	206.00	0	0	471.00	.405			

**C/L Precision Aerobatics
AMA National Championships, 2012
Event 325 (Advanced)**

Place	Contestant	Wednesday		Thursday		Qual. Total	Fraction of group leader	Friday		Finals Total
		Round 1	Round 2	Round 1	Round 2			Round 1	Round 2	
1	Eric Taylor	484.33	499.00	516.67	514.33	1015.67		506.33	510.67	1017.00
2	Jason Greer	520.33	507.33	492.00	513.33	1033.67		499.00	513.00	1012.00
3	Ricardo Martinez	518.67	515.67	486.33	519.67	1038.33		474.00	521.67	995.67
4	Robert Harness, Jr.	465.00	542.33	519.00	0	1061.33		507.33	476.00	983.33
5	Paul Winter	509.67	515.67	542.67	0	1058.33		490.00	481.33	971.33
6	Mike Greb	486.67	467.33	503.67	505.00	991.67		499.33	470.00	969.33
7	William DeMauro	495.33	507.00	539.67	0	1046.67		468.67	491.67	960.33
8	Wes Eakin	469.00	478.33	479.33	429.67	957.67		472.00	483.67	955.67
9	Mark McKinney	0	473.33	486.00	480.00	959.33		481.00	473.67	954.67
10	Roger Wildman	372.67	496.67	479.67	0	976.33		482.67	459.67	942.33
11	Mike Haverly	482.67	455.00	487.33	483.67	970.00		482.67	452.33	935.00
12	R. Lesley Byrd	487.33	470.33	431.67	0	919.00		456.67	476.67	933.33
13	Mike Schmitt	493.33	493.00	507.33	497.00	1000.67		486.00	443.67	929.67
14	Chris Stevens	475.33	484.67	477.67	467.00	962.33		459.33	455.00	914.33
15	James Mills	483.33	429.67	502.00	491.67	985.33		421.00	476.67	897.67
16	Fred Krueger	456.67	454.67	470.00	460.00	926.67		443.67	452.67	896.33
17	Scott Reynolds	492.67	485.00	491.33	0	984.00		474.00	411.33	885.33
18	Dennis Moritz	390.33	335.67	338.33	0	728.67		349.67	420.00	769.67
19	Samuel Niebel	445.67	478.33	518.33	478.00	996.67		463.67	0	463.67
20	Greg Voumard	473.67	498.00	495.67	512.67	1010.67		392.33	0	392.33
21	Donald Ogren	450.00	457.33	471.33	0	928.67	.914			
22	Scott Harness	448.33	405.00	467.33	0	915.67	.863			
23	Robert Brookins	348.33	369.33	445.00	0	814.33	.802			
24	Robert Krug	0	0	0	0	0	0			
24	Walt Brownell	0	0	0	0	0	0			

**C/L Precision Aerobatics
AMA National Championships, 2012**

Event 322 Open Finals

Contestant	Flight 1		Flight 2		Flight 3		Total Score	Place
	Flight Order	Score	Flight Order	Score	Flight Order	Score		
Doug Moon	2	568.80	5	589.40	4	585.80	1175.20	1
Paul Walker	1	586.40	2	586.40	5	584.00	1172.80	2
Bob Hunt	3	577.40	4	580.40	1	586.00	1166.40	3
Kaz Minato	5	578.40	3	580.60	3	580.00	1160.60	4
Bill Rich	4	569.80	1	575.60	2	580.60	1156.20	5

**C/L Precision Aerobatics
AMA National Championships, 2012**

Event 322 Walker Cup Flyoff

Contestant		Flight 1		Flight 2		Flight 3		Total Score	Place
		Flight Order	Score	Flight Order	Score	Flight Order	Score		
Open Champion	Doug Moon	2	557.60	3	561.60	3	0	1119.20	1
Senior Champion	Ryan Young	1	476.40	1	473.60	1	549.60	1026.00	2
Junior Champion	Gavin Barry	3	126.20	2	0	2	0	126.20	3

**C/L Precision Aerobatics
AMA National Championships, 2012**

Event 325 (Advanced) Finals

Contestant	Circle 1		Circle 2		Total Score	Place
	Flight Order	Score	Flight Order	Score		
Eric Taylor	2	506.33	13	510.67	1017.00	1
Jason Greer	19	499.00	2	513.00	1012.00	2
Ricardo Martinez	6	474.00	19	521.67	995.67	3
Robert Harness, Jr.	17	507.33	10	476.00	983.33	4
Paul Winter	15	490.00	6	481.33	971.33	5
Mike Greb	16	499.33	7	470.00	969.33	6
William DeMauro	5	468.67	17	491.67	960.33	7
Wes Eakin	9	472.00	18	483.67	955.67	8
Mark McKinney	11	481.00	3	473.67	954.67	9
Roger Wildman	12	482.67	8	459.67	942.33	10
Mike Haverly	13	482.67	5	452.33	935.00	11
R. Lesley Byrd	10	456.67	16	476.67	933.33	12
Mike Schmitt	14	486.00	9	443.67	929.67	13
Chris Stevens	4	459.33	14	455.00	914.33	14
James Mills	8	421.00	12	476.67	897.67	15
Fred Krueger	20	443.67	1	452.67	896.33	16
Scott Reynolds	1	474.00	11	411.33	885.33	17
Dennis Moritz	3	349.67	20	420.00	769.67	18
Samuel Niebel	18	463.67	4	0	463.67	19
Greg Voumard	7	392.33	15	0	392.33	20

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**C/L Precision Aerobatics
AMA National Championships, 2012**

Event 322 (Open) Semifinals

Contestant	Circle 3		Circle 4		Total Score	Place
	Flight Order	Score	Flight Order	Score		
Paul Walker	10	574.00	11	569.33	1143.33	Q
Kaz Minato	19	560.67	4	575.67	1136.33	Q
Doug Moon	20	560.33	9	571.00	1131.33	Q
Bob Hunt	4	568.33	13	551.00	1119.33	Q
Bill Rich	5	554.33	19	552.67	1107.00	Q
Robert McDonald	11	546.33	10	560.00	1106.33	6
Richard Oliver	8	559.00	14	542.33	1101.33	7
Matt Neumann	15	540.33	2	556.33	1096.67	8
Bud Wieder	1	547.00	15	548.00	1095.00	9
Derek Barry	13	543.33	7	547.67	1091.00	10
Howard Rush	14	536.00	1	549.67	1085.67	11
Frank McMillan	3	543.67	12	537.33	1081.00	12
Steve Fitton	16	529.33	8	547.33	1076.67	13
Kenny Stevens	7	533.67	16	534.33	1068.00	14
Allen Goff	17	530.00	3	537.00	1067.00	15
Steve Moon	6	531.00	17	533.33	1064.33	16
Frank Williams	12	519.33	5	527.33	1046.67	17
Gene Martine	9	289.67	18	0	289.67	18
Germanico Becerril	18	0	6	0	0	19
Gordan Delaney	2	0	20	0	0	19

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A CHAMPION'S

Part 4

2012 US Nats Open Champion: Doug Moon

I was thinking about the results of the US Nationals... It occurred to me that the comeback victory which Doug Moon achieved this year may have been the greatest one in Nats history (with the possible exception of the year that Bob Hunt backed his car over his Genesis 46 Mk III, then repaired it and won the 1976 Nats with it on the same day!). In 2011 Doug's model hit the pavement during Top 20 Day to effectively end his Nats.

Disappointed and dejected—no doubt, he (excuse *the pun*) “Doug deep” internally—a new model; a new year; a new US Nats Champion!

What a way to pick yourself up off the canvas and win your first Open Nats Championship. There must be an underlying story about what it took for Doug Moon to rise beyond self doubt to demonstrate exactly what is the essence of A Champion's Motivation; so we asked him about it.

PJ: *From the disappointment of last year's crash, after looking good during qualification, not to mention being so close in 2010, where do you feel your motivation comes from?*

DM: The motivation to win it all has been there for a very long time. It goes all the way back to around 1996-1997 when I really started to fly well locally and nationally in the Advanced ranks. Placing well and winning only drives me to win more; I hate losing as much as I love winning.

This is the payoff for traveling a long, hard road and putting in countless hours of building and flying. Doug Moon is the new National Champion and Walker Trophy winner!



S MOTIVATION

by P.J. Rowland

For me it's a fine line, but as anyone knows, entering competition means you will most likely lose more often than you win.

Getting around that and focusing on the long haul just comes with the territory. Crashing in 2011 only brought on more questions of myself: Can I really do this? Will I ever be able to climb to the top?

I had been beaten in 2010 by Billy Werwage by five points for the Open Championship. It was disappointing. Finishing second is quite a bit different than third, fourth, fifth, etc.; it has a different feel and a level of frustration that is not experienced in those other finishing positions. It can be very motivating and make you work harder and harder.

I treated the crash like a freak accident. It sure felt that way. I was told time and time again, "*It happens to all of us.*" It was actually a lot easier to take the crash—that one anyway—than the second place from just one year before. However, the crash

had more of an effect on my flying. I just didn't realize this until later.

During practice at this year's Nats when entering the outside square, one of my coaching tips was, "*You're not going to crash; you have time.*" I didn't realize how much I had *not* gotten over crashing in 2011 until I started to really bear down and practice.

I couldn't drive the plane home on that maneuver, or the outside portion of the square eight. I had to develop a new in-flight coaching tip. I would say that *out loud* just before entering the maneuver and it worked. I have several "out-loud" tips that I say before each maneuver.

Hearing them out loud actually clears my mind of the last maneuver and helps me focus on the one at hand.

PJ: *Nothing should be more relaxing than the long drive home with that legendary Walker Trophy in Hand. Some National wins*



To win the Nats you must fly well and build and finish well too. Doug's Riff Raff sat on the second row at the appearance point venue, garnering 18 out of a possible 20 "pretty" points. There were no 20-pointers this year!

"How did he do that?"

come easy, and some are more of a struggle. To quote a line from one of my favorite movies: "Fate it seems isn't without a sense of Irony." Tell us a bit about your trip home.

DM: The drive home was surreal. It really has taken a long time for this to sink in. Knowing the trophy was riding on top of the Suburban on the way home and checking in the mirror time after time to make sure it was really actually there was a weird feeling—a feeling I had always hoped would happen, yet it wasn't what I thought it would be.

It was more disbelief than anything at that point. Sometimes it was quiet and I would say, "Holy crap, I won the Nats!" My brother, Steve Moon, would laugh, or say, "Hell yeah you did!" I am always quick to remind him he has played a *huge* role in my winning this thing.

His support and help over the years has been tremendous, and without it this result was simply not possible. I may be the one moving the handle, but this is definitely a team effort.

I didn't expect to spend an extra three hours changing a front wheel bearing on the Suburban in the parking lot of an O'Rielly's auto parts store. We were about two and half hours into the trip home when the ABS light came on.

Steve was thinking, "Great! More money I have to spend." Then a few minutes later I felt a hard pull to the right and we heard parts bouncing off the bottom of the truck. Not a good feeling at eighty mph. A quick move to the side of the road followed, and we quickly found that the right front wheel bearing had decided it had endured enough abuse and decided it was time to just give up the fight. A cop pulled over a few

minutes later and called a wrecker for us.

After about twenty minutes a guy showed up with a flatbed and began to pull the Suburban up onto the bed. While he was doing that, fellow District VIII fliers, Joe Bowman and Nan Beavers, pulled over to make sure all was well. At the same time another call pulled over.

Remember, we were in the middle of nowhere in central Illinois. A large older woman and small young woman got out of the car and started walking over towards us. We thought they were going to talk to the wrecker driver. But no, they came right over to us and very politely asked us "Do you know where the Danville Correctional Institution is?" Blank stares come across my son Jake's face and mine, for sure.

Steve was quick to act and pulled out the trusty road Atlas. He found Danville, Illinois, on the map, and I think it showed where the facility was, as well. They were about 150 miles in the wrong direction!

They began to argue a little but then thanked us and they were on their way. I must say that is one of the oddest things I have ever had happen. The wrecker got us to the auto parts store and we were done with that in no time. Both of us having done that type of repair before really helped, not to mention the guys at the store who let us use whatever tools we needed at *no charge*.

PJ: *With such a proven winning package, what's next? Refine the program or venture into new territory to stay ahead of the competition?*

DM: Do I have any new ideas for a new plane or plans? I have acquired a NIB PA .75 and pipe. A new plane will be built around it for sure. I was even thinking of some molded parts.

I have a vacuum pump and the gear needed for creating these types of parts. I am not sure it will be completed in time for 2013, but I already have a cool paint scheme in my head. It's going to be more complex than the last one, which will in turn mean more mistakes

You would think that after winning the Nats that your week would continue to go pretty well. That was not the case for the Moons on their trip back to Texas. See the text for details ...



and corrections will have to be made.

It's almost self-imposed torture when it comes to finishing these things. I have seen the photos of you (PJ) sitting outside sanding your model with paint and dust all over the place. I am sure you and just about everyone else out there that does this feels or has felt the same way at some point along the way.

PJ: *Many successful people talk about the support from friends and family. Let us know how close and inspirational your family has been.*

DM: My family has always been very supportive of my stunt flying. From my parents, who used to come out and watch in the early days when Steve and I would try to make a successful flight, to my wife and kids, as well.

I am not going to sugarcoat it, though; it does get tough to try to fit in evening flight sessions and leave the wife at home to put three little ones to bed on her own. However, she knows how much a part of me this stunt stuff really is, as I was already involved in this when we met. She has seen my love for stunt never wane.

I love her and thank her for her support more than she will ever know. Now, she is watching as I slowly introduce it to my children.

Family support has always been a no brainer. At the 2010 Nats, during practice flying on Monday, the plane that I had built in 2002 folded the wing and went straight in. I was certain it would be a week of judging for me. I called my mom to give her an update as to what had happened.

She asked if I had my backup plane with me. I said, no, that it wouldn't fit, so we had to leave it at home. Without hesitation she pulled the phone away and said to my dad as he walked by, "Do you want to drive to Muncie and take Doug's backup plane to him?" I was on the line saying, "No, really, you don't have to do that or even think of it." She didn't hear me, or acted as



A contaminated spray gun caused all sorts of grief for Doug during the finishing process on the Riff Raff. You just never know what will cause problems. Those who persevere and work through the problems are the ones who usually eventually win. Clean those guns, guys!

though she didn't. After about a two-second pause and I heard my dad say... "Sure."

From their house, Muncie is just over 1,000 miles. He picked up the plane and the next day it was in Muncie. Later that week I finished second to Billy Werwage. Support is without question always been there.

I can't go on here without saying that support from my local flying friends goes a long way. A large part of my flying and building influence comes from Bob Gieseke. Early on he really showed me the kind of work and dedication it was going to take to be competitive at this game. He used to be a flying and building machine; he also practically lived at our field. If the weather was good he was there.

Mike Scott is another one who has been there from the beginning. This guy lives and breathes stunt. Mike, Bob, and Steve really helped coach me along at the field and on the building table, I also received some very good coaching from Brad Walker. John Grigsby was a big help in the early 2000s.

Bill Bischoff of Mike's Hobby Shop got me onto my first really good flying profile, his design. Dale and Linda Gleason have been there the whole way. They are an integral part of the Dallas Stunt scene and are a large part of each and every local contest.

Tom Farmer from the early days helped out quite a bit. Also,

"How did he do that?"



Left: A clean, accurate, and light airframe. These attributes are prerequisites for a top stunt competition model. Doug's work is magnificent and covers all the bases.

Below: The Riff Raff did not have an easy birth; this is the spray booth where the contamination took place. It's enough to test your resolve.

he is a national drag racing champion, so that is really cool, too.

Bill Wilson gave me, and continues to give me, priceless information when it comes to painting and finishing my airplanes. I am certain I have beaten him down a few times asking the same questions year to year. Thanks, Bill, for all the help.

Phil Nickels was always on the scene judging and working on patterns and giving pointers when they were needed. The list goes on and on and on. There is no way I could have done it without all the help and support from the local fliers. I can't list them all here, but I know who they are and I thank each and everyone them.

PJ: Your new model is superb; a Nats winner and an "18-pointer." When did you start to feel that this might be the one?

DM: The new model is my best finishing effort to date. It took some real patience to get through this one. I had some real disasters along the way. A new spray gun put down leftover oil, or some sort of chemical from the manufacturing process, all over the plane on the first coat of primer. Yes, I cleaned it repeatedly before use. This required a complete rework of the wing from the covering up.

After I finally applied some paint, the stencils left adhesive all over the bottom of the wing. That paint had to come off and go back on again. Numerous peel-ups occurred during the painting, and last, but not least, there were endless hours of cleaning off leftover adhesive on the top of the wing with pointed q-tips and alcohol.

I wasn't about to redo the top and the adhesive left was only about 1/4 of what was on the bottom. But once the clear went down and leveled out, it all just disappeared, and the new Riff Raff came to life. I knew that if I was going to compete, I would need every point possible.

With this new finish I was thinking for sure I could get 16



points, and that should help me be able to be more competitive. Well, it turned out even better, as the plane was awarded 18 points!

The rest of the week would prove to be a challenge with my early engine troubles, as my PA .65 decided now was the time to start running really badly. Using a borrowed engine (thank you, Dale Gleason) on Wednesday night, after day one

qualifying, meant more flights would be needed to get it set up right for the rest of the week.

And then there was the crazy weather we had; sometimes it was raining, misting, windy, dead calm, and even a little fog here and there. It was difficult to get a groove.

I think most would agree it was a very up and down week for sure. It just kept coming back for more. As long as I would point the plane in the right direction it would go there. I started to get some confidence in it. But it wasn't until Friday night when it all started to come together.

I had three practice flights in the evening. They were progressively better as the session went along. I could feel it all coming together. It really felt as though I had a chance then. All I had to do was get two out of three and I should be able to at least be in the hunt.

PJ: *It's fair to say going into the final you were not the favorite. As a competitor, how did you deal with the final, competing against previous Open winners and former World Champions? Were you feeling motivated to win or just enjoy the final? Most of us would be happy just to make Top 5 Final; clearly, you wanted more.*

DM: Having been in the finals before, I know I can fly with the top guys. I just have to put it all together on that day at that time. I just kept telling myself I just had to get two out of three and I could have an outside chance.

If I could get the Friday evening practice flights in competition there would be a chance I could be in the hunt it at the end.

I have a "competitor mode." Once the signal is given to start an official flight, all bets are off and competitor mode has been switched ON. It doesn't start before then in the pits or early in the week and stay on all the time. It's flight to flight. When it's "on," it's me against everyone else. I am there to win no matter what. The focus goes way up and everything begins to slow down.

I have always felt I fly way better in competition than in practice. I have had several people tell me that, as well, and I also critique myself way harder in competition. When I head to the handle and ready myself for takeoff, it is my soul mission to make those who are watching think to themselves at some point during the flight or after the flight is over, "*How did he do that?*"

Or, I want to drive the wingover pullout so deep people look away in fear. I don't have the corners I once had with this plane, so that really isn't an option, but the thought and the desire to do so is still there. Does it ever happen? Do people actually ever think, "*How did he do that?*" Of course they don't, but I will still try my darnedest to make it happen.

