

Stunt News

Precision Aerobatics Model
Pilot's Association

September/October 2013 \$5.00



CL STUNT
AT THE
2013
BRODAK
FLY-IN

*Contest reports:
South African
Nats and the
Northwest
Regionals*

How-To ...

- Make your own fuel tanks
- Make your own pull-test device

features

8 2013 Brodak Fly-In *by Matt Colan*

18 21st South African CL Nats *by Percy Attfield*

22 2013 Northwest Regionals *by Don McClave*

40 A Champion's Motivation *by P.J. Rowland*



On the cover: Steve Bittner holds Hank Spielman's original High Aspect stunt ship. Steve knew Hank when he was a young man and says that he was a great inspiration. The first of this design by Hank was built in August of 1953, and Steve still has that very airplane and the drawings from which it was built, so this is one well-documented design! Hank flew this design in the 1961 Nats, but a crash during one of his qualifying flights forced him to use his backup plane which was a Hi Johnson-designed Stuka. Interestingly, neither the High Aspect or the Stuka had flaps, but they also had one other thing in common—they were fast! Hank was famous for his fast and flamboyant style of flying. The photo on our cover was taken at the 2013 Brodak Fly-In. Photo by Allen Brickhaus.

Inside cover: Bob Hudak built the Bob Hunt-designed F-105 Thunderchief and added a bit of flair by powering it with an electric motor system and installing E-flite electric retracts. The ship flies well and looks just stunning in the air. Here Bob performs with the Thud at the 2013 Brodak Fly-In. Photo by Will Hubin

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

pampa news and reports

2	President's Report <i>Don McClave</i>
3	Level Laps <i>Bob Hunt</i>
5	Membership Application
7	PAMPA officers contact information
54	Vice President
55	Secretary/Treasurer
	District Reports
58	District I
58	District II
61	District III
64	District IV
67	District V
70	District VI
74	District VII
76	District VIII
80	District IX
84	District X
86	District XI



extras

32	How-To: Build Your Own Fuel Tanks
39	Shark Donation
50	How-To: Build Your Own Pull-Test Device
56	PAMPA Plans Service
88	Contests/Contest Calendar
97	PAMPA Products



columns

28	E-Stunt
31	Next Generation



President's Column

by Don McClave

"I want to wish you
a wonderful fall
flying season."

Hello, everyone! The 2013 US National Championships at AMA Headquarters in Muncie, Indiana, will be remembered for a very high level of competition. Any one of the final five Open contestants could have won, and the winning flight by Paul Walker was by the very slender margin of 1.13 points over 2012 winner Doug Moon.

The fact that three of the five finalists used electric-powered airplanes showed that electric-powered models are attracting an increasing number of contestants. In addition to being competitive with excellent reciprocating engine-powered models such as that of Doug Moon, electric-powered models are quiet and are increasingly allowed to be flown at locations where reciprocating engines are not allowed because of noise issues.

Two years ago I had the pleasure of being invited to Napa, California, for a local contest for OTS and Classic events. I was able to watch an elderly man win the OTS event with an electric motor. In addition, two teenagers trailed him by narrow margins with electric-powered Ringmasters.

That was when I realized that electric-powered planes,



initially flown in the USA by Mike Palko, Walt Brownell, Bob Hunt, and a few others, were growing in interest. Last year, at the World CL Championships in Bulgaria, at least half of the entrants, including the winner, used electric power in their planes.

Whatever power is chosen, it seems clear that the number of stunt entrants will continue to grow in all parts of the country and continue to enjoy this wonderful event.

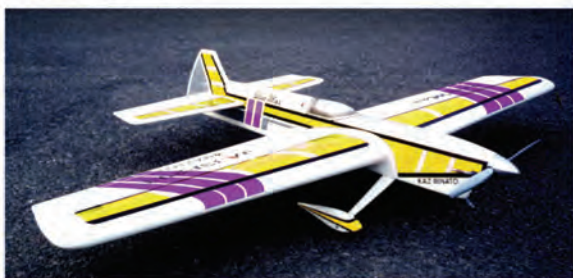
I want to wish you a wonderful fall flying season. *SN*

Best regards ...

—Don McClave

NEW KITS From RSM DISTRIBUTION Designed by Kaz Minato

To order go to www.rsmdistribution.com
Call 951-678-1406



BLUE MAX ETERNAL

* Wing Span 60" * Area 679 Sq. In.
* Length 45" * Stab Area 177 Sq. In.
* Moments
* Nose 10.7" * Tail 17.25"
* Stab Area 177 Sq. In.
* Engines .61 - .76 **\$189.95**



DQ MASTER

* Wing Span 55.5" * Area 612 Sq. In.
* Length 41.8" * Stab Area 77 Sq. In.
* Moments:
* Nose 10.2" * Tail 15.85"
* Engines .46 - .61 **\$144.95**

Level Laps

by Bob Hunt

division in CL Stunt at the Nats in 1957 and 1958. Art also won the Walker Trophy Fly-Off in 1958, besting the Open division winner, Bob Randall, and the Junior Champ, Eddie May, in the process. Art also won the Senior division crown in CL Combat in 1957, making him a double Nats Champ that year!

Art flew his original-design Atom in 1957 and 1958. Art's sleek, limousine-like "Detroiter" (as the I-Beam models of the time were known ...) was simply gorgeous. I vividly remember seeing the photos of Art's Atom in the modeling magazines after his win in 1958 and was just stunned by its appearance. It was one of the major early influences that made me want to someday fly CL Stunt. To me the appearance of the model—its shape, form, and finish—is as important as its performance. Control Line Stunt models were just cool looking, and Art's was the coolest of the cool to me.

In talking with Bill Werwage about Art, his friend and fellow competitor, I learned that many of the Senior division fliers considered themselves to be every bit as good at designing, building, finishing, and flying as their Open division counterparts. They developed a sort of swagger, refusing to take a back seat to the older guys in the event in any respect. That attitude probably accounts for the outstanding crop of Senior fliers at the Nats throughout the late 1950s and early 1960s.

Art was also known for his Lunar design. The Lunar, like the Atom, was an I-Beam model, but it featured a bubble canopy instead of an aft turtle deck. I was fortunate to have had the opportunity to fly Warren Tiaht's replica of Art's Lunar during a visit to Tucson. It is a great-flying ship and it also has a very distinctive and cool look to it. I've included a photo of Art with his Atom that was sent to me by Wynn Paul. Wynn assured me that Art's time in the Stunt event and all his contributions will be well covered in Wynn's soon-to-be published book, *Stunt History—The Story of Model Aircraft Control Line Precision Aerobatics*.

Art's lifelong friend, Rod Pharis, spoke at Art's memorial service and his address included a tribute to Art's genius with model airplanes. Truly, we have lost another giant of the hobby/sport. Godspeed, Art ...

Champion's motivation conclusion

For more than a year we have been publishing segments of P.J. Rowland's "A Champion's Motivation" series in the pages of *Stunt News*. P.J. started out with some of his own thoughts on what motivates and sustains a flier in competition, why some drop out, and why some go on seemingly forever. Then P.J. presented us with a series of in depth interviews with several notable pilots to get their take on the subject. I found that series to be very enlightening and informative, and I hope that you did, as well.

In this issue P.J. brings the series to a close with some thoughts about what he has learned from the series, and some suggestions on how we can all sustain our enjoyment and pass along what we have learned to the next generation of fliers.

P.J. didn't include any photos for this last segment, so I took the opportunity to go through my photo files and select a few of my favorite photos that depict many of the people who have

Left: Art Pawloski poses with his legendary I-Beam Atom at the 1958 Nats, where he won the Senior CL Stunt event and then bested the Open and Junior winners to capture the coveted Walker Trophy. Photo from the Wynn Paul collection.



Another CL Stunt great is gone. On July 26, 2013, Art Pawloski passed away, leaving us with both a legend and a legacy. Even though Art had a relatively short career in Stunt, his contributions were important and significant. Art won the Senior



influenced me over the years. I hope you find these photos equally inspiring.

My thanks go out to P.J. for producing a very thought-provoking series. I must confess that I didn't agree with everything that P.J. presented, or all of his conclusions, but it is obvious that he thinks well below the surface of the event and tries hard to identify the intangible factors that face all modelers, champions or not. Nice job, P.J.!

Also in this issue

Matt Colan has written an informative report on the CL Stunt portion of the 2013 Brodak Fly-In for this issue. Matt volunteered (again, there's that word ...) to do this for *Stunt News*, but he didn't have many photos to go along with the report.

To the rescue once again came Elwyn Aud, Allen Brickhaus, and Will Hubin. These three fine photographers have bailed us out on numerous occasions, and I wanted to take a moment to recognize their willingness to help out whenever called upon. Thanks, guys!

Also volunteering some great photos for this article is John Cralley. Without the help of all these fine gentlemen, this report would have been a bit sparse on images.

I've received a few reports on major meets from around the globe. In this issue you will find a report on the South African Nats by Percy Attfield. It looks as though they have a fine group of fliers there, and one outstanding Junior FAI competitor. I'll not steal Percy's thunder here; I'll let him brag a bit about this young man.

Our president, Don McClave, sent in a report on the CL Stunt doings at the Northwest Regionals. Hey, when the boss

sends something in, we print it!

Note to Peter White: Your report about the Australian Nats has not been misplaced; it will appear in the next issue of *Stunt News*. (I just had too many contest reports and could not put them all in one issue.)

Everyone likes "how-to" articles, and this time we have two interesting and unusual how-to pieces for you. Roger Greene has prepared an informative and well-illustrated piece on how he makes his own fuel tanks, and he even includes a drawing of a clever miniature sheet metal bending brake that you can construct yourself to aid in making your own tanks.

Are you safety conscious? Dick Pacini is, and he wanted to be able to properly pull-test his own ships alone at the field. He came up with an ingenious method to do this, and it is one that can also be beneficial to clubs for pull-testing chores at local contests. Check out Dick's pull-test rig article; it even includes a bill of materials!

Speaking of how-to articles ...

We are getting short on them! How-to articles are the most-popular type of article in all modeling magazines. They are also the most difficult/time consuming to prepare. You have to take sequential photos of your subject matter and then weave a story around the photos that will guide the reader through the subject process in a logical, understandable manner.