When competitor mode is switched on, everything else just

goes away, and once the plane rolls out to stop, a few breaths later that person fades and it's it back to normal. It is fair to say I am *never* there to just enjoy the final. But I do enjoy competing, and the final is the most competition there is. So, *yes* I do enjoy it to the fullest. I absolutely love it!

PJ: *Previous Open winners have commented on their own personal inner confidence during a huge victory, almost knowing they were going to win. Did you feel this internal quiet confidence?*

DM: When I switch into competitor mode I know I can do it. I can see the pattern before I fly it. I can see each maneuver in the sky and the way it should look. Then I fly it, and usually it doesn't look exactly like it should. Then I start to critique myself pretty hard after a flight and it never lets me rest. I am never sitting there thinking I got this in the bag. I know if I let up for even one second, someone else who isn't letting up will move ahead.

In the Walker Trophy fly-off Ryan had two overruns back to back. I had two complete flights. He took his third flight. It wasn't until after he was done that it started to sink in the kind of number he would need to beat me. That was when I passed on my final flight.

At the Nats I am confident that I am a good flier and compete with the top of the field. In the early rounds I feel strong and solid about my abilities. On Top 20 day it gets a bit scary as things start to tighten up for the top five spots. I just try to keep my head down and work hard.

PJ: *Have you ever faced a larger challenge than this?*

DM: I would say so, yes. Life challenges are very difficult and we have all faced them at one time or another. One of the early challenges was after returning from the 2003 Nats early to attend my grandfather's funeral.

I was laid off that following Monday. About two months later my wife no longer had a job. Oh yeah, did I mention she was six months pregnant with our first child? No income and a baby on the way is a hard life challenge, and there have been several more along the way.

My wife and I put a lot of faith in God and each other, and it gets us through the tough times and blesses us with the good times. I think it really helps me to put things in perspective. I can remember the 2002 Nats making the Top 5 for my first time. I couldn't eat, sleep, or drink anything.

I was a total mess Friday night. I was so tired from the restless night that I was actually taking naps during the second and third rounds under our tent.

I remember asking Curt Contrada (a fellow Top 5 flier that year), as we waited in the pits, "*Are you nervous?*" He looked

"How did he do that?"

over and calmly said “*Nah, not really.*” I was amazed and wondered how he could be so calm in this situation.

In 2003, prior to leaving early, I was so tight from the moment we got there until we left that it was paralyzing. The only time I wasn’t nervous or wound up was when the motor was running and I was holding onto the handle.

When I returned to the Nats in 2009, it was the best trip to Muncie I had ever had until this one. I simply had no nerves. It was awesome! It was so relaxing and fun! Three mortgages and three children along with four job changes during that break will put things into perspective.

Have I ever had a larger challenge from a competition/hobby type of activity? No, nothing even comes close. I started flying competitively in 1994 and attended the Lubbock, Texas, Nats that same year.

I didn’t even know what the Nats was when we went. I had no idea what to expect. Steve and I set out for a week of fun. I took a profile and entered beginner and took fifth place. I was awarded a Custom Models Buccaneer 740. That plane really kick-started my flying. After that contest the thrill of competition was in my blood and I don’t think it will ever leave.

PJ: *At what point did you KNOW you had won?*

DM: When David wrote the score down for Paul Walker and placed a “2” for second place by his name, leaving only my name without a score.

PJ: *Motivation is a funny thing. Some use it to achieve a lifetime goal; some use it to make themselves better. Being crowned the Open Champion is now crossed off your list. What will motivate you now?*

DM: Well, when I look at the names on the trophy I notice some are on there many times. Paul has his on there 10 times! That is feat that may never be matched, and seeing how he is still so dominant, I am sure he will be adding it a few more times along the way. Now that I have done it once I want to see if I can do it again...

PJ: *Spoken like a true Open Champion. Well done on the win! 2012 US Nats Open Champion... Has quite the ring! **SN***
—PJ Rowland AMA 809970



Doug has been in the Top 5 photo in the past, but this year he was the centerpiece as the new Nats Champion. Think he has motivation? Silly question, wasn't it? In the back row left to right are Kaz Minato (4th), Paul Walker (2nd), Bob Hunt (3rd), and Bill Rich (5th).

ROBIN'S VIEW PRODUCTIONS

Custom Foam Wing Services



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

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

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

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

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

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

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

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

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

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

REMEMBER OUR MOTTO:

Relentless Innovation!

THE NATIONALS ... DOWN UNDER

by Peter White



The vintage event winners were (left to right) Paul Turner (3rd place), Peter White (1st place), and Frank Battam (2nd place).

The 65th Nationals were held from April 12th to 20th with all three classes of control line aerobatics being run on the playing fields of the Swan Christian College in West Swan, an area approximately 20km northeast of the city of Perth. West Swan lies at the southern end of the Swan Valley, a wine-growing, tourist-orientated region.

The weather over three of the four days on which the aerobatics events took place was quite fine with a varying strength southwesterly breeze which came in over the school buildings and a few tall trees with enough turbulence to keep everyone on their toes. Early on Day Four, a cool change began

to move in bringing with it challenging flying conditions.

The grass surface was patchy with a number of rough spots best avoided on takeoff and landing. Apparently, the reticulation system had not been operating correctly during the hot late summer period and the grass surface had not survived well without the watering. A total of thirteen, eleven of whom were interstate, flew in one or more events.

Vintage Aerobatics

Jim Trevaskis CDed this event while Phil Trueman and Kevin Sharpe took on judging duties, with Bruno Butkevicius



Paul Turner's Wombat biplane features a Sabre 29 for power. Both the motor and the model are Graeme Burford designs.

handling the tabulation chores. Kevin and Bruno also looked after the static judging side of the proceedings.

Seven entrants made up the field. Frank Battam, first up,

flew a neat pattern earning him a good score to kick off the comp. His Atwood Triumph .51 ran well, if noisily, to haul his Jamison Special around.

Frank had the misfortune some months prior to the Nats to have his elevator horn break loose, but luckily the damage was not too severe. Frank's second-round flight terminated when the motor cut coming out of the wingover—turned out that for some reason he had under filled the tank and paid the price.

Tony Clifford's neatly built Jamison Special/Torpedo .35 Green Head appeared to handle very well. While most of the bottoms were a little high, Tony misjudged the bottom of an outside loop, taking off the fin and bending the aluminium engine mounting pads. With a spot or two of glue and some "panel beating" on the pads, Tony had the model back in the air to score a respectable second round 175 points, although still flying above the required height.

Greg McClure, flying in his first CL Nats, managed to clip the ground during inverted flight in his first round, taking out the needle valve on his Enya .15. He went off to do some shopping for a replacement but failed to return in time for a second round flight.

Paul Turner again campaigned his elderly Gordon Burford-designed Wombat, flying it quite quickly and nursing it through turns to counteract the effects of increasing weight from a couple of refinish jobs and its thin low lift wing.

The Wombat appears to be difficult to fly, particularly in the wind, as Paul has to work hard to keep it on track. The second



Here are the Classic place-getters (left to right): Frank Battam with his Aldrich-designed Nobler (3rd place), Peter White with his Rondinelli-designed Venus (1st place), and Barry Frederickson with his Palmer-designed Thunderbird (2nd place). Nice ships and happy guys!

flight was fast and low, ending in an excellent landing. The early 1950s Sabre .29 does a great job of hauling the Wombat around, making plenty of noise all the while

Don Keysecker's Li'l Duper Zilch/Torpedo .29 Teardrop combination has seen a good number of Nats appearances and still performs well. After a shaky first round, Don put in a good second round flight, flying fairly quickly and presenting some neat maneuvers along the way interspersed with a few off-course intersections and ragged squares. The little Teardrop Exhaust Torpedo starts and runs well, producing good power.

Barry Frederickson produced two quite good flights to eventually gain fourth spot with his Torpedo .35 GH-powered All American. The nicely trimmed model performed well in both rounds, mostly unaffected by the wind conditions although bottom heights varied. Maneuver shapes, in the main, were reasonably accurate. Barry tends to hit the 90-degree turns quite hard, causing the model to rock noticeably.

My Jamison Special, although in need of more flight trimming, performed quite well. The recently acquired Atwood Triumph .51 appears to have had very little running, as it still tends to sag in consecutive and overhead maneuvers.

Classic Aerobatics

Classic aerobatics was flown on the day following the Vintage competition with five entries. Again, Jim Trevaskis was CD and Bruno Butkevicius handled the tabulation, while Kevin Sharpe and Jim Stivey judged. The placings were decided by the better of the two flight scores.

Don Keysecker started off the proceedings with his

Ken Taylor-designed Kismet powered with an O.S. LA .40. A near miss in the outside loops, when he lost the model in the sun, upset Don's confidence somewhat for the remainder of his first round flight. The second round flight was a better effort, although some bottom heights varied and a few intersections wandered off course.

Tony Clifford turned up with a very cleanly built Top Flite Nobler in an all silver finish powered with an HP .40 that ran very consistently. Tony tended to fly high and bumped a few corners. An attempt was called when the HP baulked in the second round, but later in the round it started with no bother and Tony was able to put in a good flight, still flying high but sorting out maneuver shapes and hitting more intersections.

Flying his now familiar Green Box Nobler/ST .46 combination, Frank Battam was next up. With the power of a good .46 up front, the Nobler was little affected by the breeze

Vintage Aerobatics Results

<u>Competitor</u>	<u>Static</u>	<u>Rd 1</u>	<u>Rd 2</u>	<u>Final Score</u> (Static + Best Round)
1 st Peter White	127	194	211	338
2 nd Frank Battam	126	198	73	324
3 rd Paul Turner	124	190	184	314
4 th Barry Frederickson	115	190	191	306
5 th Don Keysecker	122	175	180	302
6 th Tony Clifford	116	97	175	291
7 th Greg McClure	96	83	DNF	179



The F2B Advanced winners were (left to right) F2B Tony Clifford (2nd place), Don Keysecker (1st place), and Jon Witzke (3rd place).

and accompanying turbulence. Both of Frank's patterns were generally well flown but for the odd varied heights and flats on the bottoms of many of the round maneuvers.

Queenslander Barry Frederickson built a ST .46-powered Mk2 Thunderbird for the event, finishing it in blue over white. Flying as well as it looked, the 'Bird sat nicely in the air, appeared to be very stable, and flew crisp squares with the smooth-running .46 providing the motivation. Barry flew confidently to present some high scoring maneuvers that helped gain second spot for him.

My eight-year-old Rondinelli Venus/HP .40 combination did all that was asked of it in the first round to post a comfortable score. Round two was best forgotten with triangles left out and way too many bounced pull-outs, all reflected in a very average score.

Classic Aerobatics Results

Competitor	Rd 1	Rd2
1 st Peter White	<u>1335</u>	967.5
2 nd Barry Frederickson	1194	<u>1210.5</u>
3 rd Frank Battam	1185	<u>1189</u>
4 th Tony Clifford	717	<u>1100.5</u>
5 th Don Keysecker	409	<u>987</u>

F2B Aerobatics

F2B was flown with twelve entrants over four rounds with the final places decided by adding Round 1 and 2 scores to the higher of the Round 3 and 4 scores.

Jim Trevaskis again CDEd the event with usual efficiency while Phil Trueman, Kevin Sharpe, and Bruno Butkevicius judged and Norm Kirton tabulated scores.

Advanced was run concurrently with Expert with three entrants. Tony Clifford, flying his neatly built, scaled-down KA-10/O.S. LA .46, acquitted himself well in his first Nationals F2B competition with some good shapes. Initially, bottom heights were too high, but Rounds 2 and 3 saw them brought down a little. Tony encountered a patch of very rough wind in Round 3 and was quite happy to get in a successful landing.

Don Keysecker's Round 1 and 2 flights with his LA .40-powered Kismet were reasonably uneventful but showed some missed intersections and varying level flight heights. He waved off his last two maneuvers when the Kismet was blown out of the hourglass for a very close call. Don has a very good example of the LA .40, and it ran smoothly and appeared to produce lots of power.

Flying an LA .46-powered ex-Peter Anglberger Vector 40, Jon Witzke had his first flight cut short when the motor quit as he entered the clover, resulting in slack lines and a quick save, but his second flight in quite a solid breeze was generally better. Again in Round 3 the wind gods attacked and the Vector

Left: Ready for flight (left to right) are Dallas Hanna's 118% Grondal Nobler, Tony Clifford's reduced KA-10, and Don Keysecker's Kismet.



Below: More of the flight line: Left to right are Don Keysecker's Kismet, Mark Ellins' Jatsenko Classic, Jon Witzke's Vector, Peter Anglberger's Jatsenko Classic, and Russell Bond's Bandolero, which is only partly visible in this photo.





Above: Here are the fliers who captured the first two spots in F2B Expert. Left to right are Peter White (2nd place) and the winner, Joe Parisi.

Right: Here's the missing placer in F2B. Third place went to Russell Bond who flew this electric-powered Bandolero original.



was badly affected. Jon tends to overcontrol his model, causing it to stagger through some of the square turns and lose smoothness.

Peter Anglberger, flying a Yatsenko Classic 3/Retro .76 combination, produced some well-shaped maneuvers with some spot-on intersections although flying just above the height limit. The model powered through the conditions with authority, but, as it is his model for the upcoming World Champs, he was taking no chances with it in the bouncy air. Both Peter and Mark Ellins, with the same motor/models setups, had a long period of initial problems in finding consistent and reliable performance with them.

Splitting his time (and concentration) over racing and combat events, Mark was not able to post the scores that he is capable of producing, and although his Classic 3 performed well, 45s and bottoms varied somewhat. Mark elected to not fly Rounds 3 and 4.

Frank Battam's Retro .76-powered Yak 55 appeared to be relatively unaffected by the wind as it powered through. His Round 1 flight was quite presentable, but in the following flight he bumped a number of pullouts and put flats on the bottoms of many of the round maneuvers while intersections and 45s were generally good. Frank elected to miss the last two rounds.

The only electric-powered model flown was Russell Bond's Bandolero 8 with a Plettenberg 25-10 and a Will Hubin timer. Trimmed well and with ample power available, the model, with its highly tapered wing and long moments, was surprisingly and pleasantly quiet as it cut its way through each pattern. The first flight showed some bounced pullouts which all but disappeared on subsequent flights.

Russell was one of only three who chose to fly Round 4 in the decidedly unpleasant conditions, but he managed to improve on his Round 3 score. He has the electrics in this model sorted out so that it performs flawlessly and most impressively. (I wonder how many lost flying fields we could reclaim if electric power became the norm.)

Barry Frederickson's Yatsenko Classic 1 handled well with its retrofitted Stalker .66 doing a great job. Barry seemed to be unfazed by the turbulence to put in some good maneuvers punctuated by some height variations. For most of his Round 3 flight he fought bad turbulence and was one of three who were to fly Round 4, by choice, in similar weather to post a slightly higher score than he did in Round 3.

Dallas "Herb" Hanna's 118% AMA Special, aka the Grondal Nobler, was flown quite slowly with the MVVS .51RIRE revving quickly to produce steady patterns with good heights. A wind direction change in Round 2 saw Herb flying his maneuvers upwind for the judges' view, which must have been unsettling to say the least. He chose to sit out Round 3 but flew

Round 4 when the wind was really buffeting across the oval and the cool change had moved in.

Joe Parisi had his PA .75-powered Trivial Pursuit-influenced O/D in fine tune after many practice flights with the PA running on a long Eather pipe set to give a lower engine speed, producing an exhaust note closer to that of a muffled motor rather than the typical high-pitched tuned pipe sound. Joe's Round 1 flight showed a few bumped pullouts while shapes and heights were very good. The early part of his Round 2 flight was affected by wind gusts, a precursor to Round 3 during which it rained for most of the seven minutes and gusted badly throughout.

Flying his Wind Wonder/Stalker .61LT combination, Paul Turner made a few uncharacteristic mistakes first up but settled as the flight progressed, and by Round 2 was flying his usual tidy pattern. Deteriorating conditions on Day 2 kept Paul on his toes during his Round 3 flight which was good with consistent bottoms and generally good intersections.

My three-and-a-half-year-old GEO-XL/Stalker .61LS handled most of the conditions reasonably well. I opted for a leaner setting/faster flight in Round 3, which worked well up to the overhead eights and the clover which were pushed around and blown badly out of shape. A bounced landing brought this patchy flight to a conclusion.

With the weather becoming cooler and quite rough, the majority elected to forego their Round 4 flight with little expectation of improving on their Round 3 scores and a strong desire to take home complete undamaged models.

Thanks goes to all the officials named at the start of each of these reports. Their efforts were greatly appreciated. Thanks also go to the eleven interstaters who made the long and expensive trip westward. Without their presence none of the aerobatics events could have gone ahead.

Finally, my thanks go out to Peter Anglberger and Herb Hanna. Peter gets the nod for taking on the task of formatting my scribbling in order that they are presentable to the *Stunt News* editing team and to Herb for the use of his photos that accompany this report. **SN**

Final Results

Advanced F2B

<u>Competitor</u>	<u>Rd 1</u>	<u>Rd 2</u>	<u>Rd 3</u>	<u>Rd 4</u>	<u>Total</u>
1st Don Keysecker	901.8	954.3	698	DNF	2554.1
2nd Tony Clifford	854.2	856.6	795	DNF	2505.7
3rd Jon Witzke	751	838.5	454.6	DNF	2044.1

Expert F2B

Competitor	Rd 1	Rd 2	Rd 3	Rd 4	Total
1st Joe Parisi	1201.2	1175.5	1176	DNF	3553.5
2nd Peter White	1156.7	1182	1177.7	DNF	3516.4
3rd Russell Bond	1133.9	1175.9	1124	1131.5	3441.6
4th Paul Turner	1117.4	1155.4	1166.4	DNF	3439.2
5th Peter Anglberger	1115.3	1099.8	1129.3	DNF	3320.4
5th Dallas Hanna	1098	1153.7	DNF	1065.5	3317.2
6th Barry Frederickson	940.2	1063	1059.5	1069.2	3072.4
7th Mark Ellins	1108.7	1139.4	DNF	DNF	2248.1
8th Frank Battam	1073.9	1139.4	DNF	DNF	2213.3



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

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

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

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

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

by Will DeMauro

2012 Nats ECL Report

This was a record year for Nats ECL pilots. Among Beginner, Intermediate, Advanced, and Open there were 20 ECL pilots. With the success of Electrics in 2012, 2013 should see even more ECL pilots. This is especially true now that Igor Burger has won the World Championships with an ECL plane. Congratulations, Igor!

Electrics made a clean sweep in Beginner Stunt at this year's Nats. Kevin DeMauro became the very first person to win a National Championship crown with an electric airplane in control line stunt by winning JR/SR Beginner with his E- Banshee. Later that day, Dan Bregar won Open Beginner and became the second person to win a National Championship with his E- Magician. Steve Drake came in second in Open Beginner flying an electric Banshee.

Over in Intermediate Bob Hudak finished second flying an electric-powered Legacy, and Jeff Traxler came in fifth with his electric Pathfinder.

The Advanced level had six ECL pilots signed up. Jason Greer finished second with his beautiful GEO-XL and was the highest placing ECL pilot at the Advanced level. Sam Niebel, with his E-Tracer, was the only pilot at the event who was flying a plane fitted with retracts. Even though he finished nineteenth, Sam's plane was watched by many every time it flew. His E-Flite retracts system worked flawlessly. Walt Brownell ended up crashing his Vector in practice and had to scratch himself from the competition. This left only five E-pilots to actually fly in Advanced.

The Open division had nine ECL pilots, three of which made the Top-10 and two who made the Top-5 and flew for the coveted Walker Trophy. Paul Walker led all qualifiers with his E-Flite Power 32-powered Impact scoring a 1143.33 on Top 20 day. Bob Hunt (who finally ran out of bronze paint...) flew his E-Flite Power 25-powered, red, white, and blue Thunderbird-themed Crossfire Extreme to a 1119.33 score, which was good enough for fourth place on Top-20 day and a chance to fly in the Walker Trophy finals on Saturday.

Even though Buddy Wieder did not qualify for the Walker Trophy Fly-Off, his 1095 score with his brand new E-Flite Power 25-powered Ryan's Eagle was good enough for ninth place and only 12 points out of the last Top-5 qualifying spot! Had Buddy had more flying time on that plane, he may have surprised everyone and made it to the Fly-Off.

On Saturday Paul Walker led most of the day but was eventually beaten out by Doug Moon for the Walker Trophy. Paul ended up finishing second with Bob Hunt in third. With more pilots switching to E-Power, it won't be long before one of them wins the Walker Trophy.

Now let's take a look at each of the electric setups that were used at this year's Nats.

Beginner

Kevin DeMauro

Using his Banshee, Kevin finished first in JR, SR Beginner at the Nats. This made Kevin the very first person to win a National Championship with an electric control line plane. Just a short time later Dan Bregar won in Beginner Open making it a clean sweep for electrics in Beginner!



Photo by Kevin Hines.



Hines photo.

Aircraft: Sig Banshee

Motor: Exceed Rocket-3020-860kv

Speed Control: Castle Phoenix 35

Timer: Will Hubin FM 9

Settings Used: Governor Mode

Battery: Sky Lipo 4s 3000 mAh 20C

Prop and Spinner: Great Planes E-Spinner 1³/₄-inch w/aluminum backplate; APC 11 x 5.5 pusher prop

Dan Bregar

Dan used this Brodak Magician to win Open Beginner.



Photo by Dan Bregar.

Aircraft: Brodak Original Magician

Motor: Arrowind 2815/09

Speed Control: Castle Phoenix 35

Timer: Hubin FM-9

Settings Used: Set RPM @ 10,000

Battery: Hobby Partz Blue Lipo 2200 mAh

Prop: APC 11 x 5.5 cut to 10½-inch diameter

Steve Drake

Steve placed second in Open Beginner and then commented: "My first control line contest was the Nats. I flew RC pattern for 20 years, turned 50, and wanted to compete again. I'm having an absolute blast." Steve achieved this after having flown control line for only four months!

Photo by Steve Drake.



Aircraft: Sig Banshee with wing moved forward 1½ inches and ½ ounce of weight in tail to allow the CG to be just forward of the wing spar.

Motor: E-flite Power 25 870kv

Speed Control: Castle Ice Lite 50

Stunt News 54

Timer: Hubin FM 9

Settings Used: Governor high

Battery: Hobby Partz Sky Lipo 2200 mAh

Prop: APC 11 x 5.5 pusher @ 9800 rpm

Intermediate

Bob Hudak

Bob placed second in Open Intermediate.



Photo by Bob Hudak.

Aircraft: Legacy 40

Motor: Emax 2826

Speed Control: Castle Ice Lite 50

Timer: Hubin Fm 9 set for 5.30 minute run @ 9030 rpm

Battery: ThunderPower 2700 mAh 25c 4s

Prop: 11.5 x 6 (cut down from 12 x 6) APC electric pusher prop

Jeff Traxler

Jeff finished fifth in Intermediate at the Nats.

Photo by Jeff Traxler.



Aircraft: ARF Pathfinder with scratch-built E-fuselage

Motor: EMP 3548-800kv

Speed Control: Mystery 40A ESC

Timer: Renacle KR2 Timer 8450 RPM, Governor at 5

Settings: 25 second delay; 5:20 minute flight time

Battery: Zippy 5s 2650 mAh 45c; just over 2000 mAh used per flight

Prop: APC 12 x 6.5 EWP clipped to 11 inches

Advanced

Jason Greer

Using a Bill Werwage designed Geo-XL, Jason finished in second place in Advanced at the Nats.

Photo by John Benzing.



Aircraft: Geo-XL

Motor: Scorpion 3026-710

Speed Control: Castle Creations ICE Lite 50

Timer: Hubin FM-2A

Settings Used: Set RPM @ 9650 RPM

Battery: Zippy Flightmax 5s 3000 mAh

Prop and Spinner: APC 13 x 4.5 EP; Dubro 1.75-inch plastic spinner

Will DeMauro

Will had the third highest qualifying score in Advanced and ended up seventh overall in that class. Will stripped and refinished his plane just two weeks before the Nats using 2-part PPG automotive paints and clear.

Photo by Will DeMauro.



Aircraft: E-SV22

Motor: Scorpion 3026-890kv

Speed Control: Castle Creations Phoenix 45

Timer: Hubin FM-9

Settings Used: Governor mode

Battery: Hyperion G3 4s 4000 or Gens Ace 4s 3800 25c

Prop and Spinner: APC 13 x 5.5 Electric Pusher; Tru-Turn Turbo Cool spinner

Special features: Molded Composite construction using Jose Modesto technology

Mike Haverly

Mike finished eleventh in Advanced at the Nats.

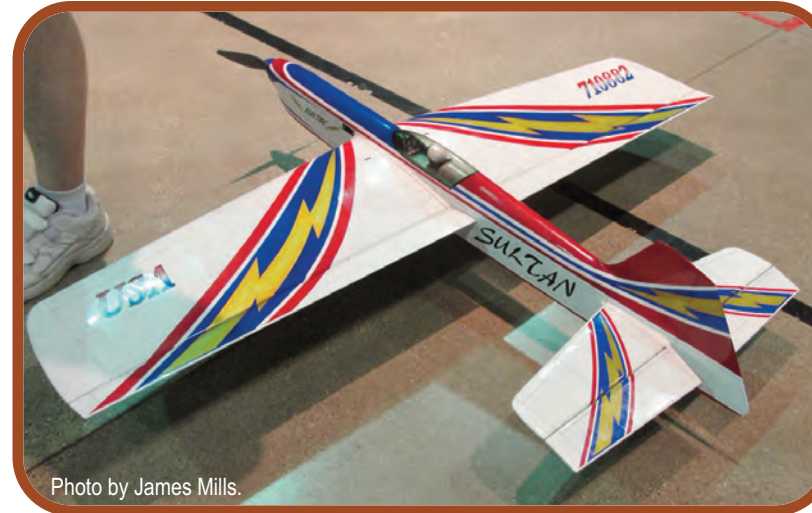


Photo by James Mills.

Aircraft: Sultan, designed by Norm Whittle for electric power.

Motor: E-Flite Power 32

Speed Control: Castle Creations Phoenix 60

Timer: Hubin FM9-R

Settings Used: Setting is RPM @8800; governor is at about 45 with LH rotation

Battery: ThunderPower 5S 2600 mAh Pro Lite

Prop and Spinner: APC 13 x 5.5; Tru-Turn left hand 1.75-inch spinner

Chris Stevens

Chris placed fourteenth in Advanced using a plane that was previously flown in the 2011 Nats by his dad, Ken.

Photo by Ken Stevens.



Aircraft: SVE-22 Converted
Motor: Turnigy 4250-650kv; 1150 WATT
Speed Control: Castle Creations Ice Lite 50
Timer: Hubin FM-9
Settings Used: Set RPM
Battery: Light max 2650 mAh at 20C, 6-Cells
Prop: Hobby King APC copy 13 x 4 tractor. This prop is flimsier than the first generation APC and pulls like a train.

Sam Nieble

Sam finished nineteenth in Advanced, flying the only plane 90fitted with retract at this year's Nats.



Aircraft: e-Tracer
Motor: Plettenberg 20-16
Speed Control: Schulze 61 Amp
Timer: Hubin FM-9R
Battery: Hyperion 5S 3300 mAh
Prop and Spinner used: APC 13 x 4.5 pusher; Tru-Turn Electric
Special features: E-Flite electric retracts

Walt Brownell

Walt had an unfortunate crash during practice and was not able to put up any official flights. He was there, however, and he is one of the original electric CL pioneers, so we are including him in this report.



Aircraft: E- Vector
Motor: AXI 2826/12
Speed Control: Castle Creations Ice Lite 50
Timer: Hubin
Settings Used: Governor High mode
Battery: ThunderPower 5-Cell 2700 mAh
Prop: 13 x 4.5 APC pusher

Open

Paul Walker

Paul placed second at the Nats in the Walker Trophy flyoff for the second year in a row. This was the highest finish of any electric plane at the Nats.

Photo by Gene Martine.



Aircraft: Impact
Motor: E-Flight Power 32
Speed Control: Castle Creations Phoenix 60
Timer: Hubin FM-9
Settings Used: Governor mode
Battery: ThunderPower 5S 2700 mAh 65C
Spinner: E-Flight 2-inch electric assembly

Bob Hunt

Bob finished in third place with his Crossfire Extreme. This is the same model that was damaged at the Nats in 2011 by a rogue "dust-devil." He rebuilt and refinished the ship for this year's Nats.

Aircraft: Crossfire Extreme
Motor: E-Flight Power 25 870kv
Speed Control: Castle Creations Phoenix 45
Timer: Hubin FM-9
Settings Used: High Governor mode



Martine photo.

Battery: Hyperion G3 4s 4000 mAh 25C
Prop and Spinner: Prototype E-Flite 1¼-inch reverse pitch spinner; 13 x 5.5 reverse pitch APC prop

Buddy Wieder

Buddy took ninth place for the second time in three years flying his original design Ryan's Eagle.



Photo by Bob Hunt.

Aircraft: Ryan's Eagle
Motor: E-Flight Power 25 870kv
Speed Control: Castle Creations Phoenix 45
Timer used: Hubin FM-9
Settings Used: High Governor mode
Battery: Hyperion G3 4s 4000 mAh 25C
Prop and Spinner: 1¼-inch Tru-Turn Turbo-Cool spinner with reverse pitch backplate and prop cutouts; 13 x 4.5 APC pusher prop.

Howard Rush

Howard's first venture into ECL Stunt is another Paul Walker Impact-based design. Howard placed eleventh flying this beautiful ship.

Aircraft: Impact
Motor: Plettenberg 20-16
Speed Control: Castle Creations Ice Lite 75
Timer: Hubin FM-9



Mills photo.



Photo by Howard Rush.

Settings Used: Governor mode
Battery: ThunderPower 2700 mAh 65C, 5 cells
Prop and Spinner: APC 13 x 4.5 pusher; Great Planes 2-inch spinner
Special features: Indicator LEDs to tell senile pilot if he has a charged battery aboard

Kenny Stevens

Kenny flew the second in his SVE22 series of models to a well-earned fourteenth place finish.



Mills photo.

Aircraft: SVE-22

Motor: Plettenburg 2514 670kv

Speed Control: Castle Creations Ice Lite 50

Timer: Hubin FM-9

Settings Used: Set RPM

Battery: Turnigy 2200 mAh 30-40C 6-cell packs

Prop and Spinner used: E-Flight collett, and the prop is a second-generation APC 13 x 4 tractor

Frank Williams

This unusual looking CL Stunt model has many RC-like features, and it worked very well for Frank, capturing seventeenth place for him at this Nats.



Aircraft: Vortex

Motor: Plettenberg 25-14

Speed Control: Jeti Spin 66

Timer: Hubin

Settings Used: Trapped rpm via ESC

Battery: Hyperion 5s 3300 mAh

Prop and Spinner: 3-Blade JFX 12-5 (homemade); Tru-Turn Turbo-Cool Spinner

Darrell Harvin

Darrell has been experimenting with electric models for quite some time, and his latest effort has shown that he is certainly on the right path. His E-Finity performed very well at the Nats and nearly captured a Top-20 berth for him. For the record, Darrell placed twenty-third this year.

Aircraft: Brett Buck's Infinity, modified and built for electric power

Motor: Plettenburg 25-14

Speed Control: Jeti Spin 66 Pro with Jeti box

Timer: Hubin FM-9

Settings Used: Here are the high points: Constant RPM, Poles-10, Gear ratio 1:10, Max RPM 9200, Min 9150 Sensitivity 01. Timing: 20 Deg, Freq 8 KHz, Acceleration 0-100% in 2.5 secs.

Stunt News 58



Battery: ThunderPower 5s 2700 mAh 45C

Prop and Spinner: APC 13 x 4.5 pusher; Tru-Turn Turbo-Cool Spinner

Special features: This is a different version of Igor Burger's Spin 66. His is an older version. We've been discussing the differences over the last few days. Jeti seems to have stopped making the Spin 66. Who knows? It might make a comeback since it swept the podium at the World Championships.

James Smith

James and Wayne Smith and Sam Niebel all fly an original design that they call the Tracer. James placed twenty-seventh with his version of the ship at this year's Nats.



Aircraft: E-Tracer

Motor Used: Plettenberg 20-16

Speed Control: Schulze 18.61K F2B

Timer: Hubin FM-9

Settings used: Set RPM mode

Batteries: ThunderPower Pro Lite 5-cell; Nano-Tech 6-cell; Gens Ace 5-cell

Prop and Spinner: APC 13 x 4.5 Pusher; Custom Tru-Turn spinner

Wayne Smith

Like his brother James, Wayne flew the "family design" E-Tracer. He placed thirty-third with his at the Nats.

Aircraft: E-Tracer

Motor:

Plettenberg 20-16

Speed Control:

Schulze 61 Amp

Timer: Hubin

FM-9R

Settings used: Set

RPM mode

Battery: Gens

Ace 5S 3300 mAh

Prop and

Spinner: APC 13

x 4.5 pusher; Tru-

Turn Turbo-Cool

spinner. *SN*



Photo by Wayne Smith.



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Under Construction

We are in the process of completely restructuring PAMPA Products. Because of that we have omitted the PAMPA Products advertisement in this issue and also the order form for PAMPA Products. We are sorry for any inconvenience this may cause.

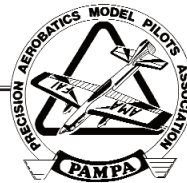
We can promise you this: PAMPA Products will be better than ever with many new items, better quality items, and much better customer service than in the past.

Yours for better
modeling.

—*The PAMPA Staff*



PAMPA News & Reports



Vice President Report

by Matt Neumann

The 2012 Nats: A great experience



Wow, what a week! This year's Nats, for me, has been even more interesting than previous years and not just because we got a lot

of rain. Like they say in the movies, "Let's go back in time to one week earlier."

My big adventure started the Tuesday before leaving for the Nats. I was quite happy with the way my new plane was trimmed out and flying. I had it just about polished out for the appearance judging coming up the following Monday. The only hiccup I knew of was the way the engine was leaning out in outside maneuvers, which I traced down to a glow plug going bad.

So, that Tuesday I replaced the plug and went out to practice. On my first wingover of the day the take-apart hardware in the wing failed. I was doing the last hard corner, turning the plane right side up, when the failure occurred. The inboard wing came off, the plane rolled in, and, in a blink of an eye, the plane was destroyed, going pretty much straight in.

Fortunately I had something going for me that had been quite scarce in the Midwest (until Nats week); a couple of days before this incident occurred, it rained a bit. That softened up the grass just enough so that when the plane went in I, at least, did not lose my engine.

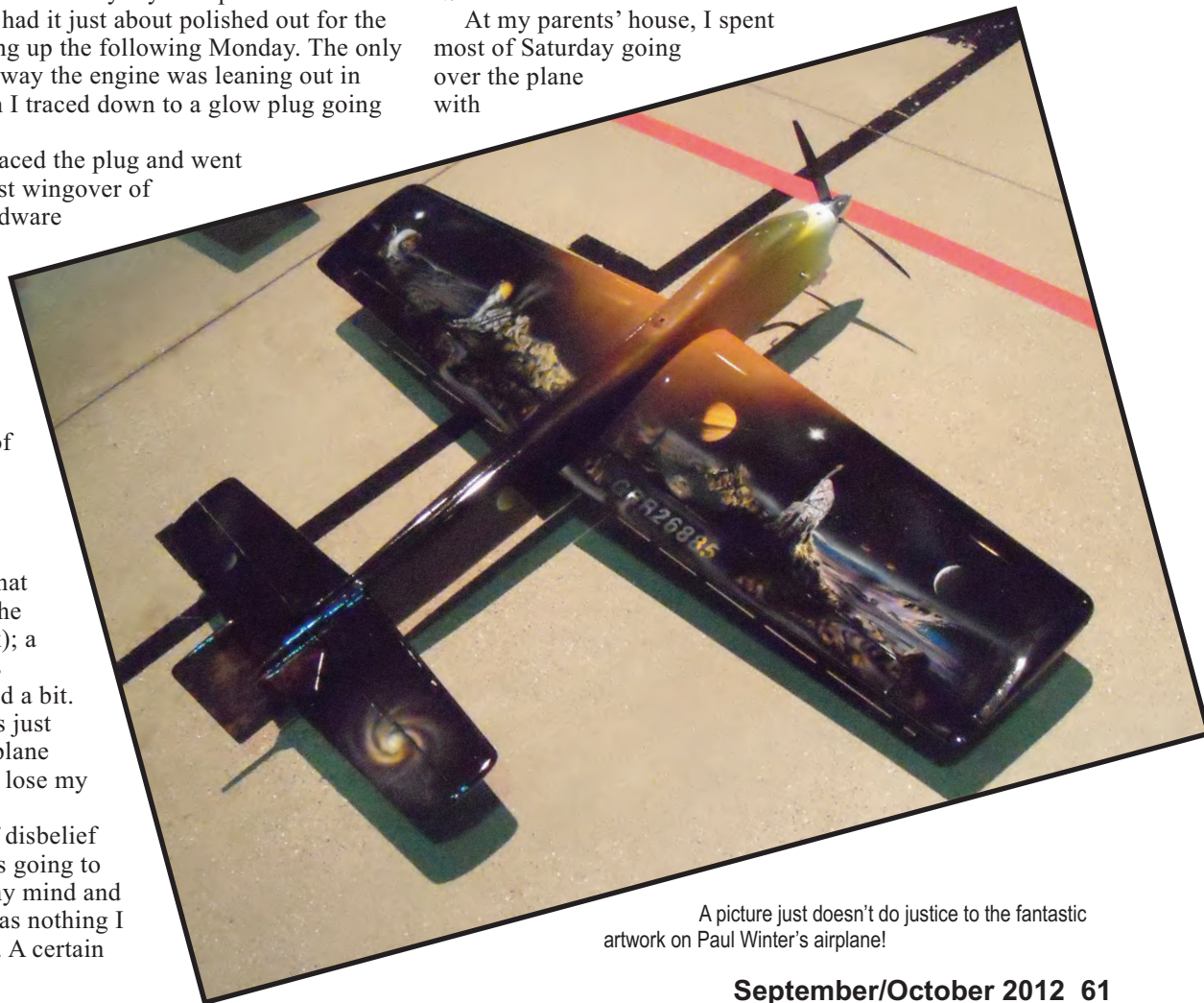
After a few minutes of disbelief and wondering what I was going to do, I suddenly made up my mind and went into action. There was nothing I could do about that plane. A certain

phrase about not crying over spilt milk came to mind. It was gone and there was nothing I could do about that.