Writing and submitting how-to articles gives you a chance to share your ideas/inventions with others. It can be very rewarding. And, as I wrote above, we need some! Please contact me with your ideas for possible how-to articles, and I'll be happy to help you through the process of preparing them.

—Bob Hunt



Control Line WORLD

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

Camber Camcoast Electric Racing Scale Speed Stunt

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

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

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

Subscribe today! Don't miss a single issue!

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



PAMPA Membership Application or Renewal Form

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

PAMPA Membership Renewal Instructions

GENERAL:

1. All renewal/new membership applications received in November and December of the current year will be considered renewal/new memberships for the coming new year.
2. Dues structure will be as noted on the Membership Form.
3. If you are a 'comp' member (AMA Contest Board, HOF, etc.) please fill out and return the form with the appropriate box checked. This allows us to keep our records and mailing lists current.
4. Seasonal address changes (snowbirds/rainbirds) must notify the Membership Chairman of changes and dates; there are no automatic transfers of mailing addresses. (Both of your addresses will be kept on file. Please let us know which one to use and when; it's up to you to be timely!)

RENEWALS:

1. For renewals to be considered timely, they must be **postmarked** by December 31st.
2. Renewals after January 1st of the membership year will be considered as late renewals.
3. Late renewals will **NOT** get back issues mailed to them; they are available online or by purchase.
4. **NEW** members joining after September 1st will get full credit for the next year's membership.

They will also receive the September/October and November/December issues as a bonus.

If you have already renewed please advise us of any changes in your information.

To renew your PAMPA membership quickly, fill out the application blank with all of your pertinent information, including the type of Stunt News delivery you would like to receive. Fill out the application and mail it with a check or your credit card information.

DO NOT BREAK EMAILS INTO 3 PARTS AS IN PREVIOUS YEARS.

SCAN YOUR APPLICATION WITH ALL 16 DIGITS OF YOUR CREDIT CARD WITH THE EXPIRATION DATE AND EMAIL TO THE ADDRESS BELOW OR MAIL YOUR APPLICATION ALONG WITH YOUR CHECK OR MONEY ORDER TO THE ADDRESS ON THE APPLICATION FORM.

Your first issue of Stunt News will arrive with the next issue.

All members have full access to the website and all online back issues. These can be read or downloaded to your computer. You can file them, burn CDs or print them from the files.

MIKE STRAND

PAMPA Membership Secretary

Phone# 262-352-0645

pampamembership@geartekinc.com



PAMPA Membership Application or Renewal Form

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

Membership Year 2014	New Member	Renewal	Address change:
-----------------------------	-------------------	----------------	------------------------

Name: _____ AMA No. _____ Age: _____

Mailing Address: _____

City: _____ State: _____ Nation: _____

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

E-Mail address: _____

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

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

Annual Dues Options: Please Check One:

Method of Payment

<input type="checkbox"/> Basic Member-internet access only	\$35	Check	M.O.	Cash
<input type="checkbox"/> US Member – Bulk Mail	\$60	Check No.	Date:	
<input type="checkbox"/> US Member – First Class Mail	\$70	Credit Card: (only Visa and MC are acceptable)		
<input type="checkbox"/> US Compact Disk	\$60	Credit Card No:	_____ - _____ - _____	
<input type="checkbox"/> International Compact Disk	\$65	Expiration:	(Mo./Yr) ____ / ____	
<input type="checkbox"/> Canada / Mexico First Class Mail	\$75	V-Code:	(3 digits) ____ _	
<input type="checkbox"/> International First Class Mail	\$95	Signature:	_____	
<input type="checkbox"/> Family Member	\$5	Membership Card, if desired:	\$2	

NOTE:

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

Mail to: PAMPA Secretary
24 Enterprise Road, Unit-C
Delafield, WI 53018

Phone: 262-352-0645
Email: pampamembership@geartekinc.com

PAMPA Trustees

OFFICERS:

President Don McClave,
mcclaved@gmail.com

Vice President Matt Neumann,
mrstuka@rocketship.com

Secretary/Treasurer Jim Vornholt,
jvornholt@indy.rr.com

DISTRICT REPRESENTATIVES:

District I

David Cook, davc2@verizon.net
(Connecticut, Maine, Massachusetts,
Rhode Island, Vermont)

District II

Bud Wieder, bw427@ptd.net (New
York, New Jersey)

District III

Ken Armish, karmish@ptd.net
(Ohio, Pennsylvania, West Virginia)

District IV

Steve Fitton, spfvmi90@cox.net
(Delaware, District of Columbia,
Maryland, Virginia, North Carolina)

District V

Eric Viglione, eric@fcclaw.com
(Alabama, Florida, Georgia,
Mississippi, Puerto Rico, South
Carolina, Tennessee)

District VI

Allen Brickhaus,
abkb801@shawneelink.net (Illinois,
Indiana, Kentucky, Missouri)

District VII

Bob McDonald,
bobsp47@sbcglobal.net (Iowa,
Michigan, Minnesota, Wisconsin)

District VIII

Doug Moon,
Dougmoon12@yahoo.com
(Arkansas, Louisiana, New Mexico,
Oklahoma, Texas)

District IX

Jack Pitcher,
mjpitcher67@gmail.com (Colorado,
Kansas, Nebraska, North Dakota,
South Dakota, Wyoming)

District X

Jim Hoffman, windswept4@cox.net
(Arizona, California, Guam, Hawaii,
Nevada, Utah)

District XI

Mike Haverly,
moneypit2k@comcast.net (Alaska,
Idaho, Montana, Oregon,
Washington)

Deadlines

Ad and Editorial copy

Issue	Deadline
November/December	Sept. 20, 2013
January/February	Nov. 20, 2013
March/April	Jan. 20, 2014
May/June	March 20, 2014
July/August	May 20, 2014

Postmaster: Send address changes to:
PAMPA, P.O. Box 320, Plainfield, IN
46168-0320.

Stunt News (ISSN 1076-2604) is the
official newsletter of the Precision
Aerobatics Model Pilots' Association
(PAMPA), a not-for-profit hobby

association, and is published bimonthly at
209 Old Easton Rd., Stockertown PA
18083. Annual membership dues are
\$50.00, which includes a subscription to
Stunt News. Periodical postage rate paid
at Rockport IL.

Send camera-ready ads and payment to:

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

Advertising rates

Page	Size	1 Issue	6 Issues
1/8	2.25"X 3.50"	\$10.00	\$60.00
1/4	4.75"X 3.50"	\$35.00	\$210.00
1/2	4.75"X 7.00"	\$70.00	\$420.00
Full	9.50"X 7.00"	\$140.00	\$840.00

Full Page Color

Inside front or back cover	1@ \$225.00 6@ \$1200.00
Outside Back Cover	1@ \$275.00 6@ \$1500.00

ELECTRIC CONTROL LINE

Field adjustable timers/flight
managers for Electric CL, for all

ESCs, for all modes. Also throttle emulators for ground checks or test stands. \$10 and
up.

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

2013 Brodak Fly-In

by Matt Colan

A week filled with rain, wind, cold, heat, and sun didn't dampen anybody's spirits at the 17th annual Brodak Fly-In. This was my third trip to Carmichaels,

Pennsylvania, and my first since 2010. My grandfather, Don Herdman,

and I left Sunday, June 9, with a trailer full of airplanes and equipment in tow. I hadn't flown since April with my Vector ARF at Embry-Riddle and was taking a new and unflown plane with me as my primary contest ship, the ThunderGazer. My grandfather hadn't flown since September the previous year, so we were both expecting to shake quite a bit of rust off during the early part of the week.

We made good time on the way to the southwestern corner of Pennsylvania, so we decided to drive straight to the field and see who was out there. The Philly Flyers had arrived, along with guys from Oklahoma, Long Island, New England, and a few others. Nighttime was quickly setting in, so I decided not to take any airplanes out. We decided to head back to the hotel to get some rest before setting up to practice the next day.



Steve Buso intently concentrates on his original-design, Fox .35-powered Bobcat during a takeoff in the PAMPA Expert class competition at Brodak's. Will Hubin photo.



CL Stunt legend, Jim Silhavy (L) and kit manufacturer supreme, John Brodak, pose with two Gypsy 46 stunters. Jim's classic design is the subject for John's 100th kit! Allen Brickhaus photo.



Monday arrived and so did the rain. A brief shower went through early in the morning, and after that the airplanes started coming out and the pilots began practicing. I got four flights in on my Trivial Pursuit, and each flight was looking better and better as more rust was being shaken off with each flight. On my grandfather's first flight of 2013, he experienced a control system failure in his P-47. Luckily, he was in level flight when the elevator horn let go and didn't do much damage to the airplane. There was, however, enough for him not to be able to fly in Classic Stunt on Wednesday.

Robert "Sparky" Storick showed up to the paved donut circle with his beautiful new Crossfire. This was electric powered and helium light! The Crossfire also flew really well. Sparky felt a couple raindrops after two flights and decided to call it quits. Within ten minutes of his deciding not to fly again, it began to rain, but this time with a couple rumbles of thunder. We made mad dashes across the field to put the airplanes back into the trailer and get them out of the rain. After that, a group of us decided to make good use of our time and head to the hobby shop to pick up some of those must-need control line items. It seemed as if everyone who was at the field that day also decided to take a trip to the hobby shop.

Later that evening, the rain went away and the sun came out. I decided this would be a perfect time to put the maiden flight on the ThunderGazer. The

airplane flew right off the board, with the only trim adjustments being a tank shim and more pitch on the prop. On the second flight, I quickly figured out this was by far the best-flying airplane I had ever built and flown. When the motor was right, it ran the same speed everywhere in the pattern and had a blinding corner, and it locked at the end of the turn.

Dan Banjock brought out his double size Bi-Slob to fly for everyone. The airplane is powered by a Super Tigre G2350 that weighs 42 ounces alone! Later, when he landed, Dan showed us the engineering that he did to keep the bellcrank and leadouts from coming apart. It was impressive.

When it became too dark to fly anymore stunt, the RC airplanes came out. I brought my little E-flite UMX Sbach 342 to play around with. John Passalacqua and my grandfather had little helicopters to fly, and Tim Staggs flew an F-15 that could turn within a 5-foot radius. Night set in and everyone departed to their respective hotels to get some rest for the first scheduled day of competition, which happened to be Profile Stunt.

Tuesday dawned with cloudy skies, but the weatherman said it would give way to sunny skies. He was right, but it took a long time before the sun came out. During the time it was cloudy—which was through the first half of the day—there was also a persistent misting rain that didn't want to go away. I coached Mike Chiodo with his Olympic on the paved



Oklahoma's Joe Gilbert gives us a look at his P-47-styled T-Rex stunter. Joe placed fourth in Expert with this model. That's a bad hat, Joe! John Cralley photo.



Bub Reese flew this profile P-51 that he built from a Golden State Models kit. It is a replica of the old Sterling Mustang. Bub powers it with a Fox 35 and he flew it to first place in the OTS Phase II event. Brickhaus photo.

circle, so I wasn't able to see much of the flying in the Profile Stunt event.

In Profile Beginner Mark Weiss placed third. David Hallas nailed down second, and first place went to Wayne Robinson. The top three in Profile Intermediate were William Stewart in third and Tom Smeltzer in second, and the winner was Keith Morgan. Profile Advanced had Bruce Jennings finishing third, John Tate in second, and Doug Benedetti in first. The results in

Profile Expert had Tim Stagg finishing third, Jim Lynch capturing second place, and Joe Gilbert winning the event. (Editor's note: The scores for all the stunt events flown at the 2013 Brodak Fly-In are listed in the Contest Report section in this issue of *Stunt News*.)

One of the highlights of profile was Dan Banjock flying a custom, twin Fox .35-powered Bearcat. It sounded impressive but didn't fly as well as Dan would like.

That night I took out my trusty Ares to practice for Classic. I hadn't flown it since the Nats in 2011, so I was expecting it to have some trouble starting. Surprisingly, it started on the first flip, and I didn't even have to touch the needle on the O.S. .35S. The plane also flew just as I remember it and was still a lot of fun to fly. After three practice flights, I was happy with how I was flying, so I decided to take out the ThunderGazer for one flight. I decided to fly it once because of the impending bad weather that was forecast for the next couple of days. That was the fifth flight on the airplane and the first full pattern. I was impressed with the ability to go vertical and maintain the same line tension as down at five feet.

Wednesday was Classic Stunt day. The forecast was calling for showers and thunderstorms most of the day, so I wasn't sure what the weather would bring. Luckily, the rain held off until all the flying was finished. My Ares flew well in the first round, and I just had to overcome its usual quirks. Sleepy Dawson and I coached Mike Chiodo a little bit in between rounds, and his flying continued to improve.

John Simpson flew his original design Cavalier, powered by an Aero Tiger .36. That combination is deadly in Classic and John certainly knows how to fly the airplane. He has one of the hardest corners I've seen in Classic and his scores certainly showed it. Joe Gilbert also flew very well with a Big Jim Super Tigre .60-powered Gypsy. Dan Banjock made a great showing with his gorgeous Galloping Comedian, which is powered by a Fox .35. In the end, Joe Gilbert was the winner, with John Simpson just two points behind him. In third was Bob Dixon, just 1.5 points behind John.

In Classic Stunt Advanced, Mark Gerber won flying a



Red Reinhardt's Galloping Comedian is the weapon of choice for OTS competition for Dan Banjock. Dan hand-spun the aluminum cowling for this model and it is a work of art, as is the rest of the model. Dan uses the ubiquitous Fox .35 for power in this model. Hubin photo.



Bruce Jennings's Bill Werwage-designed Juno is absolutely gorgeous! Bruce covered the I-Beam wing with transparent MonoKote and painted the fuselage with automotive paint. Bruce flew this ship in the Advanced class to a well-deserved fourth place. Cralley photo.

Hurricane. In second place was Tom Morris flying an electric Cavalier, and third was John Tate flying a Dolphin. Classic Stunt Intermediate had Eric Keller prevailing over Tom Smeltzer in second and Brian Moore in third. Beginner Classic had only two entries with David Hallas beating out Harry Crespo.

Thursday would be Old Time Stunt and appearance judging.

The weather forecast looked to be even worse than that which was forecast on Wednesday. The weathermen said high winds and rain showers would fill out the day. Once again, Mother Nature gave us a break and the weather wasn't as bad as initially thought. The sun even peaked out from behind the clouds for a little bit.

Halfway through the first round there was a distant rumble of thunder, so flying was delayed for thirty minutes. My grandfather put up an excellent flight in Old Time Stunt Advanced with his Big Job powered by a Double Star .50. Bob Whitney also flew a Big Job in OTS Advanced and beat out my grandfather by 3.5 points. In third place was Bernard Suhamski. In OTS Expert, Dan Banjock put in the best flight of the day and won, beating out Joe Gilbert. Placing third was Tim Stagg, and just behind him was multi-time OTS winner at Brodak's, John Saunders.

Before the second round began, a rain shower started coming down and another delay was called. This one was a little lengthier than the first delay and lasted well over an hour. During that time, people sat under tents telling stories and sharing knowledge with others. Tom Morris was seen cutting ribs for a few Cavaliers.

During the second round of OTS the rain stopped, and at that point it was time for the PAMPA class appearance judging. All the pretty airplanes for the next two days of competition were brought out and laid out on John Brodak's front lawn. Sadly, the appearance judges turned away the people looking for pictures to try and get the judging done before any more rain showed up. It began to rain about half way through judging, and a lot of the people who had airplanes out on the lawn slowly began creeping forward towards their planes so they could get them out of the rain as quickly as possible.

A dinner break was in order, and many people went out to the Hartley Inn to grab a bite to eat. Bob Lampione remarked that the sun was coming out, so



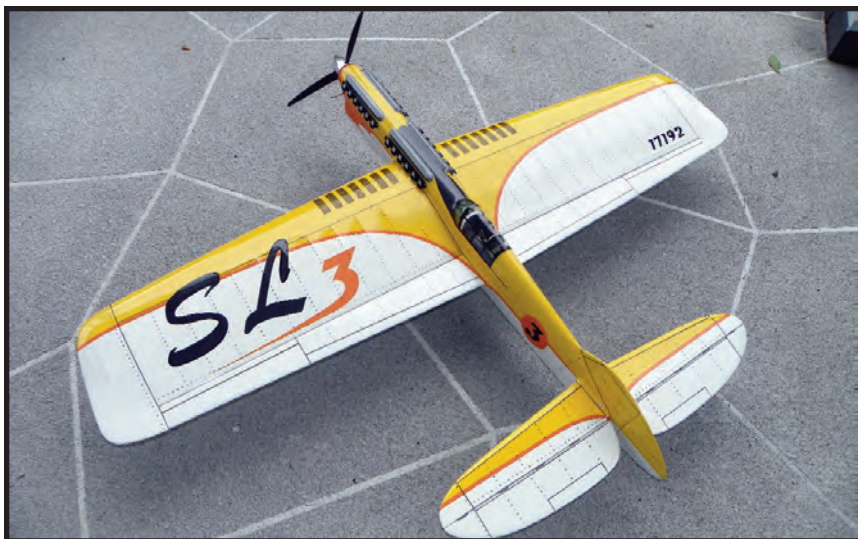
Sadly, there were more additions to the permanent memorial at Brodak's for fallen modeling comrades. Allen Brickhaus conducted the services for our recently departed brethren. We are losing too many too fast... Cralley photo.



Our author's grandfather, Don Herdman, builds very nice airplanes. This time he brought along this beautiful Big Job and flew it to second place in the Advanced OTS event. Don's model is powered by Double Star 50 engine. It is finished with Sig colored dope and has a Brodak clear dope topcoat. Cralley photo.



Tom Morris prepares his profile version of John Simpson's Cavalier for a flight in the PAMPA Advanced class. He placed second in that event with his E-Flite 25powered electric model. Brickhaus photo.



Scott Richlen has built a number of original-design Silver Lancers over the years, but his new one tops them all for perfection in surface detailing and paint application. Note the intricate louvering on the nose and the great ink-line detailing. A true craftsman! Brickhaus photo.



Chris Sarnowski flew this replica of Gene Schaffer's legendary Hallmark design in the PAMPA Advanced class. The model is powered by an Enya 40 XZS. Brickhaus photo.

we paid for our meals and ran out to the field hoping to sneak in a few practice flights. I got my lines rolled out and burped the RO-Jett .61.

By the time that was all finished, I looked off to the west and could see some very dark ominous clouds creeping up. I decided to play it safe and roll the lines up. Mike Chiodo let Jim Borrelli fly his Olympic to see what he thought about the airplane. Just as Mike launched the airplane, it began to rain. The rain wasn't hard, but it was enough to make people pack up and head back to the hotel. As we were leaving I did see Dan Banjock soldiering on and putting in a flight with his Vista.

Friday was the first round of CLPA Precision Aerobatics. I was hoping for an early flight draw so I could get the good air on my flight. Luckily, I was up fourth in Expert, just as I was hoping for. This would be the ThunderGazer's seventh flight and its first official. I put in an ok flight but knew I could fly better. Don Herdman did some the best flying I've seen him do

in quite a while, and his score showed it. Buddy Weider put in the best flight of the day and was ahead by a healthy margin. Joe Gilbert also put in an excellent flight. The quality of flying from the Expert field was excellent, and it was awesome seeing everyone fly so well.

By the end of the round, the wind was beginning to become a little uncomfortable for those who had to fly in it. John Simpson was the last person to fly in the first round of Expert. I've seen him put in some excellent flights in the wind before and had no doubt he would put in another good show.

Wind and turbulence got the best of him in the hourglass, and he could only do a figure "Z." He pressed on and flew one of the most exciting four-leaf clovers of the week. You couldn't stick much more than a finger underneath the airplane on one of the bottoms; it was that low.

That night was the cookout, Junkyard Wars, and "The Dan Banjock Show." I had a friend from college come down with his dad from Pittsburgh to see control line in action. They were both impressed and said as they were leaving they would be back next year, but with an airplane. He and I had some great ideas for the RC club and incorporating more control line into the activities at Embry-Riddle.

The Junkyard Wars event was fun to watch, and there were some interesting ideas tried by the teams in efforts to attempt and get their airplanes through as many maneuvers as possible. Our friends from the North were victorious in the "wars." Team Absurd had the usual crew of Dan Banjock, Ted Heinritz, and Watt Moore, but they had a trick up their sleeves this year. For the flight, Dan brought



Mark Gerber reprised Bob Palmer's Hurricane stunter and won the Classic Advanced class at this year's Brodak Fly-In. Mark traveled all the way from Fort Collins, Colorado to attend. His Hurricane is flawlessly built and finished. Hubin photo.