So I packed up and went home to pull out the engine (it was my best one) and put it in my 2009 plane and hope for the best. At this point I knew I would be going up on a wing and a prayer (heavy on the prayer...). The following day I went out again and flew a few short flights to get a handle setting and to trim out the plane to my current liking. I got only one full pattern in before the pipe bolts came loose. That happened just before dark.

The following day was packing day with Friday leaving for my parents' house to stay the weekend before going to Muncie. I only had one full pattern flight on the plane before leaving. I had a lot of work ahead of me, with little time to do it.

At my parents' house, I spent most of Saturday going over the plane with



A picture just doesn't do justice to the fantastic artwork on Paul Winter's airplane!

a fine-tooth comb to make sure everything was as good as it could be. Sunday was spent making a new set of lines and making final preparations. There is nothing like not being prepared for the biggest contest of the year. So much for just wanting to relax a bit before the big show.

Monday arrived with my dad and me heading up to Muncie for the appearance judging. I always love to go to the appearance judging. It is fun to see all the new planes, and even a few of the tried and true workhorses. It is also good to catch up with friends in a relaxing environment. I was particularly wowed by Paul Winter's plane. Pictures do not do it justice. He has a space scene painted on the plane.

Monday night was a good night for flying and I got in some practice. I actually got to fly the plane though the whole pattern every time! This night was also used for last-minute adjustments in trim. The real practice I had hoped for would be done the next morning.

I got out to the field early on Tuesday morning and found good conditions. Fortunately, the plane was in good trim, although heavy, so I could actually work on the pattern. I got my typical five or six flights in and planned on coming out again that night.

Well, here in the Midwest we have been in a severe drought. The news media has been comparing it to the big dust bowl of the early 20th century. Well, it was Nats week and sure enough, it was going to rain. Tuesday night we got rain all around Muncie, but I think most of Muncie itself was spared. Still, it was close enough that it was not wise to fly. That was about to change however.

The start of Wednesday's flying was good, weather-wise. We had some wind but nothing really bad. This lasted until a little past the first round. During the middle of the second round of Advanced, the winds started to pick up. I was comfortably in third place in my circle so I opted to not fly the second flight.

After waiting around a little bit, my dad and I went back to the motel to clean up and then get an early supper. I had to be at the EC meeting by five that afternoon. So dad, my sister, niece, and I went out to eat early since they were not interested in eating at eight that night.

While we were eating we got a huge "gully washer" of a storm. Naturally it occurred during the time when I had to leave to get to the EC meeting. It was so nasty that water was spraying up over the hood of the car. Well, the car did need a bath. It got one. The rest of the family waited around a bit for the storm to clear off but I got pretty wet. I was not the only one; everyone else at that meeting got another shower also.

We had a lengthy EC meeting, discussing the proposed Expert class at the Nats for next year. It was eventually passed with a 10-1 vote. The details as to how it will be run were left open. So stay tuned and I am sure the details will be published as soon as they become available.

While on the subject of the meeting, I was quite pleased to find out that all except one of those who were in office and are due to be reelected have agreed to stay on another term. And that person was kind enough to find a replacement. So, all positions have been filled. This is really nice to see.

The next day, for the second day of qualifying, we had even more interesting weather. During the day we got a three-hour delay due to rain. I was fortunate to go up just before the big rain hit. I went up and it started to rain with big rain drops. Nothing like hearing all the clink, clink, clink of raindrops while you are trying to fly.

Adding to that, I could also hear some rumbling in the back ground. Fortunately the rain I flew in did not last long. Then it

was Kenny Stevens' turn to go up. He was asked if he wanted to go up then or afterwards. He opted to go up then, knowing the storm would hold off until after he was done. He did not want to go up later because he did not know what the winds would be like.

After his flight everything was halted, however. Event Director David Fitzgerald had called it just in time for everyone to get their equipment stowed away and head for the hills.

After my flight on Thursday I found myself in the lead for my circle so I passed the second flight since the wind came up a bit, and to get things moving along so we would not be out at the field till the wee hours of the night. We had to still draw for the flight order after all the scores were in.

Later that night we had another big storm come in. It was so strong that it knocked over a couple of the little blue rooms that people periodically use. I kept thinking, "I hope no one was in there when that happened." Oh, by the way, did I say the Midwest was in a drought? Sure fooled me this week.

Friday morning came around and it was probably the most miserable day I have ever had to fly in. We woke up to clouds, wind and a cold drizzle. This lasted *all* morning long. It was not fun.

The wind picked up a lot at times. My first flight went okay, but the humid air just did not have any bite for a heavily wing-loaded airplane. I also needed to lean out the engine more than I had during that first flight. So it was okay, but not what I needed to get a good score.

Before the second flight I saw Derek Barry fly in some really horrible winds—probably the worst of the day. It got me rather nervous, so I did not make the mistake of getting off too rich this time. I put the pedal to the metal and went with it.

Fortunately I knew I can fly fast so that did not bother me. In local contests I sometimes get kidded about flying speed stunt. I plowed through the pattern at 4.9-second lap times. I got a respectable score on that one, but not enough to make the Top 5.

I wound up 8th overall; however, considering that the official flights on Friday were my 20th and 21st complete flights since pulling that plane out of retirement, I can accept that as actually being pretty good.

Saturday came around and the weather was dead calm for the warm up flights. I got to be one of the warm-up acts because the seventh-place person had to leave early to get home. So I gladly filled in to help out.

Top 5 day turned out to be perfect weather throughout the flights. This, to me, is great. No one can say that they got bad air while someone else got good air. They could all fly their best and we would see what would happen from there.

In true Hollywood fashion, we had to wait until the last two flights to see who won. It was a nail biter because we all knew it would be close. As it turns out we have a new Nats Champion in Doug Moon. He narrowly beat out Paul Walker by 2.2 points! Congratulations, my friend!

As always, the Nats is one great adventure. The past few years I think we got spoiled with fairly good weather. Well, the odds that at some point we would have some bad stuff caught up with us.

But, despite the rain and my losing my new plane, I can truthfully say I still had a very good time and can't wait 'till next year.

The Nats is unlike any other contest. If you have a chance to make it, I would strongly recommend it. You will take home some memories that will last a lifetime. **SN**

—Matt Neumann

Secretary/Treasurer Report

by Jim Vornholt

Hello from Indianapolis, Indiana. As your treasurer I have looked at every aspect of our financial situation. The good news is, unlike the United States Government, we still have more revenue coming in than expenses. As you may have noticed, there will be a small membership increase of \$5 for next year.

Along with a revenue increase we have made some slight changes in our yearly operations. One such change was to discontinue sending out the printed copy of our PAMPA Membership Directory. This directory is now, and has been, on our PAMPA website for several years. Discontinuing this directory will save us \$1,800 per year in printing and postage cost.

The next change was to follow the lead of every major magazine in America by eliminating the white protective envelope, and sending *Stunt News* with a mail address printed on the back cover. This small change alone saves our origination approximately \$1,200 a year.

As for all changes we make in our lives, some are better than others. The only problems reported to me as of this printing is with PAMPA members overseas. I am a huge fan of our members from other countries joining us in our sport of model aviation. I have received only friendly, complementary emails from our international membership.

On the down side, some international members have advised me of damaged issues of *Stunt News* arriving at their home. Your PAMPA Executive Committee strives to keep each and every member happy. Yes, saving money is great, but if that savings creates unhappy members, that savings needs to be reviewed. Although I have no control over how the Postal Service treats our mail, I can do something to alleviate the problem.

Beginning with the next issue of *Stunt News* (September/October), we will once again be sending our international members their *Stunt News* in a sealed envelope. Notice I said International members, so don't be upset when your U.S. copy comes without an envelope.



Speaking of unhappy members, once again the AMA used little to no thought when it comes to Control Line modeling and attempted to schedule our PAMPA Stunt events over the July 4th holiday. If my memory serves me I believe the 2010 Nationals was held over the July 4th holiday.

I believe our membership should know that your Executive Committee went to bat and fought for a schedule change. The 2013 Nationals will begin on Sunday, July 14th, ending with the Walker Cup Fly-Off and Awards Banquet on Saturday July 20th.

On the same note, I personally would like to see more membership participation at the Saturday Awards Banquet. I have noticed a decrease in attendance at the banquet over the last few years. The banquet is a great place to discuss the week's events. We are all so busy during the competition there is little time to socialize.

If anyone has a suggestion of how we could improve the banquet or any other ideas, please send me an email. I would love to hear from you. **SN**

—Jim Vornholt

T&L SPECIALTIES 2012 CATALOG

Congratulations to Richi Kornmeier for using a T&L ST.60 to win the 2010 World Championship!

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

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

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

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

McCoy .40 Red Head Rework includes: The weak link in the Mc.40's 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. (Or I can install a Dykes ring piston, for \$20 more.) 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 the motor, the cost is \$95 lapped, or \$115 w/Dykes ring. If I supply the motor = \$135 lapped, \$155 ringed.

Shipping = \$8 within the continental U.S.A.

Checks made payable to Tom Lay, Email: thelayster@aol.com Phone: 626-964-5724.

District I

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

by Don Herdman

It is now July 7, and I'm currently working on the new column for District I. It's been a quiet past couple months here in New England, with no contests to report on as of now.

I finished my new plane in the last week of June. It's a Randy Smith Staris with a PA .51 for power. My grandson and I went to his backyard (the flying field), got the plane set up and ready for its maiden voyage. The lines were 66 feet long from the center of the plane to the center of the handle, per Matt's recommendation.

We gave the plane and lines a good pull test before flying it to make sure nothing would break. I would never recommend not giving at least one pull test before the first flight of a new plane occurs.

If something were to break, or snap, it's good for it to happen before the first flight rather than while the plane is in the air, and you risk destroying a plane you worked all winter on. Matt and I also made sure to take all the pictures before the first flight, just in case something were to go wrong.

The first flight went well! The Staris handled well and had good line tension for a fairly slow lap time. The only shortfall was that the motor only ran 5½ minutes—too short to get in a full pattern. I am currently in the process of changing venturis and making a custom tank for it, as well.

Matt flew it on the third flight, and when he landed, he remarked that this was going to be a good flying airplane! If I get the plane trimmed and ready in time for the Lee, MA contest during August 4-5, I plan on bringing it with me. If not, I'll bring my old reliable weapons, my P-40 and P-47.

Matt and I were invited to our local airport to put on an exhibition for a few of the local full scale pilots. We went on Saturday, June 24 at 11 a.m. We got a circle marked out, and as soon as we were ready to roll our lines out, the winds came up. The wind began blowing 15-20 mph with 25 mph gusts.

Rather than risking the airplanes, we decided to hold off for another time. Meanwhile, we drove over to one of the hangers, where a man named Tony Speranza had his own, homebuilt RV-6 with him. We took out six planes we had in our trailer and set them up for some static display and photo shoots.

We also did a bit of a Q&A on the airplanes as we discussed each one of them in detail. Matt and I later learned that Tony used to fly CL and had a couple Sterling models stuck up in his attic, which have been there for quite a while. We agreed that next time we fly, Matt would give him a call and have him bring over the models to see if they're still airworthy.

Matt, a few of the other pilots, and I were also watching a Cessna attempting to land in the heavy crosswind. The pilot had to go around and make another attempt before he successfully landed the plane. Overall, we had a good time and hope to do it again in the near future.

I got some photos from Chris Sarnowski from the Brodak Fly-In for this issue. Hopefully, Matt and I will be able to attend the fly-in for the first time in three years next year.

I am in need of photos for future District I columns. This is your column as well as mine. If you would like to have the world of PAMPA see what's going on here in New England, please send pictures.

The Lee contest is approaching in a couple of weeks. Hope to see everybody there! *(Editor's note: By the time of publication, the Lee, MA contest will have transpired. Check for results.)*



Rich Giacabone and Linheart Smith judging at the Brodak Fly-In.



Norm Liversidge holds back Dick Carville's Barnstormer from flying away.



Rich Giacabone and Linheart Smith judging at the Brodak Fly-In.



Norm Liversidge fuels up his own blown-up MadMan with an ST 60 for power.



Don Herdman's new Staris awaits clearance from the tower to fly.



Dick Carville and Norm take note of the wind direction before Norm goes up for an official flight in advanced.



Control Line demo at the local airport in Vermont.



Gusty winds prevented us from flying.



Linheart Smith, Dick Carville, Woody Midgely and Len Harding take in some shade and flying.



Tony Speranza, former CL pilot, shows off his homebuilt RV-6.



Neil Thompson shows off his Legacy at Brodak.

'Til next time, fly Stunt! *SN*

—Don



Don and Grandson Matt pose in front of the model and full-scale planes.



Taking shelter from the heavy winds inside the hangar.

District II

by Bud Wieder

Hi, all. I think the best way for me to start my report for this issue is to congratulate our newest National Champion from District II, Kevin DeMauro! Kevin won his first National Championship in Beginner stunt at this year's Nats, and hopefully he will have many more to come. Congratulations, Kevin, on a job well done.



District II has a new Nats Champ! Kevin DeMauro flew an electric powered Banshee to first place in Beginner Stunt at the 2012 Nats. Looks like he collected a bit of loot in the process! Will DeMauro photo.

New Jersey, New York

To me the Nationals experience is many things. The first thing is the competition. It's very intense and starts with the appearance judging, where every point counts. In many cases two or three points is the difference between qualifying in the Top Twenty and going home early or just staying around and watching.

If you fly well enough to make the Top Twenty, then the really tough competition starts. It begins with drawing ping-pong balls for the flight order. Do you hope for an early draw and maybe a little less wind, or a high number to fly later in the day? After two days of competition, your goal is to get into the Top Five so you can compete for the Walker Trophy. Finish in sixth or seventh and you get the privilege of warming up the judges for the Top Five fliers.

The second thing about the Nationals is the friendships and the memories that are formed. Meeting and getting to know fliers from Australia, Japan, Puerto Rico, and all over the United States, is just, well, special. The bottom line is that if you can make it to the Nationals, you should go if for nothing else just the experience and excitement.

Again this month, I am lucky enough to have some help with the column. A really big thank-you goes out to Ron Heckler and Ron Testa for their great pictures and write-ups. The policy here is if you send it me, I will try to get it into print.

Let's start out with a note and some photos that UI received

from Ron Heckler about his new electric-powered, full-bodied original design model. Take it away, Ron!

Ron Heckler's Sorcerer

I have been flying control line planes for more than 30 years. Three years ago I flew an electric-powered plane for the first time, and, like most people, I was hooked. Since that time, I have designed and built three profile planes strictly for electric. In fact, one of them, the Apache, was published in the May, 2011 issue of *Model Aviation*.

It seems that Electric Control Line (ECL) is very popular in many control line flying clubs. The main reason is the advantages electric flight has over IC engines. We have a motto about ECL in our flying club (New York Control Line Stunt Team) that consists of three words: "It just works".

I had seen many electric built-up planes and had been very impressed with their performance, so I decided to design and build one. I am a sport flier rather than competitive, but I wanted a plane that would be competitive.

The first thing I did was ask a lot of questions on building techniques from various people, and without their help, I never would have achieved my goal and the Sorcerer would not have been created. I believe in giving credit where credit is due and want to publicly thank William DeMauro, Bob Hunt, Jose Modesto, and Buddy Wieder for their help and input.



Here's Ron Heckler's original design Sorcerer.

Before drawing the plans, I had to decide on several critical items: what wing to use; nose and tail moments; how to allow enough air to enter the fuselage to keep the motor and electronics cool; and a way for the hot air to escape.

I chose Bob Hunt's Caprice foam wing for many reasons. Being a judge at various contests, I have seen the performance of this wing design on other planes and how it's somewhat thin airfoil cuts through the wind. After seeing Bob's instructions on Stunt Hangar on how to sheet the wing, I realized it would not be difficult, although it would be my first attempt. I also used the same moments shown on the Caprice drawing.

To solve the air flow question, I added functional air scoops on each side of the nose of the plane and put diverters (Bob calls them "bifercations") in the front cowl opening. One of these diverters directs cool air to the motor and the other one forces air to flow over the electronics at the bottom of the fuselage. A hole in the bottom behind the wing with a deflector directs the hot air out.



In this close-up photo of the cockpit area you can see the remote tuning pot that is used to adjust the RPM's. Note the DuBro Hatch Latch that secures the battery access hatch.

I also needed access to the controls to make trim adjustments. A hatch on the inboard side under the stabilizer would suffice. I also chose Tom Morris' ball link control system which saved me a lot of set-up time.

The power setup includes a Will Hubin FM2-A timer with a remote button for starting and a pot for fine tuning the RPM settings. The motor is an Exceed Rocket 2820-860 from Hobby Partz. The batteries I use are Gens Ace 3300 mAh units, also from Hobby Partz, and a Castle Creations Phoenix 45 Speed Control.

Since I do not build many planes, I documented my building process step-by-step, including photos, which provides a great reference for my next build.

A lot of people have asked me why I named my plane the Sorcerer. Being a professional magician, I wanted the plane to be associated with me. Since there is already a plane named the Magician, I had to use a different name that meant essentially the same thing.

For people who have not built a full-bodied plane, I would like to share what I discovered by building and flying this one. Since there are no large flat surfaces, as with a profile, and because of its sleekness, a built-up fuselage performs better and is more efficient when it comes to battery use. For example, when I flew my profiles, I was putting 2300-2450 mAh back into the battery which represents 69 to 74 percent.

With this plane I am putting back 2050-2190, or 62 to 66 percent. This should result in better battery longevity. One of its



In this photo you can see the safety connection that completes the circuit from the battery to the ESC, the start button, and the functional air scoops.

best features is the reversed pitch prop that keeps the lines taught while performing outside and overhead maneuvers.