Ricardo Martinez won the PAMPA Advanced class flying this well-detailed and very scalelike ME-109 stunter. Hubin photo.



Our cover boy, Steve Bittner, demonstration flew Hank Spielman's Hi-Johnson designed Stuka. This is the model that Hank flew in the 1961 Nats in Willow Grove PA. It is powered by a Johnson 35 and it simply thunders through the pattern at 80-plus mph! Brickhaus photo.

out Samantha Hines, and a few other youngsters, to fly the airplane. They successfully flew out the tank and landed. There was a huge applause from the crowd.

"The Dan Banjock Show" commenced with his flying the double-sized Bi-slob during dinner, and it was a crowd pleaser as always. Dan said that Ted Heinritz and he were now working on a double-sized Twister. The Twister will have a 96-inch wingspan when completed. After that, Dan took the Acme Rocket Plane to the paved circle and put in a picture perfect flight that could be heard for at least a half mile.

Saturday dawned with the weatherman saying it would be one of the best five days of the year. For once he got it right and it was gorgeous! Everyone who flew on Saturday was rewarded with "stunt heaven" air. The only downside was the occasional periods of dead air that affected a couple of fliers. Other than that, there was nothing to complain about.

The scores in the second round, especially in Expert, went up considerably with the nicer weather. Buddy Weider improved on his already impressive numbers to score a 590. That score would be enough to win it over second place Mike Palko and John Simpson who placed third. I had a better flight than the previous day and improved 35 points, which



Scott Bolton flew Steve Buso's original, circa-1993 Jaguar that is resplendent in the ZAP Machine II paint scheme. The ship is powered by an O.S. LA .46. Steve competed with this model in the PAMPA Advanced class. Elwyn Aud photo.

would be good enough for ninth place. Not too bad for not flying since April and only having 10 flights on the brand-new airplane.

In Advanced, Ricardo Martinez dominated, flying a very pretty Me-109 powered by a PA .75. Tom Morris took second flying his electric Cavalier, and third was captured by Les Byrd flying a Bob Hunt-designed Saturn. In Intermediate, Don Jenkins

took the top spot. Second was Bob Hudak and third was Steve Schlesser.

The awards ceremony came and went, and everybody began packing up to begin the long drive home. We decided to get a tour of the factory and see what was new in the works at Brodak. Don Herdman, Mike Chiodo, John Passalacqua, and I got a sneak peak



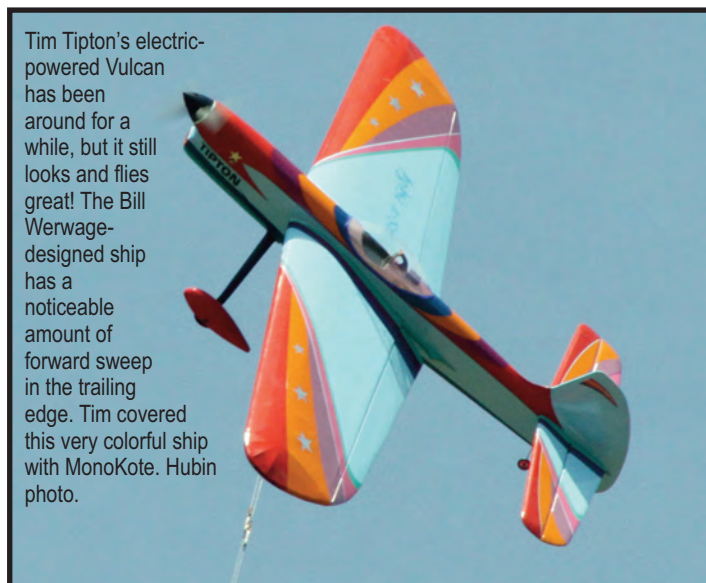
Gary Lutz built this version of Joe Adamusko's Stuntress and calls it the Dream Girl. The ship is powered by a long-stroke RoJett 67 that is fitted with a header muffler. Brickhaus photo.



Here's a close-up photo of the upper left wing of Gary Lutz's Dream Girl. The girl that is pictured on the wing of Gary's airplane is his youngest daughter. He used a digital printer and clear decal paper to make the graphic. Nice job, Gary! Brickhaus photo.



Bob Hudak built this retractable landing gear version of Bob Hunt's F-105 Thunderchief design. The ship is electric powered and Bob flew it to a fine second place finish in the PAMPA Intermediate division. Brickhaus photo.



Tim Tipton's electric-powered Vulcan has been around for a while, but it still looks and flies great! The Bill Werwage-designed ship has a noticeable amount of forward sweep in the trailing edge. Tim covered this very colorful ship with MonoKote. Hubin photo.



Above: Jen Federick grooves her Top Flite Tutor II in level flight during one of her flights in PAMPA Beginner. Hubin photo.



Left: Our "Next Generation" columnist, Samantha Hines, is concentrating hard on her flight in Beginner. Her dad, Steve, lends moral support and calls out the maneuvers. Hubin photo.



Bob "Sparky" Storick gives us a look at the bottom of his I-Beam Crossfire. Bob is an outstanding builder and finisher and he always shows up with a stunning model. They are always light too! Brickhaus photo.



Wes Dick was sitting in his living room contemplating the Venetian blinds one day when it dawned on him that they could be made into flaps! Seriously, his Bi-Directional, Double-Slotted, Blown Flaps seem to work very well. Cralley photo.

at the museum, which is still a work in progress. We also got to see all the machinery that is used to make the great kits, props, tanks, and other control line items.

The next day, we got an early start on the long journey back to



Logan Gregory puts in a flight in Basic Flight with some moral support from Mark Weiss. Hubin photo.



Buddy Wieder flew his electric-powered Ryan's Eagle to a well-deserved first place in Expert Stunt. Buddy's ship is powered by an E-flite Power 25, running on a Hyperion 4,000 mAh battery. Aud photo.



Mike Palko placed second in Expert Stunt flying his Bob-Hunt-designed P-51 Mustang. Mike had won this contest four years in a row. His power system includes a Steve Neu ORK electric motor and a Zigras timer system. Aud photo.



Another veteran model at Brodak's was Tim Stagg's electric-powered Tsunami. Tim's ship utilizes a Power 32 motor a Hubin timer system and 2,800 mAh, five-cell batteries. Here's another ship that displays fine surface detailing. Aud photo.

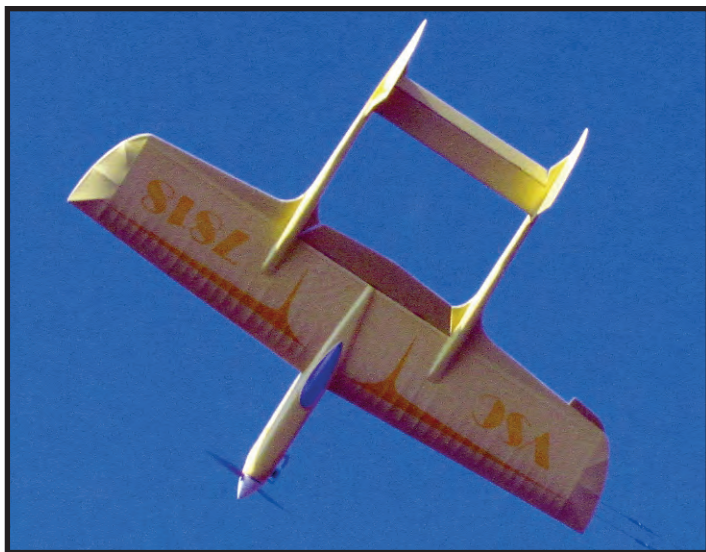


Scott Reynolds' original-design Voltaire features a ring cowl. This very neatly built ship is electric powered and features molded construction. Aud photo.

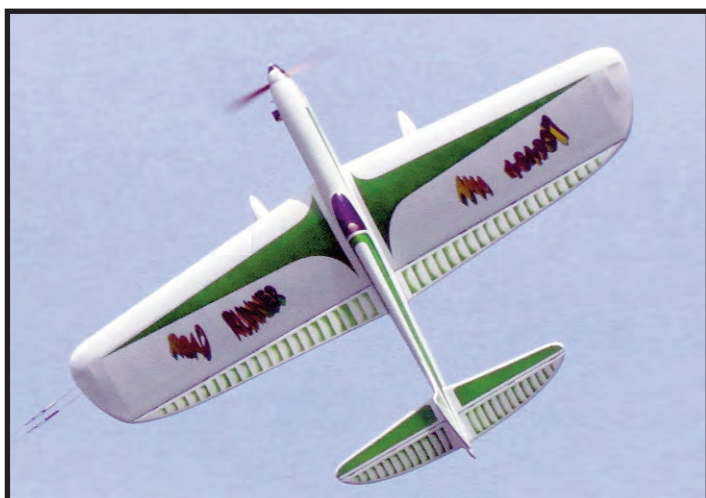
Vermont. It was an uneventful ride until we hit a bump and the trailer unhitched itself, only being held to the truck by the safety chains. We replaced the ball with a non-adjustable one and were back on our way. The rest of the drive went on with no problems.

The 2013 Brodak Fly-In was an eventful week in weather, and in the fun. Everybody had a great time, as usual, and there was never a dull moment. If you have been on the fence about making the journey to Brodak's, I highly encourage you to do so next year. *SN*

—Matt Colan



Bob Brookins has been flying this Jack Sheeks-designed LaDonna for several years and it still looks great. Jack designed many twin-boom models in the 1960s, but this was one of his best! Aud photo.



Joe Bowman built this very colorful Road Runner for use in Classic Stunt competition. He placed fifth this year with this great-flying ship. Aud photo.



Don Herman holds for his grandson, Matt, while the needle adjustment process takes place. Matt is continually improving and will be a top flier for many years to come. We thank Matt for stepping forward to write this report for Stunt News. Aud photo.