As far as specifics go, the plane is covered with UltraCote and is trimmed with MonoKote trim sheets. The total flying weight is 53.4 ounces. I am flying it on 60-foot long lines (eyelet to eyelet), and my lap times are nominally 5.2 seconds per lap. I'm currently using an 11 x 5.5 reversed pitch prop. Flight times are five minutes and 25 seconds.

The Sorcerer has lived up to all my expectations. As a matter of fact, at the time of this writing, I am in the process of building another full-bodied ship which will incorporate a few modifications and have a different name.

—Ron Heckler (mrandmrmagic3131@yahoo.com)

Thanks, Ron for that great report and for giving us a close-up look at your new ship! Next up is Ron Testa with a report on doings at the legendary Garden State Circle Burners field in Lincoln Park, New Jersey. Go, Ron...

The GSCB June Meet

The Garden State Circle Burners held their annual June PA Stunt Meet and Fly-Off for the Red Reinhardt Cup on June 24, 2012.

The turnout was great, and we couldn't have asked for better weather. The stunt gods must have been with everyone because they all flew at the top of their form and with no accidents.

After round one we broke for lunch; The Deli Guy supplied lunches and drinks. After an hour of BS and lunch, we continued our second round. Then came the fly-off for the Red

Right: Frank Imbriaco flew this modified and refinished Brodak ARF SV-11 in Advanced.



Left: Rob Ludwigsen (left) and Jim Damerell look hard at work judging.

Reinhardt Cup. The winner of this perpetual trophy that was donated by the Hunt family is the flier who scores the highest percentage relative to his or her winning score in class.

Shawn Cook was the winner of Advanced and he went first. His score dropped a little. Ron Testa (that's me!), the Intermediate winner, flew



Mike Cooper gives us a look at his N-30 Stiletto.



Dan Banjock releases Dennis Moritz's Vector 40 for a flight.



Buddy Wieder assists Rich Giacobone with his Caprice.

next and scored the exact high score of his second flight of 490.5. I mentioned that's the best I ever scored and knew I flew great that day. Next was Dan Banjok, the



Bob Krug prepares to launch Mike Cooper's Stiletto.

Expert winner, and his score went up by one point, so he won the cup. (Dan, keep that trophy polished because I will be coming after you next year for the Cup!)

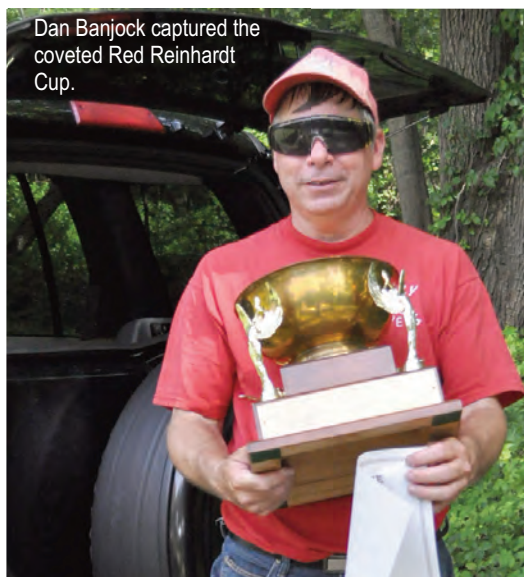


Ken "Sleepy" Dawson holds Dan Banjock's Vista for a valve adjustment prior to launch.



Shaun Cook prepares to release Sleepy Dawson's Profile Cardinal.

Everybody who attended had a great time, and on their behalf I would like to thank Jim Damerell and his wife Cris for



Dan Banjock captured the coveted Red Reinhardt Cup.

making the contest run so smoothly. Again, thanks to all who showed up and thanks to the judges who sat out in the sun for all those hours. See you all at the next contest. Good flying.

—Ron Testa
(President,
Garden State
Circle
Burners)

Buso's Bobcat

I received a short note from Bill Hummel about Steve Buso's new ship. We'll get to that in a moment, but I'd like to first welcome Steve back to the party. He's been away from Stunt for a few years, but it's obvious that he's been thinking about it!

Steve's feel for clean design aesthetics and his talent for coming up with outstanding paint schemes is legendary in the event. Steve is also responsible for the design of our official PAMPA logo, and he is the one who designed the full-color pamphlet that we used to give away to interested spectators. Perhaps we can entice Steve to update that piece for us and start that program again... Okay, now let's hear from Bill Hummel about Steve's new design.



Steve Buso has returned! Here he is with his new Fox 35 powered Bobcat.



Hi, Buddy. Attached is a photo of Steve Buso that was taken just after the first flight of his new ship, the Bobcat. I think the smile says it all. (By the way, that was Steve's first flight in 15years!) The ship is just gorgeous, and it's another of Steve's own designs.

A Randy Smith prepared Fox .35 fitted with an old Rev-Up prop powers this beauty. It really flies well! Thought maybe you could use this for your PAMPA column. Hope you have a great summer!

—Bill

Thanks for sending that along, Bill! Steve also sent a few photos of this ship to Bob Hunt, at Bob's request, to be used as an Appearance Point feature in *Stunt News*, so look for that in a near future issue. Bob loaned me one of those photos for use here with this report. Bob also allowed that he is in "negotiations" with Steve to get the Bobcat published in *Stunt News* as a construction feature!

One Fine Gentleman

I would like to show you all a photo that was taken by Paul Taylor at this year's Brodak Fly-In. The gentleman in the picture with me, for those of you who don't recognize him, is Jim Lynch. He is one of the all time great guys and one heck of a flier. Don't let his calm demeanor fool you. He a fierce competitor and your best friend, except for 14 minutes on contest day.



Jim Lynch (left) and Buddy Wieder enjoy a moment of brotherhood at Brodak's.



Three Fine Gentlemen

I'll close with a really great shot that was sent to me by Jim Vornholt of himself with two of CL Stunt's most beloved and legendary characters chatting at the 1965 Nats in Willow Grove, Pennsylvania.

At left in the photo is Jim Vornholt, the Junior Nats Stunt Champ in 1960 and 1961 and our new PAMPA Secretary/Treasurer. In the center is Jim's longtime friend and stunt designer supreme, Jack Sheeks.

And, at right in the photo is my mentor and life-long friend—and designer of the J.D. Falcon—John D'Ottavio. John, by the way, turns 90 years old just a bit later this year!

That's it for this issue. Please continue to keep me provided with District II news and photos. *SN*

—Buddy

Were they really ever that young? Left to right are Jim Vornholt, Jack Sheeks and John D'Ottavio at the 1965 Nats in Willow Grove, Pennsylvania.

District III

by Bob Hunt

I've received another "Why I Fly Stunt" submission from a fellow District III PAMPA member. If you recall, in my first column as your District III Director, I made a plea for such pieces, and so far only three of you have responded.

The first to send in something was Dennis Baer, in the last issue it was Serge Krauss, and this time it is Dave Heinzman. Serge and Dave are both members of the North Coast Controliners club that is based in Cleveland, Ohio. Looks like the Cleveland bunch is pretty motivated to get their stories out!

How about it District IIIer's? Let's not let the Cleveland guys get all the ink; start banging out your own stories. If you have questions about format, photo size, or anything else, just give me a shout at (610) 746-0106. I'll be glad to help!

I'm going to kick it over to Dave now, so enjoy!

Why I Fly Stunt

Here are just a few words about my interest in stunt flying. My name is Dave Heinzman, I'm 54 years old, and I live in Cleveland, Ohio. My dad and I flew control line models together in the late sixties and early seventies. We went to contests in the local area flying carrier planes. I was a Junior then, so I won a trophy almost every time I entered a contest.

My dad had to work, but one of the local fliers, Bob Paul, took me to three Nationals (Glenview, Oshkosh, and Lake Charles) with my carrier planes. Somewhere in there with the building and flying I found a way to occupy my time in a constructive and rewarding way.

We flew at the Cleveland field, so at contests I would watch the stunt guys do the pattern. Jim Silhavy and Bill Werwage were the top fliers at that time. My first real stunt plane was Al Rabe's Mustang II that I built in 1974. I could only do inside and outside loops and fly inverted.

Then came 20 years of limited model activity for me. I never let my AMA membership lapse during that time and still have my

Ohio, Pennsylvania, West Virginia

original number. Fast forward to the middle 1990s when my son and I built a 1/2A Skyray and took it out to the field. My interest in control flying was reignited and I wanted more. I still had a Midwest P-63 King Cobra profile plane and fixed it up so that I could fly a big plane again. Then out at the field I met Wayne Buran and the Northcoast Controliners. They were very helpful and invited me to fly with them on Sunday mornings.



Dave Heinzman gives us a look at his very clean, PA .51 powered, Randy Smith-designed Tempest II, and his LA .46 powered, Sig Magnum. This guy can build and finish!

It didn't take long for me to figure out that stunt was where it's at as far as competitive flying and contests are concerned. They explained PAMPA and the skill classes to me and I began doing the beginner pattern. By the fall of 1998 I could do the whole AMA stunt pattern—not very well, but all the elements were there.



Here's Dave with his Brodak .40-powered, Jim Van Loo-designed, Chipmunk, and his Double Star .54 powered, Ed Southwick-designed, Skylark. Prolific ain't he? Wait, there's more...



Like Steve Buso designs? So does Dave; here he is with his Buso-designed Vegas (left) and Jaguar. Does this guy ever sleep?

My first really good big stunter was a box stock Sig Magnum. I took it to Brodaks for a couple of years, and during that time I met Phil Spillman. Phil was very helpful and got me to try the LA .46 in the Magnum. I went from Intermediate to Advanced with it the next year. Things got even better when I started using the APC 12.25 x 3.75-inch prop with 1/8 inch trimmed off the tips. The combination consisted of the Magnum, LA .46, APC prop, and Powermaster fuel. The Powermaster fuel is very user friendly and is basically my "square one" that I use to measure progress in my stunt pattern quality development.

With the help of my flying buddy, Wayne Buran, we each built a piped plane in 2005. I had a Randy Smith Tempest II with a PA .51, and Wayne built an Impact with a ROJett .61. Both planes worked out fairly well, and we went to the Nats that year.

I really like working with balsa and foam for construction of our models. The Bob Hunt and Windy Urtnowski videos have



Here's another look at Dave's Jaguar. It is powered by an LA .46 and features a balsa sheeted foam wing, stab, and elevators. It weighs a svelte 55 ounces ready to fly!

provided me with the instructions that make me a better builder. I have two Steve Buso models, the Vegas and Jaguar. Both have LA .46 engines for power.

The Jaguar is my best plane at this time. It has a fully-sheeted foam wing, stab, and elevator with a Tom Morris bushed control system and finished with Brodak paint. I took it to the 2011 Nats and placed sixth in Advanced. The airplane I'm building now is a Bill Werwage Junar, with a Lost-Foam, Geo-style wing with molded balsa leading edge. It will have a PA .61 in it. I'm doing the finishing and paint on it now. Hopefully, it will be done before this spring.

My wife Wendy and I have two boys, ages 21 and 19. Our older son Peter is a nuclear electronics technician and has been in the Navy for two years. Our younger son, Andy, just graduated from Air Force boot camp in March and is in tech school to work in air transportation. We have much to be grateful for, and thank you, Bob, for letting me share my story in *Stunt News*. **SN**

—Dave Heinzman



Left to Right in this photo are Dave's oldest son, Peter, Dave, and his youngest son, Andy, at Lackland AFB in San Antonio Texas. The date was March 16, 2012 at Andy's boot camp graduation!

Thanks, Dave! It's great to see such success stories in our district. Speaking of success stories, I'd like to take this opportunity to congratulate Mike Palko for his win in Expert Stunt at the 2012 Jim Cole Memorial contest. He bested Dan Banjok (3rd) and me (2nd) in a hard fought and very fun contest.

Mike flew his version of my P-51 Mustang design. Mike, Dan and I started on three of them here in my shop many years ago. Dan finished his and flew it for a few years and even placed in the Top 10 in Open at the Nats with it, as did Mike with his a few years later.

Mike went on to win Expert at Brodaks four times (including this year) with his Mustang, which incorporates a few slight modifications from my original design that produce an even more scale-like appearance (shorter rudder and fin, shorter landing gear, and a restyled canopy that was molded by Dave Midgely).

I never did finish mine, and in a weak moment I sold it to a modeler who wanted one. That may have proved to be a mistake as, after the Jim Cole Memorial, I had a chance to fly Mike's Mustang. It is a simply magnificent flying ship and I think I just might need to build one!

Mike and I talked about getting the plans finalized for the Stang so that we can make them available to the many who have expressed interest in the design. It is built in my Lost-Foam Wing method but could possibly be made as a foamer if kept light. We'll see ...

Dan powered his with a PA .61 glow engine, and Mike used a Steve Neu-produced 1907/2Y ORK (Outrunner Killer!) electric motor. I'll probably opt to use an E-flite Power 32 Outrunner in mine if I do build one. Mike is using a Thunder Power 4000 mAh, 5S battery in his ship, and I'll probably do the same.



Mike Palko won Expert Stunt at the 2012 Jim Cole Memorial contest. He finished ahead of Bob Hunt and Dan Banjock in a tightly fought, fun contest. Here is his exquisite, Bob Hunt designed, P-51 Mustang. It is powered by a Steve Neu 1907/2Y electric ORK (Outrunner Killer) motor.

I didn't take my camera with me to the Jim Cole (my bad), but I do have a couple of "file" photos of Mike's beautiful ship. Believe me, the photos just do not do it justice! Watch this young man in the near future; he's going to be a monster!

Hazleton Stunt Meet

For the past three years (including this year), the Northeast Valley RC Club, which is based in Hazleton, Pennsylvania, has hosted a very nice CL Stunt contest at its club field. The group of CL fliers there who put this show on is led by club spark plugs, Jen Federick and Bernie Suhamski.

The field is a beautifully maintained grass venue that is on a hillside and overlooks the rolling farmlands that central Pennsylvania is known for.

The contest menu consists of PAMPA classes and each year the turnout appears to be growing. This contest is typically scheduled just before the AMA Nats, so it can be used as an effective tune-up for those who plan to go to the big show in Muncie.

I made it to the first contest the club held in 2010 and judged Expert along with Frank Imbriaco. I missed out on the second year because of work issues, but I made it there again this year and again judged Expert along with my pal, Frank.

It was a very enjoyable experience and I highly recommend that if you live within driving distance that you attend next year. The members are putting out a significant amount of effort to throw a great contest there and they deserve our support.



Here are some of the members of the Hazleton, Pennsylvania-based Northeast Valley RC Club. Several of the club members have an interest in CL Stunt flying and for the past three years they have hosted a wonderful contest at their picturesque field in Hazleton.



Linheart and Patricia Smith, from Bedham, MA, pose with Linheart's electric powered Yatsenko Shark. With this model Linheart placed first in Advanced at the Hazleton, Pennsylvania contest. It's powered by a Plettenburg Orbit 28 series motor and a 5s 2700 mAh ThunderPower battery. A very nice combination!



Dan Banjock won Expert Stunt at Hazleton flying his well-traveled Vista original. Dan powers this ship with a PA .61.

C.L.P.A. STUNT ADVANCED			
NAME	1ST ROUND	2ND ROUND	SCORE
George Waters	433.5		
Ed Barry	437.5		
Frank Imbriaco	426.5	436	436
Lou Ruger	444.5		
Bruce Jennings	394	377.5	394
Alan Buck	409.5	356.5	409.5
Ken Armish	449	447.5	449
Bob Krug	441.5	399.5	441.5
Linheart Smith	464	441.5	464

Here are the Hazleton Advanced scores; nice turnout!



Scott Bolton, at left in photo, and Craig Gunder judge an Advanced Stunt flight at Hazleton. This was Scott's first experience at judging and he did very well!

C.L.P.A. STUNT EXPERT			
NAME	1ST ROUND	2ND ROUND	SCORE
Gary Lutz	472.5	475	475
Joe Adamusko	530.5	529	530.5
Joel Costantino	511.5	490	511.5 511.5
Craig Gunder	512.5	466	512.5
Dan Banjock	544	544.5	544.5

Here are the Hazleton Expert scores.

C.L.P.A. STUNT INTERMEDIATE			
NAME	1ST ROUND	2ND ROUND	SCORE
Scott Bolton	462		
Ryan Barry	493.5	505.5	505.5
Tom Smeltzer	449.5 2 Attempts	449.5	449.5

Here are the Intermediate scores from Hazleton.



This was the first contest appearance for Tom Schwartz, and he is shown here with his ARF Nobler at Hazleton. Tom won the Beginner event at the meet.



The RC runway at Hazleton is long enough to accommodate two grass circles with plenty of safety room between. The view from this field has to be experienced in person to be appreciated fully. Why not make plans to attend next year?



Here's one last view of the Hazleton field. This club has gone all out to provide an outstanding contest. Please try to support them!

A Promise Broken

Well, here I've been the District III Director only a few months, and already I've broken a promise to you. Hey, in political terms, that's not too bad! What promise did I break? Well, I promised to inform you of all impending votes on the council so that your voices would be the ones heard from our district, not just mine.

There was a notification a few months back from Don McClave about the vote that would be taken to add the Expert class to the Nats menu. I got the memo but completely dropped the ball in getting that information out to the District III members to get a consensus.

In my defense (what little there is of it ...), I have been just inundated with work since the year began. My *Stunt News* editing duties, my *Model Aviation* column duties, and my real-life duties just devoured me, and I simply forgot to get that information out. My apologies.

Not all bad, however, as the vote taken at the PAMPA Executive Council meeting was almost unanimous in favor of adopting the Expert class for the Nats starting next year. My vote, either way, would not have made a difference. I'll be more diligent in the future on such things.

There has been much rhetoric on the forums about the inclusion of the Expert class at the Nats, but the bottom line is that it is an official event on the contest menu, and there is no reason why it should not be offered at the Nats.

Some have predicted that it will cause judging fatigue and tabulation problems. We'll see, and if it proves to be a mistake, we'll simply take another vote to see if it should stay. (You'll be informed of that one should it become necessary). Until then, let's all keep a positive attitude about this change/inclusion. The probability is that it will bolster waning Nats participation. Keith Trostle will have an update on this in a near future issue, and it will explain all the pros and cons of the event.

That's it for this time. Please send in your "Why I Fly Stunt" stories!

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

—Bob Hunt

District IV

by Steve Fitton

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

Hi again, District IV! I hope you've been having a fantastic summer and are all ready for the September Northern Virginia Stuntfest and the Carolina Criterion in October. This installment is going to be heavy once again on Brodak pictures, since a very large percentage of our district goes to that event, and very few go to the other event encompassed in this article's timeframe, the Nats.

First we have some business to cover. At this year's Executive Committee meeting, membership secretary Jim Vornholt informed the directors that the average age of a PAMPA member is 72.2 years, and that PAMPA membership had dropped to about 800 members and continues to drop.