The 21st Modern-Era South African Control Line National Championships

by Percy Attfield

It is necessary to place the South African Control Line Nationals, held April 4-7, 2013, into context for those who may read this article. It has been 21 years since Nic van der Westhuizen made sure that the Control Line National Championship was reinstated on the South African model plane calendar in 1992 after it had been absent from that calendar for 18 years. I don't know if Nic imagined it would still be active 21 years later; it is testament of his vision for Control Line and the many who stepped up to help and lead Control Line during this time.

This year we also celebrated our sixth consecutive Nats at the Barnstormer Model Flying Club, a facility that provides a competition-standard tar circle and a grass circle. The existence of this facility as the leading permanent Control Line flying site in South Africa speaks for the enthusiasm of the Control Line supporters and the support of Barnstormers members.

We have a small group of Control Line enthusiasts who continue to support the Nats from across the country: Cape Town, a 1,000-mile journey; Knysna, also a 1,000-mile journey; Grahams Town, 800 miles; Durban, 600 miles; Steynsburg, 500

miles; and the longest journey was that of Charlie Johnson from San Diego CA, USA. Thanks for coming to visit us again, Charlie.

The Nats take place over three days from Friday to Sunday, with the objective that those who have a long way to travel will be able to leave by 2pm Sunday afternoon. On Thursday of Nats week, the local control line fliers get together and prepare the facility—cutting the grass, marking the ready box, and preparing the Combat area, the racing circles, and the racing pits. During Thursday, competitors from far away start to arrive and are fetched from the airport or welcomed at the field if they travel by car. Some arrive late at night and go directly to the local fliers' homes where they will spend the next three nights.

Saturday evening is a Braaivleis (barbecue) evening and a late departure for home is the standard.

This year there were 13 fliers, and because many of them fly in more than one Control Line discipline, the 13 fliers resulted in 25 entries: 12 entries in three Team Race events, three entries in Combat, and 10 entries in Aerobatics.

The small group results in a busy three days, as all the events

The Nats participants, Artobatics, Team Race, and a Combat plane just peaking on the left of the photo.



are run consecutively so that you are either flying in the event or the CD for the event, or judging or lap counting or timing or cut counting or handling the public address system to keep the visitors informed. Fortunately, our wives support us with tabulating, score sheet running, tea, coffee, and lunch. However, this is *Stunt News*, so let me provide a little stunt-related information.

This year our judges were Bob Skinner, the South African Model Aircraft Association (SAMAA) General Manager, and John Withers, an Aerobatics judge with Barnstormer Model

Flying Club. The fact that the Aerobatics fliers assist at the Team Race and Combat events, we fly only F2B and Novice stunt. We have tried to also include Vintage stunt in the past, but it is not practical to provide for more than six to seven hours of Aerobatics.

This year there were two entries in Novice, of which one was a junior; both of them started to fly this year. The senior entry, Theo Kleynhans, managed to win, but it is clear that he will have to step up to keep Justin Lees out of first place at the next contest. They flew three rounds and did a good job ending within 19.25 points of each other, both planes intact, and enthusiastic to improve for next year. It was interesting to note that they both used IC engines.

There were eight entries in F2B, one of them a junior. Some of the readers may recall the name Roston Dugmore, who flew Aerobatics very competitively and also represented South Africa in Sweden in 1996. Due to arthritis in his arms, he has had to stop flying, but his grandson, Roston Dugmore, Jr., is now taking his place in F2B. In fact, he did it so successfully that he placed second.

The F2B event consisted of four rounds—two rounds on day one, of which the best round counted, and two rounds on day two, of which the best round counted. Each day consisted of three hours of flying.

Day one featured the usual beautiful sunshine that South Africa produces continuously, with the slightest breeze away from the sun. Include a level tar circle with the required flying height markers, and what else could an Aerobatic pilot ask for? Flying started at 9 am, and as the sun came overhead the two rounds were done.

On day two F2B started at 11 am when on this day we had the more normal situation with a stronger breeze blowing towards the sun. This was also the day that Dennis Bird, a competitor from Durban, flew his plane into the tar from an outside square. Fortunately, it was the only mishap in the Aerobatics event. Combat incidents, with its normal carnage and mishaps there, do not count.

At the end Keith Renecke, whom many of you know, took first place; Roston Dugmore, Jr got second and Percy Attfield third. Keith Renecke's plane was also voted the Concourse D'Elegance winner by fellow competitors.

It is worth mentioning that the F2B trophy for first place was donated by Ford Motor Company in 1948 and sports the names of the best "Stunt" fliers for 47 years (65 years less the 18 years that there was no control line Nats), a rich history indeed.

In the F2B event there were seven electric planes, all using Keith's KR Timer/Controller system, and one IC engine plane. This plane belongs to Dirk Meyer, the leading South African Team Race pilot who brought the Brodak .40-powered Nobler from Durban.

Of course, the Nats provide the Aerobatic fliers with the challenge of moving from the coast or other low altitude areas up to Johannesburg at



Roston Dugmore is a Junior competitor. Since the Nats, he has become the Junior World Champion.



Colin Payne is getting ready to be judged by Bob Skinner and Bob Withers.



The Novice Class entrance contestants Theo Kleynhans and Justin Lees.

1,540 metres (5,000 ft) at our club site where the engine settings become much more critical. If you add nitro, the tank is suddenly too small, etc. With the KR Timer they switch on and fly with maybe just add a little rpm to compensate. Of course, the battery usage is less, as well, in the less dense air, so adding RPM is no problem. The same applies when we go the coast for a competition, making the adjustment for the change in air density just so much easier.

Some of the usual entrants that I have not mentioned were Nic van der Westhuizen and Lionel Smith. Nic entered, but after trying out his new Nobler, powered with a Tower .40, on Thursday decided to withdraw. He has been flying his trusty Twister for 29 years and it is not known why he did not decide to fly that as a back-up model when he was unhappy with the Nobler. Lionel lives close to Durban and moved into a new house that required his attention. Both Nic and Lionel are very competitive Aerobatics pilots and Team Race competitors. We trust they will be back next year.

Even though this is a Stunt magazine, I wish to acknowledge Dennis Bird. He may have crashed his Aerobatics plane, but he also won Slow



Keith and Bookie Renecke with the Ford Trophy winner.



The SAMAA High Points Trophy to Dennis Bird from Durbin, presented by Percy Attfield.

Goodyear racing and was joint winner with Conrad Cloete in Combat. The result is that he was awarded the High Points, or Victor Ludorum shield, which means “Winner of the Games.” This trophy was first awarded in 1952 and, like the Ford trophy, also sports the names of the South African “who’s who” of control line flying.

That is it from our Nats in South Africa, a place where you meet old friends and make new ones and for a very personal and action-packed event that you will never forget and always return to. **SN**



Paul Smit, Styenesburg; Nic van der Westhuizen, Pretoria; three visitors; Charlie Johnson, San Diego CA; and Peter Lott, Cape Town.

CL Stunt at the 2013 Northwest Regionals

by Don McClave

The 43rd annual Northwest Regional Control Line Competition took place at the Eugene, Oregon, over the 2013 Memorial Day weekend and attracted contestants from much of the West Coast: Arizona, California, Utah, Oregon, and



Top: Lanny Shorts flew this T-Rex/P-47 Thunderbolt in the Advanced class. It is powered by the venerable ST .51.

Bottom: Bruce Perry's US Nats Concours-winning Jester has not been a joke to all those whom he has beaten with it! Note that Bruce has added stabilizer tip plates. Power for this beauty is a PA 75.



Paul Walker and Dave Fitzgerald were still smiling after leading the 2012 United States' F2B team to the World F2B team championship.



Washington, plus the provinces of British Columbia and Alberta in Canada. While all control line classes were flown, 80 percent of the entrants flew in one or more of the stunt classes.

The stunt classes included Classic, Old Time, Nostalgia 30, Expert, and Sportsman Profile, as well as Beginner, Intermediate, Advanced, and Expert. We were honored to have Ted Fancher and Bruce Hunt judge the Expert class on Sunday where 2012 CL World Championship U.S. team winning members Dave Fitzgerald and Paul Walker finished first and second. Dave and Paul also gave up their practice time on Saturday afternoon to judge the profile events and share information.

There has been a significant growth in stunt events in the Northwest during the past decade. It includes the return of veterans such as Lanny Shorts, but the largest portion has come from newcomers, some of whom have become active in PAMPA, such as Mike Haverly, who now represents District VI.

However, the annual Northwest Regional Competition has grown to become a magnet that attracts an audience from a wide geographic region that includes contestants and spectators. This is due to Eugene leaders Mike Hazel and John Thompson, who worked for decades to obtain the use of an excellent facility at the Eugene airport that can support a large contest comfortably. They are members of the Eugene Prop Spinners club that has been a Eugene icon since the late 1940s.

Above left: Kestas Dvarvydis flew this stunningly beautiful Premier. It is powered by a Stalker 76 engine.



Left: Mike Haverly's Sultan was one of the many excellent electric stunters seen at the contest.

Right: Howard Rush's slightly modified electric Impact features a Plettenberg 20-16 motor, a Castle ICE-Lite 75 ESC, and a Hubin FM-9 timer. He uses Thunder Power G8 2700 mAh, five-cell batteries and an APC 13-4.5 prop.



Above: Mark Scarborough's Don Shultz-designed Avenger has flown well for several years despite a few minor accidents. Mark uses a Magnum 53 engine in this beautiful ship.



Above: Jim Rhoades' Classic Apteryx won Classic at the 2012 Nats and repeated that feat at the 2013 NW Regionals. He powers this gorgeous ship with a PA 51 on a muffler.



Left: Robert Harness flew in Classic with this electrified version of the Rich Loomis-designed Two Bits. It features pusher/puller electric motors and it flew very well. Rich Loomis won the Nats in senior with this design in 1967.



Allen Resinger and Chris Cox pose with their successful, electric-powered, Bob Hunt-designed Crossfire Extremes. These are absolutely beautiful aircraft.

Successful as this year's Regionals has been, it is not certain that the same site will be available in 2014. It is possible that the Eugene Airport may need to expand and use the parking lot that has served the contest for more than 20 years. A decision has not been made to take action yet, and the Prop Spinners have named member Mike Denlis to represent them and the Regionals in

working with the airport authority. Mike can be reached at mdenlis@hotmail.com for information. He is very knowledgeable and can answer questions that you may have.

Hoping to see you in Eugene next year. **SN**

—Don McClave
2013 Event Director



Richard Walbridge built this flawless version of the Phil Granderson-designed Diva. Rich powers this stunning model with an O.S. .40VF engine. :

Next Generation

by Samantha Hines

This month's column is about the Next Generation kids who were at the 2013 Brodak Fly-In.

I met a young man there who is 14 years old, and his name is Alexander Schmidt. He flies Combat, Carrier, Stunt, and Racing. He also belongs to the Sky Lancers of Washington (SLOW) club. His father is Scott Schmidt. Alexander did very well in the Combat event at Brodak's, and his confidence was extremely high. To be successful at Combat, you need to have a lot of confidence, because it takes only a split second for those fast planes to be planted in the ground.

Alexander's sister Yelena is twelve years old, and she also flies Combat, Carrier, Racing and Stunt. She also is a member of the SLOW club. Yelena did very well at the contest, also. Good job, Alexander and Yelena!



Alexander Schmidt poses with his combat plane before he went up to do battle!



Here's Yelena with her plane before she flew in competition at Brodak's.

Another Next Generation pilot that I met at Brodak's was Aiden Gregory. Aiden is 10 years old, and he placed second in the Ladies and Youth Basic Flight event flying a trainer. He flies

Stunt, and he also helped out as a member of Team Army Absurd in the Junkyard Wars event.

Aiden's brother Logan is eight years old, and he won the Ladies and Youth Basic Flight event! He flew the same trainer that Aiden flew. He also flies stunt and helped Team Army Absurd with the Junkyard Wars entry by flying the completed plane (the plane's name is Abby-Normal). When it ran out of fuel, he made a perfect 40-point landing! Good job, Aiden and Logan!



Aiden and Logan Gregory show off the loot they won at Brodak's. Good job, guys!

The next young flier whom I interviewed was Eli Cortez. Eli also flew in the Ladies and Youth Basic Flight. He did not place in the event, but he flew well and did a great job. That was the fourth time that he had ever flown.

Eli told me that he took second at a fly-in in Virginia. He flew a Baby Clown at Brodak's, and those planes are hard to fly when you have only flown for a little while! Good job, Eli!



Eli Cortez gives us a look at his nicely built and finished Baby Clown.



Here's a photo of Eli flying his Baby Clown in the Ladies and Youth Basic Flight event.

At Brodak's I flew in Beginner, Foxberg Racing, and Clown Racing. I got fourth in beginner and last in Foxberg but rebounded with a third place in Clown Racing! They gave me first for Beginner Aero. Jr. I was part of Team Army Absurd in Junkyard Wars, also. Plus, I got a custom-made handle that fits my hand. It's made out of tulip wood.



Sam and her dad Steve make a great flying team. Sam just turned 13, so Happy Birthday to our intrepid "Next Generation" columnist!



Here's a photo of Team Army Absurd and their Junkyard Wars entry. Note the two, ahem, youngsters in the back row. That's Dan Banjock at left and Watt Moore at right.

When my dad and I are in Pennsylvania to attend the Brodak Fly-In, we like to go to the Golden Corral Buffet with all our friends. We always try to get a large table and get the whole gang together for dinner.



Here's the gang at the Golden Corral Buffet. No one goes away hungry!

Overall, the Brodak Fly-In was a lot of fun. I got to meet new people and reunite with some old friends. A real inspiration for all the kids who attend is Buddy Wieder, not just because he won in Expert Stunt. It's because we all just can't believe someone that *old* can fly that *good*! Just kidding, Buddy! (I love you...)

My email address is shines280@hotmail.com (in case you ever need to get a hold of me!). If you are a Next Generation pilot (or know of someone who is), get in touch with me so you can be featured in this column.

See you in the circle! **SN**

—Sam

E-Stunt

by Mark Weiss



Mark had no way of knowing when he volunteered to help build five Joe Nall Cadets—with which to teach advanced students to fly at the Joe Nall Fly-In—that he would fly one of them in his first CL Stunt contest. Photo by Bob Hunt.

My First Control Line Stunt Contest

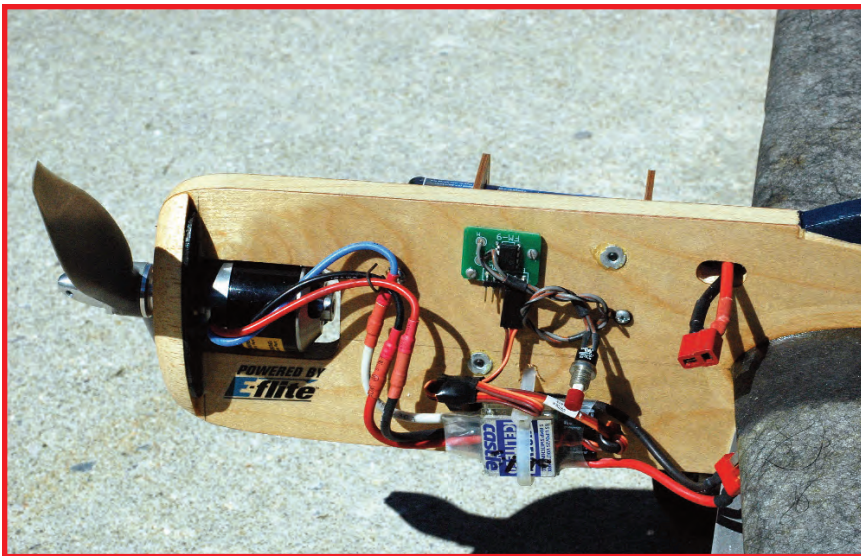
Like many of you, for me CL meant a Baby Bee .049, a Cox plane, and 30 feet of Dacron lines. Growing up in Queens, New York, it also meant flying at the intersections of streets and avenues (212th and 82nd to be exact). I think my most successful flight was 1.5 laps ending with my arm in one direction and the plane 180° away, somewhere behind me. What I remember best is the frustration associated with trying to get that little engine running past its prime!

Roll the clock forward a few years and you would find me fully engaged in RC Giant Scale. You know, a 40% Carden Extra 330 with a DA-150 and top-of-the-line JR servos, going for about \$100 each. I probably had over \$5,000 in that plane, which has

been hanging in my shop for the past two years. Why you ask? Good question.

A bunch of us visited the Brodak event in 2012 and got re-hooked on CL stunt. We pushed our RC goodies aside and started building, gathering, bartering, designing, coercing, and buying all the CL items we could in an effort to speed up the learning process.

With really good pilots around us every weekend (the likes of Craig Gunder and Chuck Holtzapple), we, the “Starliners,” were all CL and loving every minute of it. I even went so far as to send a guy named Pat Hartness an email, and before I knew it, CL at the Joe Nall was up and running and going crazy-good. And



There was plenty of "wall space" on the Joe Nall Cadet's profile fuselage side to mount the Castle Creations Ice Lite 50 ESC, and the Hubin timer. A very accessible and logical layout. Photo by Mark Weiss.

along the way, I managed to meet and become friends with the likes of Bob Hunt and his crew of veterans.

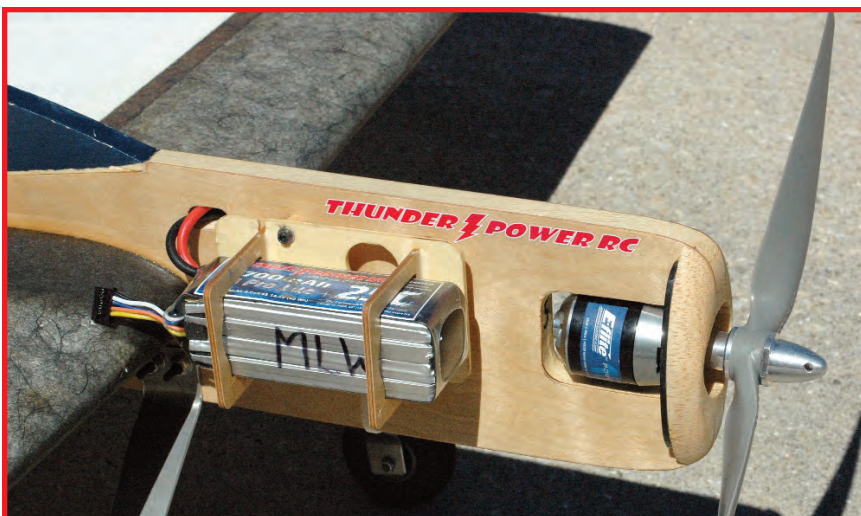
However, not all was going as planned regarding my progress as a budding CLPA pilot. I had managed to fall far behind my peers as they entered and won CLPA stunt events. They did this by flying far more often than I (they are also talented). Funny how that all works out.

Anyway, I got more serious about my training and found myself very frustrated with my inability to get consistent motor runs out of my glow engine (a very good brand, at that). My peers were having fewer engine problems, but my glow engines had a mind of their own.

I started to fly better but two flights really got to



The Joe Nall Cadet was designed to make use of a foam core aft fuselage and an insert made up of a balsa core with 1/32 plywood doublers. This rigid wood section keys into the aft section and accepts the wing and the motor mount. Hunt photo.



The front end on the right (or outside) side of the fuselage is very clean with a built-up plywood battery holder that simply screws to the fuselage with two 4-40 machine screws that thread into blind nuts on the right fuselage side. Weiss photo.

me, one of which occurred at this year's Joe Nall. In both instances I was coming out of outside loops near the ground when my engine quit. Both times, my Pathfinder was damaged and my flying day was over way too early. I remember saying to Chuck, "That's it. I am going to electrics and grounding my glow fleet of planes."

The 2012 Joe Nall gave me and others great respect for the attributes of electric-powered CL planes. We were able to set the flight times for the 241 new students. And this year, the student line grew to 600! We would have been totally unable to accomplish what we did with even the best glow setups imaginable. Why couldn't I experience that level of reliability and consistent enjoyment?

Then, the clouds parted and my ray of sun came shining through. It was actually the result of working on the Joe Nall Cadets with Bob and his crew. Why not try electric motors on my stunt trainers? Could it be that I could concentrate on my flying and not be thinking more about the engine and its performance as soon as I was doing inverted laps? Yes, Yes, Yes.

So, I entered my first CL contest this past June at the Brodak Fly-in in Beginner, yes Beginner. Why Beginner? Because they did not offer a lower class!