At the time of this writing, District IV has 42 members on paper. At the current rate of contraction, PAMPA is going to become too small to continue as the organization you know it as today. You will already be noticing some dues increases and mailing changes to the printed magazine, but bear in mind that we are very close to having to contract *SN* quite a bit, both from the publishing/printing cost standpoint as well as the simple fact

that fewer members mean less material sent in for the magazine itself.

The bottom line is that some of you fly with people in your clubs who are active fliers but no longer PAMPA members. Some of the members quit because of the acrimony resulting from the "Brodak Wars," or because they had difficulty with their renewal going through in the past, or because they just plain forgot.

If you can gently remind those with the means that they might want to try membership again, they will find a magazine that is top notch under the editorship of Bob Hunt, has smooth-running membership renewals under new Secretary Jim Vornholt's leadership, and will very soon be running online renewals from a new PAMPA website that will replace the antiquated user-hostile one. In a district as small in numbers as ours, even five new memberships would be significant in reversing the contraction trend and keep *Stunt News* going.

Those of you who are current members might also want to take a moment and make sure the email address listed in the latest PAMPA Reference Manual for you is correct.

This past June 25, I sent out an email requesting member feedback on a proposal that would add PAMPA Expert to the events currently flown at the Nats. This poll was at the request of PAMPA President, Don McClave, so that the vote on the proposal at the Nats EC meeting would reflect the wishes of the membership.

Out of 42 emails, I had nine that bounced back as incorrect, so we have a significant number of obsolete email addresses out there. It is admittedly rare that an issue compels the district directors to directly poll their respective districts, but when it does happen, a correct email address ensures your voice will be heard.

Now onto the fun stuff!

I was not able to personally attend Brodaks because of the perennial conflict of the week of the contest with the last week of school for my kids. I am grateful in the extreme to Elwyn Aud who shared many of his pictures of District IV persons in action with me. Between people like Elwyn, William Davis, and others, there are many more fantastic images of the contest than I have space to print, and that makes putting together articles for *SN* a delight.



Our first picture covers a serious issue that will have to be addressed at the October Huntersville event. This Elwyn Aud picture clearly shows that Charlotte NC's David Smith has committed a capital man-card violation by carrying an accessory dog with him in true Paris Hilton fashion as he accepts his award from Brodak CD Tom Hampshire, who is clearly cringing at this outrageous act. Something will have to be done, and it will be up to the membership of District IV to convene a suitable kangaroo court to deal with this offense!



The obligatory Carolina Gang picture, with more people than ever! Will Davis photo.



Brad Smith and grandson Colton are ready to send Brad's Super Zilch into OTS competition on another fantastic day at Brodak's. Aud photo.



John Tate casts a skeptical eye at John Simpson while waiting for a flight. I'd love to know what that conversation was about! Aud photo.



Terry McDowell shows off his ST .60-powered Vega stunter, with the fantastic silver dope finish, in front of Brodak's house during appearance judging for the PAMPA classes. Aud photo.



John Rakes also has his LA .46-powered Optimus stunter out on Brodak's front lawn to be judged. Aud photo.



Tim Stagg was busy! Here he launches William Davis's TEOSAWKI for a flight in Expert Profile. Aud photo.



Tim Stagg and Phil Spillman wait by Tim's electric-powered profile F-86 for Tim's turn in Expert Profile. Aud photo.



William Davis bears down on his profile flight with his well-worn LA .46-powered TEOSAWKI. Aud photo.



Above: Here is Tim burning in the inverted laps with that superbly finished F-86. Aud Pphoto.

Right: One more view of Tim Stagg's F-86 going over the top of the outside loops during a Brodak's official flight. Aud photo.



Above: Artie Jessup's XP-40 viewed from inside the circle as its ST .51 engine pulls it through the pattern. Aud photo.

Right: Brian Moore won the Perpetual trophy for the "Spirit of '52" award. Here he can be seen looking at the trophy in happy disbelief! Davis photo.





Brian Moore has more than just OTS planes. Here we see his very nice Saito .40-powered P-51 Mustang. Aud photo.



Scott Richlen's PA .61-powered Silver Lancer waits in the shade for Expert to begin. Aud photo.



Over on the racing circles we see some stunt pilots having fun as Phil Spillman, Gary Lutz, and Mike Palko jockey for position. Aud photo.



Left: Gary Lutz's superb ST.60-powered Spitfire arcs over the top of the wingover. Aud photo.



Below: William Davis launches Watt Moore. Aud photo.



William Davis's Classic Skydancer ready for Brodak's action. William used the O.S. .35-powered model for both Classic and Pampa Expert. Aud photo.

William's Skydancer makes a hard outside corner. Aud photo.



I know everybody at Brodaks had a great time and can't wait to go back. A special thanks needs to go out to CD Tom Hampshire, who finally decided to hand over the CD reins after so many years of herding cats. Thanks for the hard work, Tom! Now go fly and have fun!

As far as I know, I was the only District IV member to compete (in Stunt) at the Nats this year. If I'm wrong, somebody please correct me, especially if you have pictures of your adventures there. I won't bore the masses with my Nats story (at least not right now), but I do want to offer my congratulations to Doug Moon for his first National Championship. Well done, Doug! We had to fly in all sorts of conditions at Muncie this year: heat, rain, wind, and finally perfect conditions. Doug demonstrated masterful skill in all conditions and flew like a champion.

That's it for now. See everybody at the Stuntfest and Huntersville! *SN*



John Tate's ST .51-powered profile P-47 makes its way around the Advanced circle. Aud photo.



Left: 2012 Walker Cup winner Doug Moon off on his second flight of the top five at this year's Nats.

District V

by Eric Viglione

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

Nats! My favorite *Stunt News* issue! This is what it's all about for the hardcore competitor; well, aside from maybe the Team Trials and the World Champs... oh, and maybe VSC; then there's Brodak; oops, don't forget the KOI...ok ok ok, but the CLPA Nationals are still a pretty big deal.

SKY

Roland Travino sent in a couple of great snaps and commentary. Roland, with the help of Tim Holt, shows us what can be done to encourage kids these days. Good job! The kids look as though they had a blast!



Roland Trevino and Tom Holt were invited by The Grace Place, Nashville TN, a Church of God affiliate, to fly a demonstration of control line planes for their Vacation Bible School. Their theme was "SKY—Everything is Possible with God." Roland and Tom flew six times as the children came out in small groups.



Some 150 children participated in the VBS and watched Roland and Tom fly a Ringmaster. Also included in the demonstration was an RC plane and an airline pilot who gave a lecture on flying. It was a great time flying for the children, listening to their oohs and ahs.

The Nats

In my column in the last issue I encouraged y'all to attend the Nats if you had any interest at all and could fit it into your travel plans. Well, I hope you did and enjoyed it as much as I did.

My personal Nats story starts with my crashing my Starfire in practice four weeks before the Nats. As much as I'd like to shift the blame to the plane, the alignment of the planets, someone at the field who looked at me crossways, or I was distracted by the

by a low RC flyby at the field, however, I've really got no one to blame but myself.

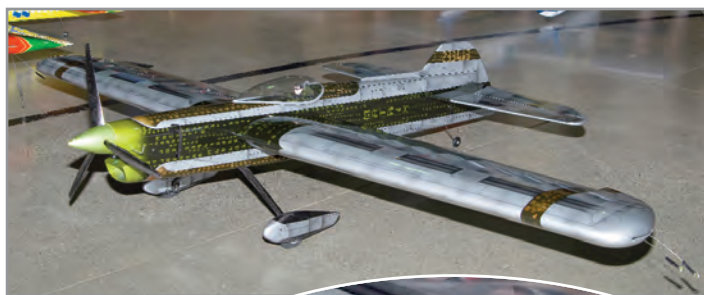
When that plane takes off, we are the captain of that ship until it lands. I made a bad trim change, and rather than fly it out level, I pig-headedly proceeded to try not to waste a flight and still get in a pattern. Well, that didn't end well. So, my soapbox moment for this issue is not to be afraid to throw away a flight. It sure beats throwing away an airplane!

The trip to Muncie wouldn't be complete without seeing a watermelon truck disaster, usually right after I cross from Florida into Georgia, and this year was no different from the last three. As an added bonus, I saw the remnants of a second watermelon truck massacre on the way home, somewhere after I passed Macon GA.

There were some fun detours in between Nashville and Ohio. I tried to warn my friends who were travelling similar routes on 24 and 65, but alas, some of our smarty pants GPSs had us scramble to that well-known tune, "Recalculating," while doggedly trying to put us back onto the road that was still blocked, one exit at a time until we passed it. I finally remembered to hit the "detour" button, and the cursed device finally gave up and sent me on my happy way.

I arrived late Saturday; it was blowing and I was tired. The grass circles for practice looked in good shape: cut low, if only a little on the crunchy side, as Muncie was in a severe drought. Sunday was a good day to practice and hang out with the gang as they slowly all started to roll in.

Monday was also a decent day, but practice was cut short while we raced back to our hotels to clean the grunge off our planes for appearance judging and the pilots' meeting. District V did great! Derek Barry ended up on the 19-point front row and took home the coveted Concours award, his second time, no less. Derek's first was with his Evolution, and now again for his Matrix-themed plane. District V had a good chunk of the 17-point row populated, and I think all were pleased with the results.



Derek Barry's
take-apart
Concours-
winning
Matrix.
Viglione
photo.

A closer
look at the
Matrix. Viglione
photo.





Gene Martine's new SV11 did well in the 180 Building, finding himself on the 17-point row. Viglione photo.



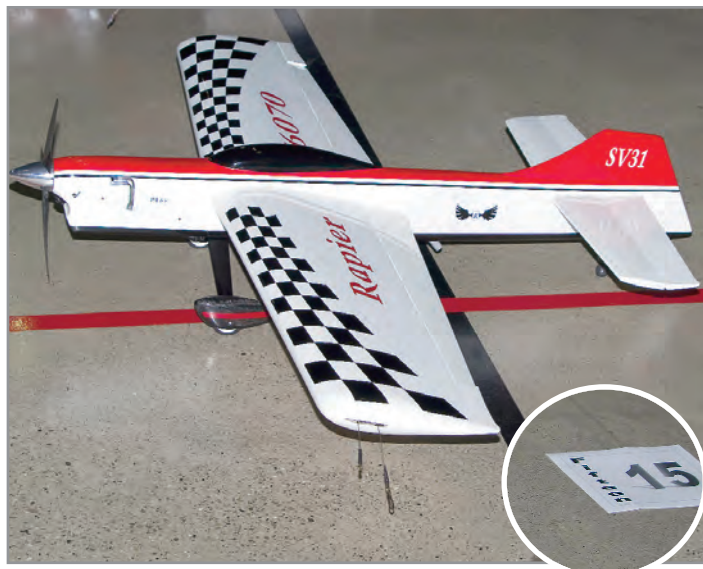
Bill Rich's SV22 once again visited the 17-point row, after a couple years off for the Worlds and running the Nats. Viglione photo.



Wayne Smith's new E-Tracer also joined the ranks of the 17-point row. Viglione photo.



Jim Smith was right on his brother Wayne's tail with this 16-point E-Tracer. Viglione photo.



My Rapier hung on to its 15 points from last year. Viglione photo.

I took a break from practice to visit the gang flying Classic and OTS down on the grass. Things appeared to be running quite smoothly, and everyone looked to be having a great time.



New Florida resident and local club member Dale Josephson with his All American. I believe Mike Schmidt was kind enough to hang on to this one so Dale could fly to Muncie. Dale has been a great addition to our club and District V. Viglione photo.



Tom Dixon hustling to get his lines on for a flight. Viglione photo.



Don Ogren with his own design, a cool-looking Classic 1959 Zero. Don just finished this plane before the Nats and decided it wasn't in trim enough yet to compete. Martine photo.



Derek Barry gives poppa Dale Barry's OTS Humongous a launch. Viglione photo.



Dale Barry doing his thing in the OTS circle. Viglione photo.



Curtis Shipp and Tom Morris chilling under an EZ-Up. It was much cooler on the grass than up on the L-Pad. Viglione photo.

The competition was fierce on all circles, and the seeding was well done. I don't think anyone got an "easy" circle, and most of us duffers were all fighting over the coveted fifth slot to try to get that "Q" next to our name. I was on the bubble, but it burst. Heh! It didn't stop me from having fun, though, and I was able to help launch some friends the remaining days.



Top 20 day, Gene Martine on Circle 3 while he appears to miss a head-on with Howard Rush. In reality, I was taking the picture from across Circle 2 to get just that optical illusion. Took a few tries ... Viglione photo.



The Smith brother stunt team (of which Bill Rich and I were honorary members, or at least given shirts to wear). Wayne, Jim and Sam were stylin' all week. Viglione photo.



Our new Junior Champ Gavin Barry greases the landing as the judges all hit their stopwatches, much to dad Derek's delight. Viglione photo.



Wayne and Jim Smith with grandson Sam Neible pose with their E-Tracer airforce. Martine photo.



Yours truly gives Bill Rich a launch on Top 5 day. Martine photo.



Bill Rich greases in a landing on Circle 1. Once again, the telephoto gives an illusion, this time of the house in the background being closer than it really is. I took this from down in the gravel parking lot. Viglione photo.



Our new Junior Champ Gavin Barry with David Fitzgerald and trophy. Martine photo.



Gavin Barry with his Fox .35-powered Twister. Martine photo.

I think a huge congrats to all District V Nats pilots is in order, to Gavin Barry for being a good sport and manning up to be the Junior Champ, and especially to my flying buddy Bill Rich for making the Top 5 Flyoff again. (Full scores/placings for all pilots should be elsewhere in this issue.)

Of course, our current champ is not from District V, but it just



Top 5 flyoff pilots(L to R): Kaz Minato, Paul Walker, Doug Moon, Bob Hunt, and Bill Rich. Martine photo.

doesn't seem right to end without a hearty congrats to Doug Moon, who took home all the marbles and is our 2012 Nats Walker Trophy winner. Congrats, Doug! Good job!

That's a wrap, folks. This issue deadline was July 20th, and the Nats ran July 16-21, plus we needed time to drive home and write this report. No doubt we'll be testing our editor's good nature once again. I actually got a hall pass from Bob when I mentioned it to him at the 12th St. Café while still in Muncie, but I may have stretched this one even beyond that generous grace period. *(No worries, Eric. You got your column to me well before some others... In fact, my District column was the last to be done and edited.)*

Until next time, see ya on the circle ... or better yet, at the Nats! **SN**

Illinois, Indiana, Kentucky, Missouri

We have several journeys to report on in this issue. I was blessed to have support to attend the first-ever control line addition to the Joe Nall Fly-In at Triple Tree Aerodrome in South Carolina this past May, and I'm appreciative of the help to be at this wonderful event. Pat Hartness, Mike Gregory (the CD), and Mr. Sadler (the announcer, a.k.a. "The Mouth of the South"), Juan Pablo Montoya, and Mac Hodges (the owner/builder/pilot of the famous B-29 and the Bell X-1 rocket models) are all big supporters of the new control line addition to the Joe Nall.

Mark Weiss of Delaware worked tirelessly with Pat Hartness and Mike Gregory to bring control line to the Joe Nall. With the help of many others, Mark encouraged a wide variety of area and out-of-area control liners to bring their models and have a great time demonstrating our area of modeling expertise to South Carolina.

I congratulate the board of the Joe Nall and the top dogs of radio control who supported this endeavor in 2012. Mark has found out by a call from Pat Hartness that the control line area (three circles) is being redone and sown with Bermuda grass in preparation for the 2013 Joe Nall.

I encourage anyone who desires to attend to contact Mark Weiss and let him know what days you can be there, what you are bringing, and how many friends you are enticing to attend in 2013. His email address is ama82824@yahoo.com, and his phone contact number is (302) 547-4917. The Joe Nall was May 12-20, 2012.

District VI

by Allen Brickhaus

Look for an equivalent set of dates for 2013 on your new calendar.

My next adventure was to drive to the Windy City Classic run by Michael Schmitt and held at the Ned Brown Forest Preserve just east of Woodfield Mall and just south of Golf Road in the Schaumburg, Illinois, area. Michael's attendance had the largest number of entrants to be seen so far this year in a local contest. His club continues to run a very nice contest. I made the decision to fly my TEOSAWKI in the event, since the venue was having storm and wind problems much like the Polk City, Iowa, event held at the first weekend of May.

I need to thank Steve Gerding for making a very observant comment when he mentioned that my O.S. Max LA .46 was so quiet compared to his engine. I was unhappy with my engine, as it seemed to be developing less power than previously, and I was using less fuel to get through the pattern and had to dump in more nitro to get what power I could during the flight.

I actually bailed out in the wind and went home with half a flight. I then remembered an incident with Charlie Reeves and his Fox .58 Stuntwagon at a Lexington contest about 15 years previously. His tongue muffler holes were clogged with burnt castor oil. His solution was to remove the burnt castor, and his engine returned to normal. I did the same. My engine also went back to its old self, and I am much happier with the combination.

For the 16th year the Brodak Fly-In happened in southwest Pennsylvania on the days prior to Father's Day in May. Tom

Hampshire and I served duty for the year and the week at hand to run the event. Both Tom and I have worked the Brodak Fly In for thirteen years each. This is Tom's last year and I thank him for his dedication, attention to detail, and unerring support of me and the event. I am in the process of looking for a person to fill Tom's shoes. That will be a difficult task. Thank you, Tom, from all of us! **SN**



Craig Gunder came out of the woodwork and attended the Joe Nall. He's begun flying PAMPA stunt again. He is currently flying one of Joe Adamusko's models with a Ro-Jett .67 for power.



Watt Moore, my consummate CAD man for all of my current publications, also brought his many models to the Joe Nall. Watt and I usually share a room during the Huntersville event in the fall.



Tom Smeltzer came to the Joe Nall with Mark Weiss, Craig Gunder, Joe Adamusko, and others from the southeast Pennsylvania area to support control line at Triple Tree Aerodrome.



Joe Adamusko brought his Spitfire to the Joe Nall, and I got the chance to put seven flights on the Al Rabe Bearcat owned by Bob Shaw.



I know this is not control line, but this is a 120-pound radio controlled Cub on floats which got its pontoons wet at the Joe Nall.



An unknown person brought an inertia/hand cranked starter for speed models to the Joe Nall. This was probably used in the 1950s and '60s to safely crank speedsters.



Here is another view of the inertia starter shown at the Joe Nall.



Above: Your columnist took his TEOSAWKI and Adams' Special to the Joe Nall and then to Chicago later in the month.

Right: Mike Schmitt bring the troops on line with his pilots' meeting in Schaumburg for the Windy City Classic on the weekend of Memorial Day.



Colleen Schmitt counsels with Brad Jungheim at the Windy City Classic at Ned Brown Forest Preserve.



Bill Allen completed a very nice and cleaner copy of my prop length sanding tool.

He displayed it for me at the Windy City Classic.



Left: Scott Pahlow (pilot), John Broughton, and Alan Soltysik prepare for a flight at the Windy City Classic in Schaumburg, Illinois.

Right: Art Johnson is at ease and ready for his flight in Beginner at the Windy City Classic.



Jordan Segal secures his RSM Jack Sheeks Hurricane during the Windy City Classic.



Gene Schneiderer, Pete Mick, Larry Fruits, and William Smith listen to Mike Schmitt during the pilots' meeting.



Gerry Ruschke, his wife, and Mark McKinney kibitz during the Windy City Classic.



Left: Larry Fruits drove from Plymouth, Indiana, to attend the Windy City Classic.



Alan Soltysik observes while Jim Schuett pull tests his Twister at the Mike Schmitt event.





I discussed in the text about burnt castor oil clogging the exhaust holes of my tongue muffler, and this picture shows the results of my work to clean out the holes and the resultant junk left on my building table.



Jim Lynch brought his well-built and finished Jack Sheeks' Fw 190 to the 2012 Brodak Fly-In. Jack was indeed happy with the results of Jim's work.



Allen Goff prepares his UHP Bob Gieseke Nobler for a flight at the 2012 Brodak Fly-In on the Expert Circle.



Roger Wildman, Wesley Dick, and Allen Goff take in a meal with friends at the Hartley Inn in Carmichaels PA, during the 2012 Brodak Fly-In.

Iowa, Michigan, Minnesota, Wisconsin

I am going to use this installment of the District VII column to make mention of a neat idea that has sprung up over the past five years called the Tour D'Michigan. This is a group of control line fun-fly events in various locations in Southern Michigan (Kalamazoo, Jackson, Flint, and Lansing) designed for beginners.

It has been successful enough to create a pretty good footprint on the beginner event at the Nats. This is not strictly a stunt event; it also includes some simple racing, but they use a much simplified set of maneuvers they call Fun Stunt. I was able to attend one of these events back in early June in Jackson MI, and a good time was had by all.

Vince Bodde (reformed RC flier and now a solid advanced stunt flier) and Frank Carlisle are now the primary leaders of this effort. The original Idea came from Frank Carlisle and former District VII representative John Paris. John was back in town from Korea and made the Flint event (see photo). Nice to see John hard at work.

District VII

by Bob McDonald



John Paris and family.
Carlisle photo.

Let's look at the Tour D'Michigan participants at the Nats. They were Terry Bentley, Steve Hines, Samantha Hines, John Bodde, Kevin Hines, and Paul Barbour.

Below is the Tour D'Michigan group.



Tour D'Michigan at the Nats. V. Bodde photo.

Samantha Hines put in an official flight with her dad Steve calling for her. Samantha also collected autographs of the Pro Stunt competitors on her flight box as a keepsake.



Samantha Hines official flight at the Nats. V. Bodde photo.



Samantha Hines with plane she won in last year's beginner event. V. Bodde photo.

And now from the new to the not-so-new: John Bodde, Vince's dad, decided to fly Beginner at the Nats on his 80th birthday. (It's never too late.) Happy Birthday, John.



John Bodde in the camp site at the Nats. V. Bodde photo.

And finally we have Paul Barbour in action with Steve Drake calling.



Paul Barbour official flight at the Nats. V. Bodde photo.

The Tour D'Michigan group has expressed to me its gratitude, particularly to Allen Brickhaus and all those who were involved in the Nats Beginner program for making this possible. Also, much appreciated was the prize donation collected for this event.



Beginner prizes at the Nats. V. Bodde photo.

Well, it is evident that these people are having way too much *fun* and that's a real good thing.

'Til next issue ... Oh, yeah, send me stuff! My email: bobsp47@sbcglobal.net; snail mail: Bob McDonald, 28746 Westfield Livonia MI 48150; Phone: 734-421-4330. **SN**

—Bob McDonald

Arkansas, Louisiana, New Mexico, Oklahoma, Texas

District VIII

by Don Hutchinson

Texas summer... hot, hot, hot! I have not been out, so I have no local gossip to report, nor apparently has anybody else in the district, as nothing has hit my inbox; thus, you will get another esoteric mishmash of varied subjects. Let's start off with the important items.

The even-numbered districts have elections for their representatives this year, and since I have been seeking a good man to replace me for a long time, I can now report that we do have a new rep going on the ballot this year.

At the Nats, Mr. Doug Moon agreed to being nominated. And, since it appears he will run unopposed, he will likely be taking over this column in January along with the attendant duties of representing District VIII. Doug will be a good fit for the job as he is a top-of-the-line competitor, a good troop and lightyears ahead of me in stunt technology.

Back in my column for January/February, I described a 2-inch-wide brush which I picked up at Walmart. At that time I hadn't had an opportunity to use it, but I am presently finishing a new profile warbird and used it to apply the clear dope to the model. It worked very nicely, didn't shed any hair, and laid the dope on beautifully. A steal for under \$10! Go and get yourself a few of these—the Golden Taklon Big Brush—in the fabric department. See the January/February column for more details.

Somehow I got a note in my files for this issue about celebs who build models. I don't remember what brought it up. Since most of you are younger than my kids, you probably would not have ever run across the following Hollywood gossip from the old magazine articles or ads.

Rochester, from the *Jack Benny Show*, had a big, old, probably Hornet .60-powered, speed model, Gene Autry was pictured with both free flight and control line models, and a large X-Acto ad touted Bob Hope and Brian Donlevy as model builders.

And, of course, Reginald Denny was very active and ran a hobby shop in Hollywood for many years. He also was associated with Radioplane, the drone builders in Van Nuys, California. where a sweet young lady named Norma Jean Baker worked. And just hot off the grapevine, I understand Juan Pablo Montoya got a chance to fly a CL model at the Joe Nall show. There should be some good press about that event in this issue from those who were there.

The Nats are just getting underway as I type this, so I have no news from the Midwest to report. I expect there will be coverage of the whole show in this issue, but my marching orders tell me to get the column in by the deadline. I sleep better that way, plus then I can go out in the 105-degree workshop and add the finishing touches to my new warbird. Got it far enough along so that I can post photos of it. Yes, it is a real "Warbird." Many a WW II pilot got his first hours in a Cub via the Civilian Pilot Training Program. If enough interest is

shown, I will run up a good set of plans for it, similar to the other twelve I have already done.

No limerick this time; instead, a neat little item from the web: One of my wife's high school chums married a man who spent his career as a fighter pilot in the USAF where he flew F-4s in Nam and was a typical fighter jock. He sent me this: Google "A day in the life of a retired fighter pilot" and see a real fighter pilot in action! **SN**

—Don



The Cub from above: The J-3 in all its glory! Not very much different than a typical stunt ship when you turn it upside down. Good plans will be drawn up if enough interest is shown and it flies as well as I hope it will!



The Cub: Magnum .36XL power; N number same as Dale Gleason's Four Deuces full-size Cub; 465 sq. in. wing area; 22% tail; 40 ounces. I plan to have him fly it in the Warbird event at Baton Rouge.

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

District IX

by Carl Shoup

No report this month. **SN**

District X

by Jim Hoffman

Arizona, California, Guam, Hawaii,
Nevada, Utah

Ed Capitanelli's Humongous: Ed Capitanelli is quite the prolific builder and is very good about providing input to the District X column. He recently completed a very patriotic Humongous for OTS from an RSM kit. It weighs 53 ounces, is powered with a Super Tigre .51, and is finished in dope.

Ed relates that while the paint trim work was successful, it was a bit of effort for Ed and his wife Peggy. Flight reports are very favorable; he is using 64-ft. lines (eyelet to eyelet).

Gunter Wagner of Schwartzberg, Germany

David Fitzgerald is another frequent contributor to the column. He keeps in touch with quite a few stunt fliers from outside the US and has been generous in sending photos when they emerge. Recently, he shared some photos of a new Cardinal built by Gunter Wagner of Schwartzberg, Germany.

Short column this month. Please consider sending in some input. **SN**



Above photos: Beautiful Cardinal from Gunter Wagner. Check out those large flaps on Gunter Wagner's Cardinal.

Right: Kirk Mullinix putting in a nice flight at the Mackey contest, November 2010.



Above and below: Ed Capitanelli's Humongous, top and bottom view.



Alaska, Idaho, Montana, Oregon,
Washington

No report this month. *SN*

District XI

by Bruce Hunt

September/October 2012 91

Contests

Stunt News Contest Calendar

For up-to-date listings and additional information, see the PAMPA Web site: www.control-line.org, then go to Resources/Documents/2012 PAMPA Contest Calendar. See also the AMA website: www.modelaircraft.org/events/calendar.aspx. Be sure to confirm with the CD before going to a contest. Please submit new listings and contest results to Howard Rush, hmrush@comcast.net. Submit contest ads to Gene Martine, gmflyng@bellsouth.net.

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

2012 Contests:

October 20-21

Lee Lorio Memorial Control Line Stunt Championship, Independence Park, 111 Lobdell Ave., Baton Rouge LA
Circles are immediately east of Liberty Lagoon water park.

Saturday: Classic, Military Stunt*, Profile* (Beginner, Intermediate, Advanced, Expert),

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

CD: Doug Patterson, (225) 629-0290 (home), (225) 270-2181 (cell),

jd3patterson@gmail.com

Assistant CD: Tommy Mansur, (225) 235-0882

October 20-21

34th Annual Golden State Stunt Championships, Madera Airport, Madera, CA, <http://g.co/maps/deq47>

Saturday: Old Time, Classic

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

Contact: Brian Massey (559) 908-9431, bjmassey2@gmail.com

<http://www.californiacarclubs.com/GSSC.htm>

October 20-21

Carolina Criterium, Waymer Field, 15401 Holbrooks Rd., Huntersville, NC

Take exit 23 east from I-77, turn right on Old Statesville Rd., turn left on Holbrooks.

Saturday: Basic Flight, Old Time, Nostalgia 30*, Profile*

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

CD: Everett Shoemaker, (252) 633-4128, evjoshoe@embarqmail.com

November 3-4

Southeast Stunt N Fun, MCRC Field, 7315 71st Ave E., Palmetto, FL, N27.57962, W82.49150,

<http://tinyurl.com/mrcmap>

Saturday: Beginner Precision Aerobatics, Old Time, Classic

Sunday: Nostalgia 30*, Precision Aerobatics* (Intermediate, Advanced, Expert)

CD: Wayne Smith, (813) 621-4051, kamwns@verizon.net

www.manateerc.com

November 3-4

South Arkansas Stunt Championships, Kenneth Makepeace Field, Industrial Rd., El Dorado, AR, N33.208282102696, W92.616339377099 .

Take Hwy 63 east of El Dorado, turn right on Industrial Rd. Field is ½ mile on right.

Saturday: Profile*, Old Time

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

CD: Norman E. Faith, 157 West Lake Rd., El Dorado, AR 71730, (870) 310-3525, circlepilot@suddenlink.net

<http://www.myspace.com/southarkansasaviators>

November 10-11

Wild Bill Netzeband Memorial, Whittier Narrows Park, South El Monte CA, 60 Freeway and Rosemead Blvd. Show

your AMA card at the gate to get into the park free.

Saturday: Old Time, Classic, Precision Aerobatics (Beginner)

Sunday: Profile Sportsman*, Profile Competitor*, 1cc, Precision Aerobatics (Intermediate, Advanced, Expert)

Contact: Eric Rule, 21899 Heliotrope Ln, Wildomar CA 92959, (951) 678-1406,

rsmlrule@rsmdistribution.com

www.kotrc.org

2013 Contests:

January 19-20

King Orange International, Whitehouse Naval Outlying Field, Jacksonville FL

Take exit 351 from I-10, find your way north to US 90, go west on US 90, take Halsema Road north to the field.

Saturday: Basic*, Old Time, Classic, N-30*, Profile*

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

CD: Lynn Weedman, x47weed@aol.com

February 16

Ed Southwick Memorial Stunt Contest, Christopher Columbus Park, 4600 N.

Silverbell Rd, Tucson AZ

Old Time, Classic and Super 70s*,

Beginner Precision Aerobatics

CD: Jim Hoffman, 2658 W. Montgomery Dr., Chandler, AZ 85224, (480) 897-0630, (480) 329-3316, windswept4@cox.net

Assistant CD: Leroy Black, 25526 W Rio Vista Lane, Buckeye, AZ 85326, (623) 327-9227, (623) 326-4110,

lindyle1@yahoo.com **SN**

Contest Results

Bob Palmer Memorial

April 28-29, 2012, South El Monte CA
Results from KOTRC.org

Expert

1 Gordan Delaney 553.5
2 Jim Hoffman 553.5

3 Jim Rhoades 548
4 Stan Tyler 545.5
5 John Callentine 544.5
6 Warren Tiaht 544.5
7 Kirk Mullinnix 540
8 Steve Harris 540
9 Robert Harness 536.5
10 Sean Chuang 515

11 Warren Walker 497.5
12 Marshall Palmer 222
13 Bob Whitely 133

Advanced

1 Kestutis Dyarvydis 528.5
2 Steven MacBride 471

3	Mark Wasnick	468.5
4	Al Shorey	467
5	Walter Hicks	459
6	Pete Cunha	432.5
7	Osvaldo Campos	419.5
8	Reuben MacBride	408

Intermediate

1	Ethan Chen	467
2	Fred Staley	442.5
3	Erik Duggie	424

Beginner

1	David Kick	199.5
2	Mike Alurac	108.5

Classic

1	Gordan Delaney	581
2	Jim Rhoades	564.5
3	Steve Harris	556.5
4	John Callentine	556

5	Stan Tyler	549
6	Jim Hoffman	546.5
7	Warren Tiaht	545
8	Bob Whitely	541
9	Ray Firkins	540.5
10	Robert Harness	531
11	Shaun Chuang	524.5
12	Pete Cunha	489.5
13	Mark Wasnick	486
14	Fred Staley	4594
15	Steven MacBride	425
16	Erik Duggie	410
17	Reuben MacBride	405

Old Time

1	Bob Whitely	484.5
2	John Wright	472
3	Stan Tyler	468
4	Jim Hoffman	467
5	Dennis Choate	408
6	Larry Renger	406
7	David Kick	226.5

1cc/Leprechaun

1	John Wright	485.5
2	Larry Renger	461
3	Warren Walker	446
4	Andy Borgogna	437.5

Profile Competitor

1	Sean Chuang	503
2	Antone Kephart	500
3	John Wright	491.5
4	Warren Walker	488
5	Jim Rhodes	446.5
6	Pete Cunha	439
7	Gordan Delaney	371

Profile Sportsman

1	Ethan Chen	437
2	Andy Borgogna	386
3	Erik Duggie	361

Windy City Classic

May 26, 2012, Rolling Meadows IL
Results from Mike Schmitt, CD

Expert

1	Mark McKinney	537
2	Jim Schuett	501.5
3	Allen Brickhaus	338

Advanced

1	Gene Schederer	487.5
2	William Smith	481.5
3	Jordan Segal	471.5
4	Peter Mick	431.5

Intermediate

1	John Broughton	472
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Beginner

1	Steve Gerding	261
2	William Allen	169
3	Scott Pahlow	144



Windy City Classic participants.

Polk City Spring Contest

May 5-6, 2012, Polk City IA
Results from Bob Baldus, Stunt ED

Classic

1	Keith Sandberg	549.5
2	Greg Voumard	506.5
3	Mike Schmitt	486

Old Time

1	Allen Brickhaus	269.5
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2	Keith Sandberg	262.5
3	Crist Rigotti	261.5
4	Tony Kubes	229
5	Mike Schmitt	217

Profile

1	Keith Sandberg	541.5
2	Dennis Vander Kuur	537.5
3	Allen Brickhaus	495
4	Crist Rigotti	477
5	Jim Funk	465
6	Mike Schmitt	456.5

7	Ivars Greizins	413
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8	Tony Kubes	182
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We had a decent day Sat. and by 7:30 Sun. morning we had a nasty storm pass through. We decided to cancel the Pampa stuff as many had long miles to go and the day was very uncertain. Safety first! You might guess that within two hours the weather turned great and no flyers.

Atlanta Stunt Meet

May 19-20, 2012, Marietta GA
Results from Ty Marcucci

Expert

1	Derek Barry	579
2	Curtis Comer	530
3	Roy Trantham	493

Advanced

1	Allan Perret	479
2	Ronnie Thompson	467.5

3	Dennis Toth	404.5
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Intermediate

1	Ty Marcucci	417
2	Jeff Simon	402

Beginner

1	Brett Rogillio	109.5
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Old Time

1	Roy Trantham	231
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2	Dennis Toth	221
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Profile

1	Curtis Comer	500.5
2	Ronnie Thompson	481
3	Roy Trantham	478.5
4	Allan Perret	474.5
5	Tom Morris	471.5
6	Curtis Shipp	437
7	Ty Marcucci	388

GSCB Profile Meet

May 20, 2012, Lincoln Park NJ
Results from Roy Ward, CD

Expert

1	Brian Manant	466.5
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Advanced

1	Mike Ostella	498.5
2	Frank Imbriaco	421.5
3	Bob Krug	304.5

Intermediate

1	Ken Dawson	423
2	Ron Testa	408

Beginner

1	Tom Luciano	128.5
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Niagara Falls Spring Stunt

May 20, 2012, Niagara Falls, Ontario
Results from Balsabeavers.CA

F2B

1	Konstantin Bajaikine	140.5
2	Peter Hanson	136.4
3	Len Bourel	134.25
4	Geoff Higgs	125.25

Profile

1	Peter Hanson	141.85
2	Len Bourel	140.45
3	Dave Kelly	134.25
4	Chris Brownhill	121.05

Windy City Classic

May 26, 2012, Rolling Meadows IL
Results from Mike Schmitt, CD

Expert

1	Mark McKinney	537
2	Jim Schuett	501.5
3	Allen Brickhaus	338

Advanced

1	Gene Schederer	487.5
2	William Smith	481.5
3	Jordan Segal	471.5
4	Peter Mick	431.5

Intermediate

1	John Broughton	472
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Beginner

1	Steve Gerding	261
2	William Allen	169
3	Scott Pahlow	144

**Texas State Control Line
Championships**

May 26-27, 2012, Houston TX
Results from Allan Perret

Expert

1	Richard Oliver	548.5
2	Joe Gilbert	524.5
3	Steve Millet	501.5
4	Dale Gleason	486.5
5	Darrell Harvin	484.5
6	Ryan Young	479
7	Mike Greb	468
8	Bill Rutherford	429

Advanced

1	Don Cranfill	498
2	Stephen Hollier	468
3	Allan Perret	461

Beginner

1	William Dirks	64.5
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Classic

1	Joe Gilbert	490.5
2	Bill Rutherford	448.5
3	Allan Perret	437

4	Don Cranfill	436
5	Dee Rice	426.5
6	Richard Staight	227.5

Old Time

1	Joe Gilbert	279
2	Dee Rice	263
3	Don Cranfill	243
4	Richard Staight	113.5

TopClassical Annual Contest

May 26-27, Topeka KS
Results from Jim Lee, CD

Expert

1	Darwin Ulledahl	241	Rabe
	Millenium Mustang	RO-Jett .76	

Advanced

1	Kevin Prier	319
	Stuntman 46	OS .46LA
2	Howard Terrell	281
	Tutor II	ST .51

Intermediate

1	Bill Ledden	306
	Scarinzi 'Killer'	Fox .35

Basic Stunt

1	Dylan Prier	40
	Stuka Cox Black Widow	

Old Time

1	John Holliday	178
	Int'l Stunt Winner	Fox .35
2	Bob Brookins	133

Humongous Tower .46

Judges: Pete Lee, Dale Hrenchir, Jim Lee,
Ginger Taylor
Concours: Rabe Millenium Mustang,
Darwin Ulledahl
Tabulators: Erika Hrenchir, Tiffany Lee
Score Runner: Jackson Lee
Pull test: Bob Henningsen

Windy on Saturday and much windier on
Sunday.