So there I was, halfway to my 68th birthday in the Beginners Circle (Profile event), nervous and never having completely flown the Beginner pattern. Let me just say this: the maneuvers that I flew were pretty good.

Oh yeah, I did forget the wingover and did place the overhead eight 180° from where it should have been, but I did it and I finished third! I have to admit to you readers that this 3rd Place in

Beginner Profile ranks right up there with my first hole-in-one at age 14 at the famed Bethpage State Park, Green Course.

I came in fourth in Beginner CLPA and felt my flying and that placing were spot on. The three in front of me clearly flew better and deserved their hardware.

Oh, I almost forgot to tell you. We built five Bob Hunt-designed Joe Nall Cadets for the 2013 Joe Nall. Bob was gracious enough to invite me to take one of the survivors from

the Nall and start flying it. And folks, that is the same plane with which I captured my first contest 3rd place.

Oh, I did place first in my second try at CLPA. I have the lovely trophy at home. Now, in all fairness, the total in my group was two. The other pilot had not yet flown all the maneuvers. But, it is still a first—maybe a first with a footnote.

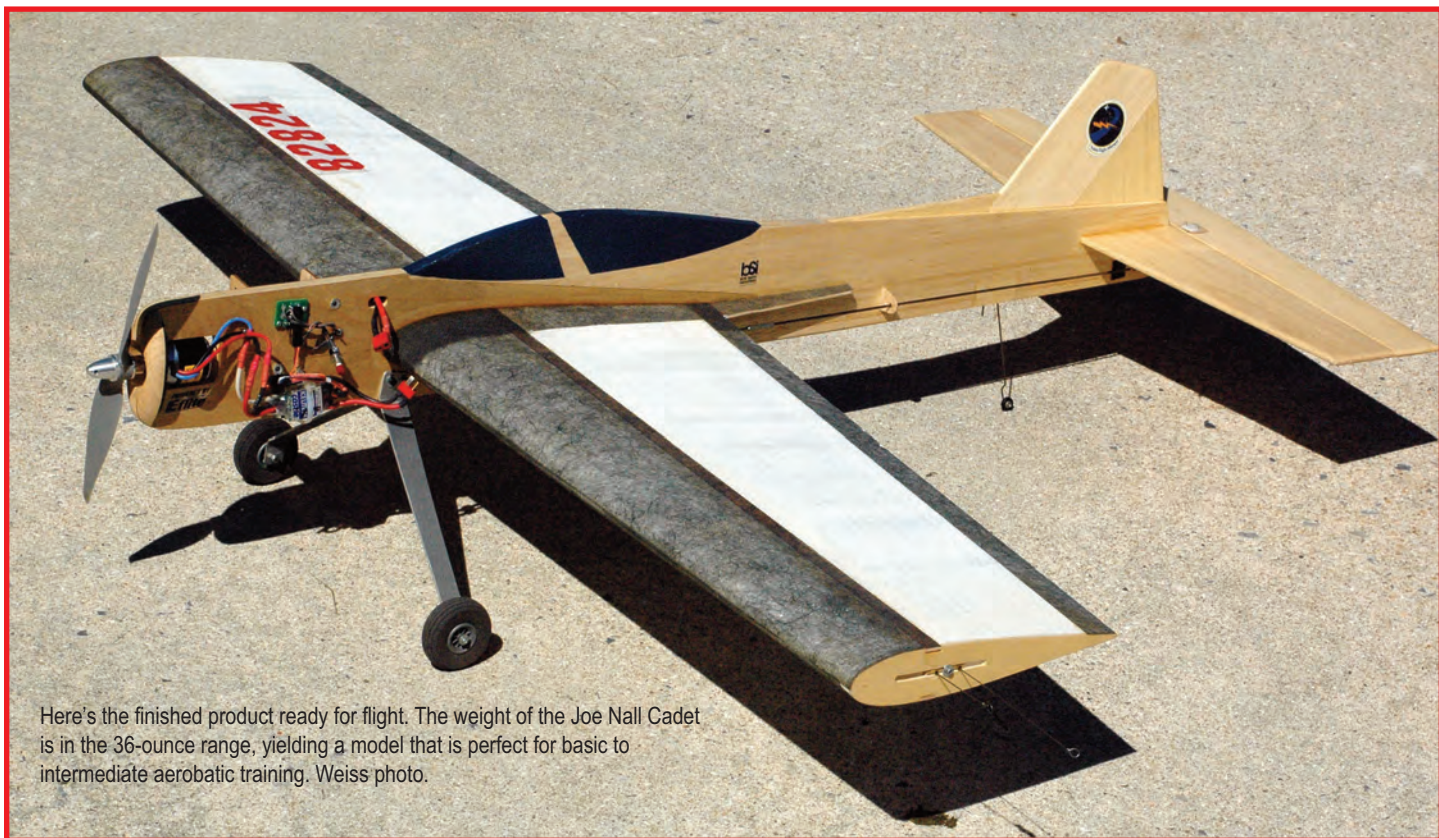
The Joe Nall Cadet has a span of 48 inches and a length of 38 inches. It weighs 36 ounces, complete and ready to fly with battery. Mine is equipped with an E-flite Power 15, a ThunderPower 2,700 mAh four-cell LiPo battery, a Will Hubin Fm-9 timer, a Castle Creations Ice 50 Lite speed control, and an APC 11.5 x 4 reverse pitch electric prop.

I have the rpm's set for 11,300, and this gives me about 5.4-second laps on 60-foot braided lines. The plane is flapless but it is all I need to get more of the pattern under my belt. There is no problem getting 5.5 minutes from the ThunderPower battery once I'm ready to do the entire pattern.

One of the accessories of choice for me is a Futaba BR 3,000 battery checker and balancer. While there are other brands available, this one simply plugs into the balance leads on the battery and instantly tells me the remaining capacity, the voltage of each individual cell, and the voltage of the pack.



The Joe Nall Cadet wings and fuselages were assembled in a fixture that was made up from the lower wing cradle halves. Note that there is no balsa sheeting on the foam cores. Two-tenths ounce per square yard carbon fiber, attached with water-thinned Titebond glue, was used to strengthen critical areas of the wing. Hunt photo.



Here's the finished product ready for flight. The weight of the Joe Nall Cadet is in the 36-ounce range, yielding a model that is perfect for basic to intermediate aerobatic training. Weiss photo.



Mark is shown here during one of his competition flights at the 2013 Brodak Fly-In. Watch out for him next year because he'll make quick progress and will move up to models that have higher performance soon! Photo by Will Hubin.



Here are the five Joe Nall Cadet assembled airframes ready for a thin coat of polyurethane clear on the wood parts and then installation of the motor, battery and landing gear. The five models were built by a very dedicated crew in less than a month! Plans will soon be available for this model through PAMPA Plans Service. Hunt photo.

Unlike translucent plastic fuel tanks that show their contents, batteries need instruments, and this one is terrific.

So, here is what I have learned:

1. While I grew up with the smell and sound of glow fuel and glow engines, at this point in my life I wanted something that was consistent and predictable. Electric power was the answer for me.

2. It is never too late to enter contests and find out what's inside.

3. Listen to what talented people have to say, and then make good decisions. Pushing my glow motors to the side and diving into electric power has been wonderful for me.

4. Nothing good happens without hard work and a plan.

Maybe later I will share that plan with you. And maybe you just might see my name as a contestant in a class higher than Beginner. I do have to tell you that the folks in Beginner were terrific, and I am so happy that I was encouraged to enter and compete.

See you at the World's Championships! I will be in that group with very quiet power plans. **SN**

How I Make Fuel Tanks

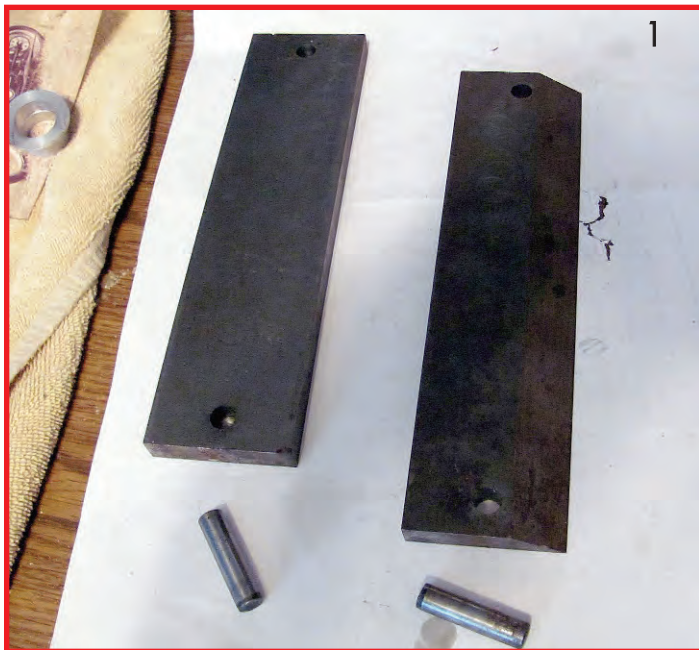
by Roger Greene

I started making tanks in the early seventies. I made my own tanks because in many cases store-bought tanks would not fit in the space provided without a few modifications. So I thought, "Why not just build them."

I make my tanks similar to George Aldrich's Nobler stunt tank design, which slopes at the rear of the tank towards the engine feed tube. However, mine also kicks to the outside of the circle and has fewer solder joints.

The method I first used to make the tanks then was to make a vise out of two pieces of $\frac{1}{2}$ x 6 x 12-inch Plexiglas and several 8-32 screws to clamp the tin stock between the two pieces of Plexiglas. I used the Plexiglas vise to hold the tin and a tack hammer to bend the sheet tin at the scribed lines to make the fuel tanks. Then later, instead of the Plexiglas, I used two pieces of $\frac{3}{4}$ -inch aluminum angle stock that were each about 10 inches long, and a 4-inch table vice to hold the aluminum angles together. I still used the tack hammer to fold the tin.

Last year, while living in Palm Bay, Florida, I lived near Bob Whitney. He showed me how he makes his tanks for this team race planes. (See drawing.)