Northwest Control Line Regionals

May 25-27, 2012, Eugene OR
Results from Flyinglines.org

Expert

Judges: Don McClave, Bruce Hunt,
Mike Conner

1	Paul Walker	599
2	David Fitzgerald	596.33
3	Chris Cox	590
4	Bruce Perry	574.33
5	Gordan Delaney	571.33
6	Jim Aron	568
7	Norm Whittle	566.67
8	Phil Granderson	557.33
9	Igor Panchenko	549
10	Mike Haverly	541.33
11	Alan Resinger	540.33
12	Paul Pomposo	519.67
13	Richard Walbridge	519
14	Pat Johnston	514.33
15	John Leidle	511.67
16	Keith Varley	496.33

17	Leo Mehl	467
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Advanced

Judges: Scott Riese, Dave Royer

1	Lanny Shorts	498.5
2	Kestutis Dvarvydis	497.5
3	Heman Lee	489.5
4	Dane Covey	489
5	Dave McCheyne	488.5
6	Richard Entwistle	488
7	Brian Massey	483.5
8	Mark Scarborough	474
9	Mike Massey	471
10	Brian Moore	467
11	Bob Duncan	464.5
12	Floyd Carter	428

Intermediate

Judges: Mike Haverly, Jim Rhoades

1	Gordon Rea	467.5
2	Bryan Carr	465.5

3	Tom Strom	449.5
4	Russell Shaffer	437
5	James Harper	431.5
6	Tim Wescott	392.5
7	Glenn Little	267

Beginner

Judges: Mike Haverly, Jim Rhoades

1	Doug Knoyle	260
2	Robert Ladd	192.5

Classic

Judges: Don McClave, Richard
Walbridge

1	Gordan Delaney	570.5
2	Norm Whittle	548.5
3	Scott Riese	531.5
4	John Leidle	520
5	Jim Aron	520.5
6	Paul Pomposo	518.5
7	Alan Resinger	514

8	Dane Covey	478.5
9	Mark Scarborough	471.5
10	Roy DeCamara	467
11	Brian Massey	444
12	Mike Haverly	440.5

Nostalgia 30

Judges: Don McClave, Richard Walbridge

1	Brian Moore	476.5
2	Lanny Shorts	471.5
3	Heman Lee	453

Old Time

Judges: Pat Johnston, Alan Resinger

1	Burt Brokaw	305
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2	Dave Royer	301
3	Jim Aron	299.5
4	Bob Duncan	289.5
5	Roy DeCamara	286
6	Floyd Carter	277.25
7	Russell Shaffer	255.75
8	Mike Conner	246.5

Expert Profile

Judges: John Leidle, David Fitzgerald

1	Scott Riese	482
2	Pat Johnston	479.5
3	Bruce Hunt	474
4	Paul Pomposo	457

Sportsman Profile

Judges: Scott Riese, Mike Haverly

1	Heman Lee	455.5
2	Dane Covey	455
3	Richard Entwistle	448
4	Mike Massey	446.5
5	Tom Strom	444.5
6	Mark Scarborough	437
7	Brian Moore	433.5
8	Gordon Rea	426.5
9	Bryan Carr	425.5
10	James Harper	425
11	Bob Duncan	408.5
12	Tim Wescott	389.5
13	Lanny Shorts	388
14	Russell Shaffer	384.5



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2013 AMA Control Line Aerobatics National Championships July 14-20, 2013

Friday, July 12-Saturday July 13

7:00 a.m. Control Line Precision Aerobatics Practice

Grass 600 x 600 Only

Sunday, July 14

7:00 a.m. Control Line Precision Aerobatics Practice

Grass 600 x 600 Only

8:00 a.m. Beginner & Intermediate Stunt Registration*

Grass Circles

8:30 a.m. Beginner & Intermediate Stunt Pilots Meeting*

Grass Circles

9:00 a.m. Beginner & Intermediate Stunt Event*

Grass Circles

12:00 noon Old Time and Classic Stunt Registration*

Grass Circles

Monday, July 15

7:00 a.m. Control Line Precision Aerobatics Practice

L-Pad, Grass Circles

12:00 noon Jr/Sr/Open/Advanced/Expert entries close

Nats Headquarters

2:30 p.m. Open/Advanced/Expert Models Presented for
Appearance Judging

180 Building

3:00 p.m. Pilots meeting

180 Building

4:30 p.m. Concours Voting

180 Building

Tuesday, July 16

7:00 a.m. Control Line Precision Aerobatics Practice

L-Pad, Grass Circles

7:00 a.m. Judges Seminar Phase (Flight)

L-Pad Circle 4

8:00 a.m. Old Time & Classic Stunt Events Pilots Meeting*

Grass Circles

8:30 a.m. Old Time & Classic Stunt Events*

Grass Circles

6:00 p.m. Judges Seminar Review (Rules review)

AMA Board Room

Wednesday, July 17

7:00 a.m. Control Line Precision Aerobatics Practice

L-Pad, Grass Circles

8:00 a.m. Open/Advanced/Expert Qualifications Rounds 1 & 2 L-Pad

5:00 p.m. PAMPA EC meeting

AMA Board Room

6:00 p.m. PAMPA General meeting

AMA Board Room

Thursday, July 18

7:00 a.m. Control Line Precision Aerobatics Practice

L-Pad, Grass Circles

8:00 a.m. Open/Advanced/Expert Qualifications Rounds 3 & 4 L-Pad

Friday, July 19

7:00 a.m. Control Line Precision Aerobatics Practice

L-Pad, Grass Circles

8:00 a.m. Open Top 20

L-Pad

8:00 a.m. Advanced/Expert Finals

L-Pad

Saturday, July 20

7:00 a.m. Control Line Precision Aerobatics Practice

L-Pad, Grass Circle

7:30 a.m. Jr/Sr processing and Appearance Judging

L-Pad

8:00 a.m. Jr/Sr Finals

L-Pad

8:00 a.m. Open Finals

L-Pad Circle of choice

12:00 noon. Walker Cup Fly-off

L-Pad Circle of choice

6:00 p.m. PAMPA Reception

AMA McCullough

7:00 p.m. PAMPA Banquet

Education center

(by AMA Museum)

*Unofficial Event

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

Thank you all for contacting the AMA over the scheduling fiasco caused by the AMA EC acting unilaterally. We will not be having the CL Nats over the 4th holiday week. A couple of notes:

Flying will only be allowed on the grass 600 x 600 field starting on Friday. The same R/C overflight and safety issue will prevent us from using the paved road. An alternate grass access will be necessary. The L-pad should be open by mid day on Sunday.

Beginner and Intermediate will be held on Sunday July 14th instead of Monday. Bob Brookins requested to try this and see if we can increase participation. Unfortunately, the grass area will also be used by combat, and carrier that morning, so space will be limited and only 1 grass circle will be available for practice until the L-pad opens up. The up side is that the normal 3 circles on grass area will be available for practice all of Monday.

Expert. Expert will be run concurrently with Advanced and Open on competition days Wed-Friday. I have no idea how many entries we might expect for Expert. Presumably this will mainly effect the number of Advanced entries more than Open. So, I will be limiting the number of Advanced trophies, and the number of Expert trophies will be determined by the AMA trophy policy, or number of entries.

My plan will be to run Advanced first, then Expert, then Open on Qualifying days. There will be only 10 finalists in Advanced, and at most 10 in Expert for Friday. They will be flown on one set of circles Friday. Open top 20 day will not be changed and will fly on the other two circles, at least for this year.

PAMPA has 25 rooms blocked at the Holliday Inn Express right off of McGalliard by Ball State. Be sure to mention the PAMPA and AMA rates for the Nats.

Holiday Inn Express
4201 West Bethel Ave.
Muncie, IN 47304
765-289-4678
....

So far, I do not have an event director for Old Time and Classic. If you would like to volunteer your time to be the ED, please contact me, David Fitzgerald at DavidLFitzgerald@sbcglobal.net or phone, H: 707-259-0626, C: 707-332-9564 The danger here is that if I do not have an ED, the events will not be run.

I also need one Pit Boss. You get your own shirt with your name on it. However, if you want one, you'll have to provide your own bull horn.

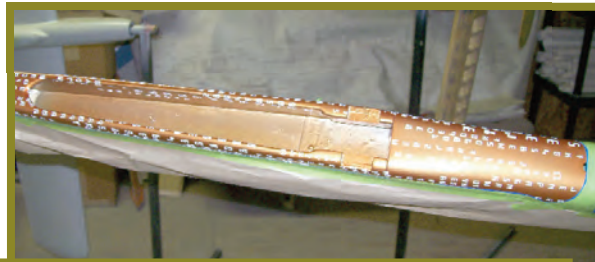
→ Appearance Point

The Matrix

by Derek Barry

For years I have been a huge fan of movies, watching them is a second hobby of mine. When the first Matrix movie came out in 1999 I thought to myself, "I have got to do a theme airplane." When the second movie came out I thought to myself, "I better start planning," and when the third and final movie came out I said, "That's it, time to start this thing."

I started gathering pictures and ideas



somewhere around 2002 and even drew a few rough sketches. Years went by and though the idea was always in my head I never did pursue my goal of having a Matrix plane.

It was not until I got home from the 2010 World Champs that I started work on the Matrix. I had a good plane, the Dreadnought,

Specifications:

Model name: The Matrix

Designer: Randy Smith and Derek Barry

Construction type: Built-up wing with Dallas Hannah take-apart hardware, Paul Walker-style take-apart stab and vertical stabilizer

Wingspan: 61 inches.

Length: 47.5 inches.

Moment arms (measured from the front of the wing to the back of the spinner and from hinge line to hinge line): 16.75 inches.

Weight dry: 72 very heavy ounces.

Power package: PA 65, Randy Smith high-torque pipe, 6.5 ounce tank.

Propeller (type and size): 13 x 4.5 carbon-fiber, 3-blade prop.

Finish (dope, auto paint, shrink film, etc.): Sig and Brodak dope with Dupont 480s clear.

Line length: 65 feet eyelet-to-eyelet.

and I had time to build a new dream plane, therefore I was not worried about taking a little more time with this one.

I resumed construction in the summer of 2010, but was unable to complete it before the 2011 Nats. It was finally in silver but no trim had been applied. It would be another year of painting before the Matrix was ready for its maiden flight.

I have no idea how many hours I put into finishing this plane but it had to be in the thousands.

There were countless four- to six-hour sessions, a lot of them yielding few results.

The detail became overwhelming sometimes and even when it was finished there were many ideas that never made it to the plane. At one time the entire bottom was to be covered with hover pads and lightning bolts.

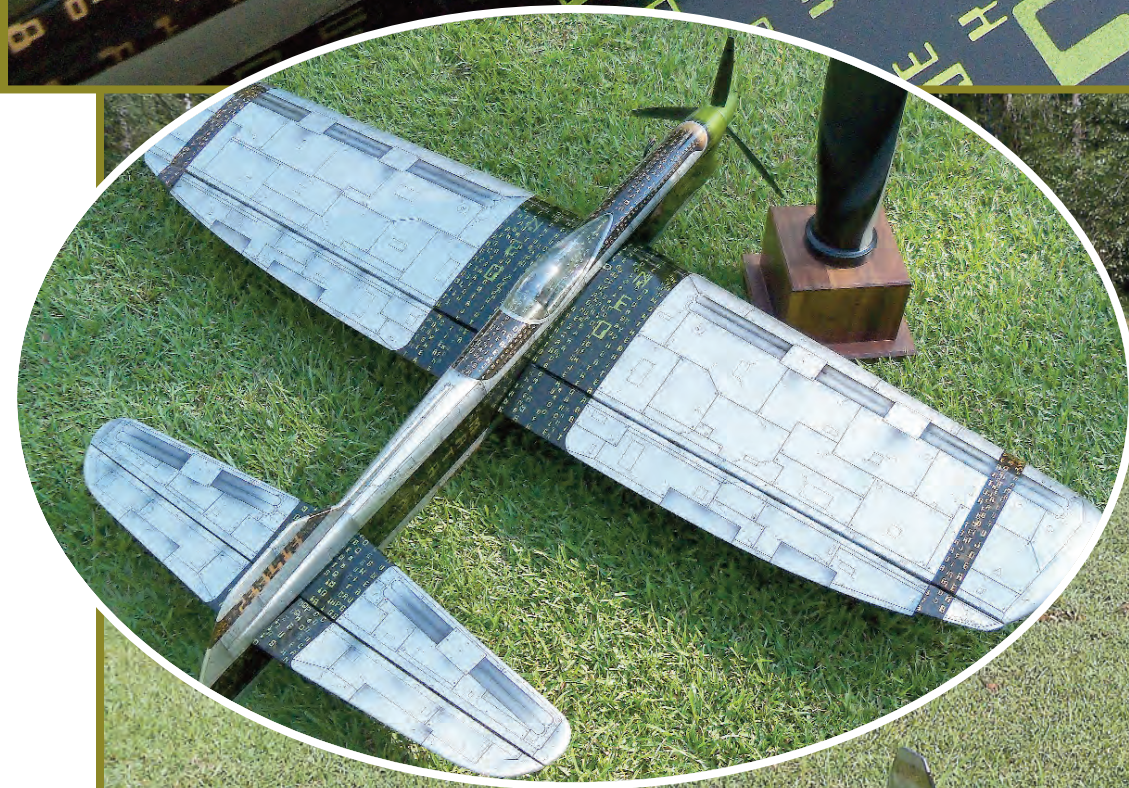
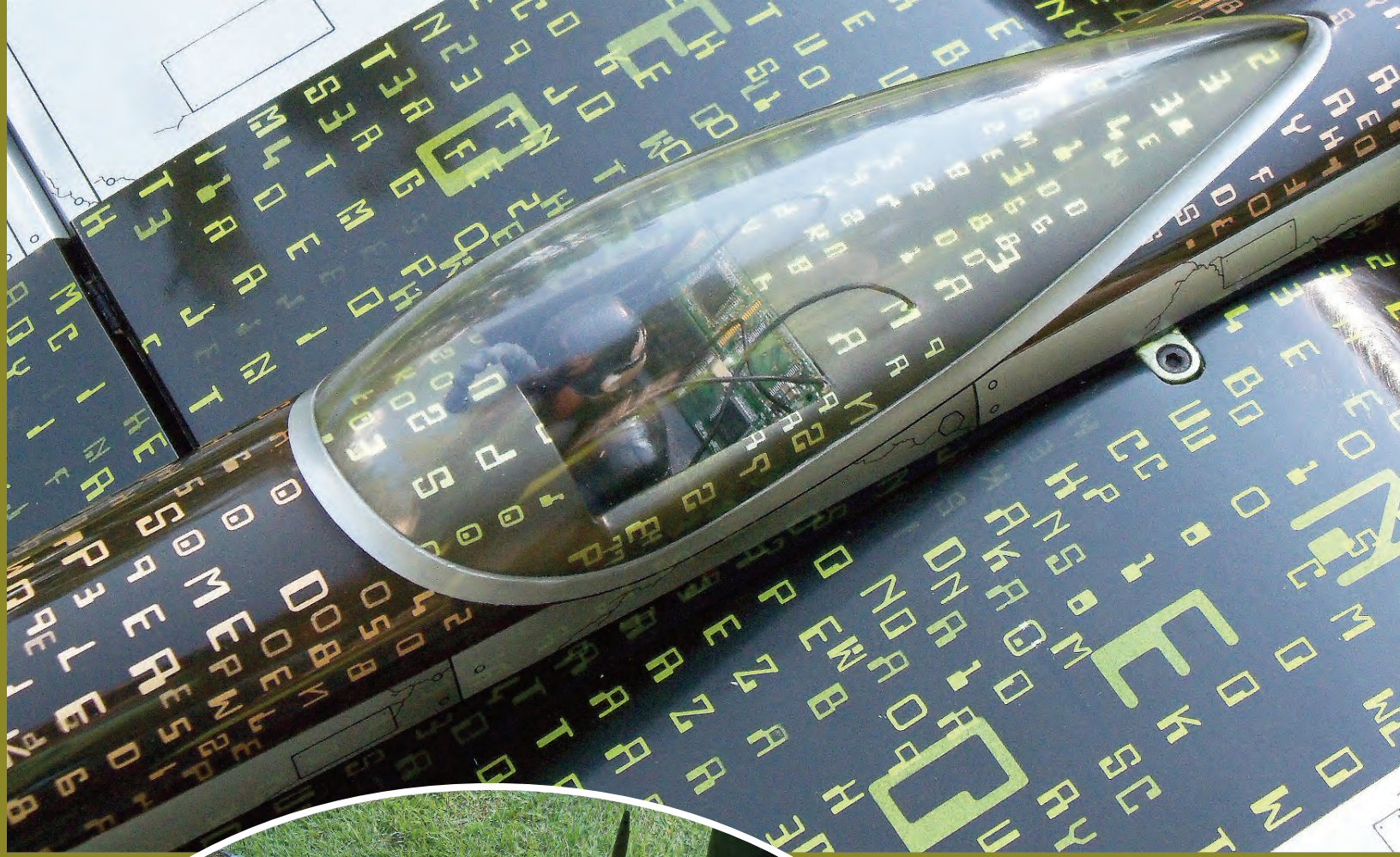
The main theme, however, never changed. I wanted the plane to look beat-up, like it had been through years of stress, similar to the hovercraft that was used in the movies. The original name of this plane was going to be the Nebuchadnezzar, but the name Matrix seemed to be the most popular among my friends.

All of the computer style code was done with a basecoat of either candy-apple green or candy-apple orange and hundreds if not thousands of individual numbers and letters. Those numbers and letters were placed in the colored areas.

A light coat of black was sprayed and then more letters and numbers were applied. This process was repeated at least three times everywhere you see code, and then the entire area was sprayed with a final black coat to create the black background.

This process gave a depth to the code itself, some lines are very bold and others can only be seen in direct sunlight.

When it was all done I was very happy with the results I felt as if I had accomplished the "look" I was going for. I hope you enjoy the pictures as much as I enjoyed building this airplane. *SN*



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