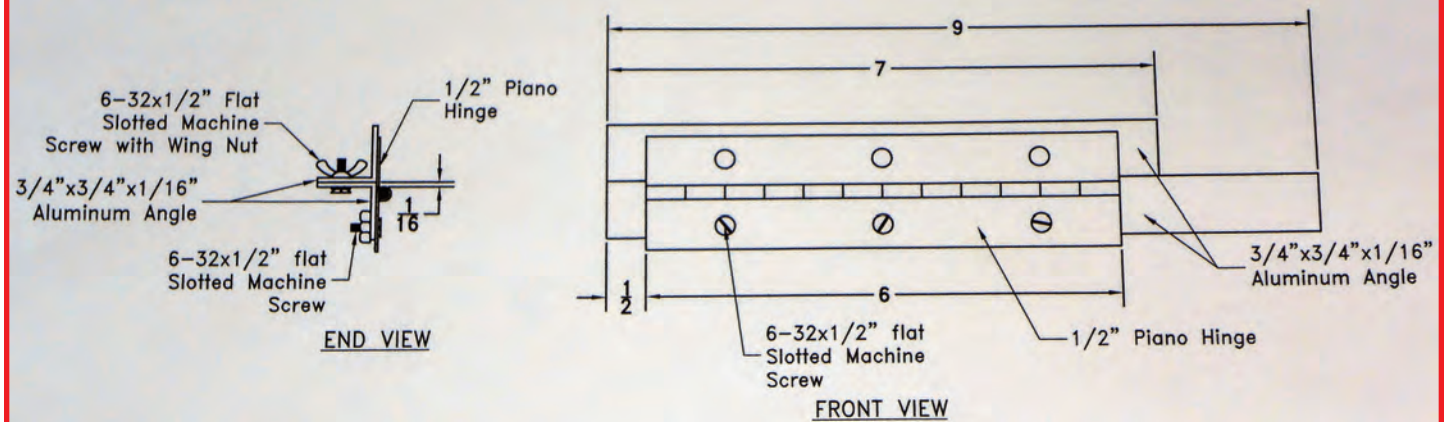
Bob uses two pieces of sheet steel about $\frac{1}{4}$ -inch thick, 1 inch wide, and 5 inches long. One is angled less than 45 degrees and the other is at 90 degrees. They are held together using two $\frac{1}{4}$ -inch steel pins. These hold the tin stock so you are able to bend it at any angle (2). This way he can bend the tin at the desired angle to make his team race tanks. Wow, I have

been on the right track in making tanks!

Now living in Smyrna, Delaware, I needed a piece of sheet metal for a home project I was working on, so I visited a sheet metal shop. The sheet metal shop is where they make the ducts for heating and air conditioning in buildings. I saw them make the ducts using a simple machine called a sheet metal bending brake.

The bending brake worked in a similar fashion to that which I was doing by using the two pieces of aluminum angles and the hammer to make the tanks. The brake was just folding the long sheet metal pieces at any desired angle.

The brake was made up of basically the two aluminum angles and a hinge. Now I use the same two pieces of aluminum angles, but instead of using a tack hammer, I use a piano hinge to make the fold. I have designed a small version of the sheet metal



bending brake for my use in making fuel tanks for model airplanes. See the accompanying plans for making your own Roger's Tank Brake (3).

To make my tanks, I first need to know how much space is available for the tank and how much fuel a tank built to fit that space will hold. I made a simple math formula to find the volume of a desired tank. I needed to know how many cubic inches are available for the tank to fit in, so I simply measure the space the tank will occupy. Those measurements are the width, height, and length. Then I convert the cubic inches to liquid ounces, so the formula is $W \times H \times L$ divided by OZ.

The typical space available for the tank in the built-up fuselage stunt design is two inches for the width, and one inch for the height. So right now we know two of the three figures for our tank. However, the length is an unknown at this time. So now we need to figure the unknown dimension.

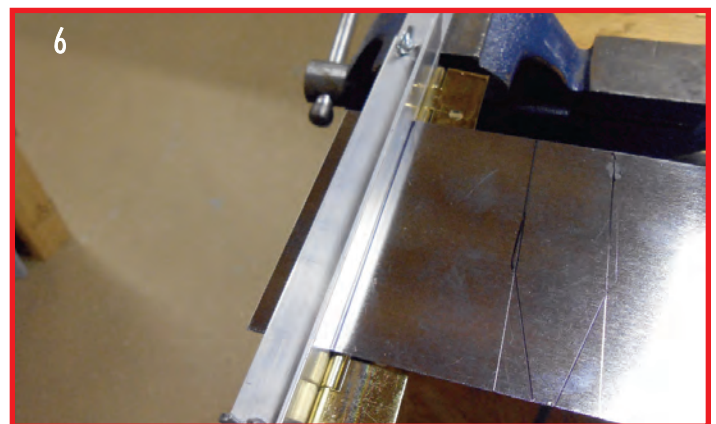
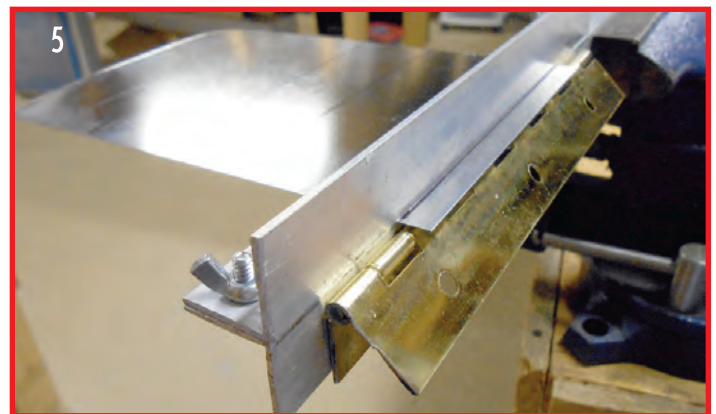
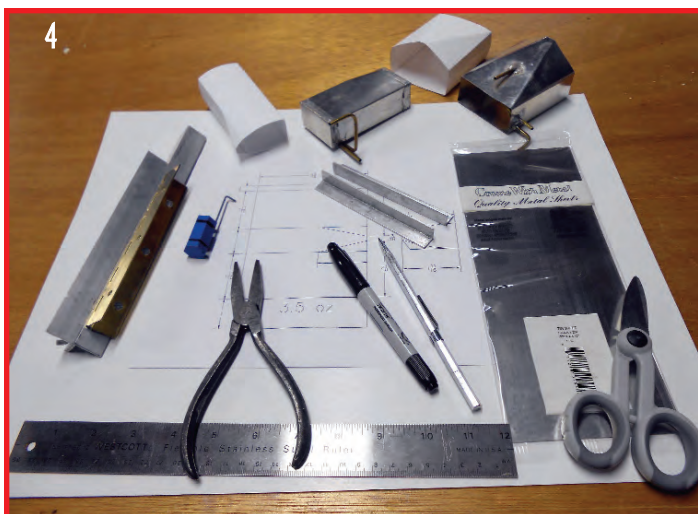
I make my tanks with the width of the tank $\frac{5}{16}$, or .3125 less than the width of the space provided. The height is one inch, which is double of the engine spray bar height. I need to provide about 3.5 ounces of fuel to fly the AMA stunt pattern with a Fox .35 and have some time left over, so to make the tank a 3.5-ounce size I need to get the three dimensions nailed down.

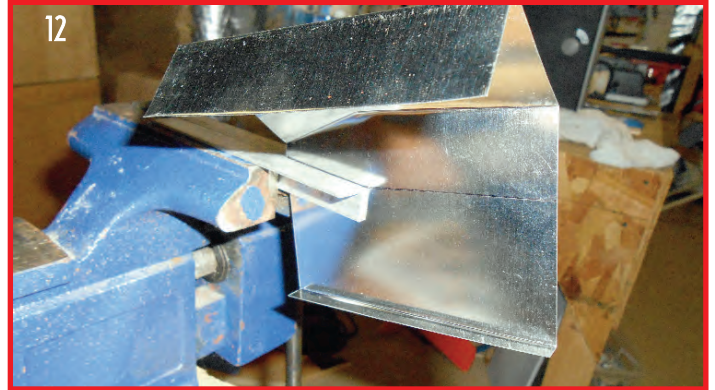
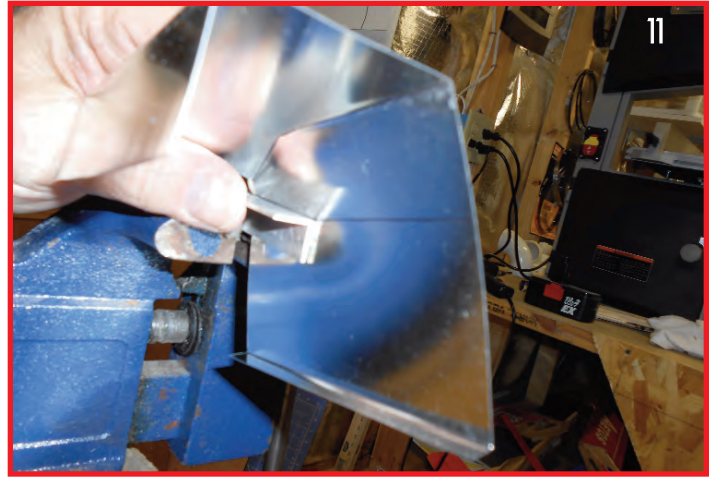
To get the three dimensions I start with 3.5 liquid ounces and multiply that by 1.8, the OZ in the formula. That gives me 6.3 cubic inches. Then I divide the 6.3 cubic inches by the width space, or W, for the formula. In my case it is 1.6875, or $1\frac{11}{16}$ inches. So now that leaves 3.75, or $3\frac{3}{4}$ inches. Now divide that

3.75 by 1 inch for the height, H in the formula, and the tank length, L, for the unknown in the formula, which is 3.75, or $3\frac{3}{4}$ inches. I have rounded the figures to the nearest $\frac{1}{16}$ inch.

The next step (4) is to draw out the tank on card stock paper and cut it out using a pair of scissors that I purchased at a kitchen supply store used for cutting meat. Next, fold the cutout using the tank folder and tape it together. I do this to see if the tank will fit in the airplane the way I planned it. If card stock "tank" fits properly, then I score the tank pattern onto the piece tin stock. To do this I use scribe to score a piece K&S 4 x 10 x .008-inch tin sheet. Then I go over the scored lines using a Sharpie ultra-fine marker in order to see them easier. At this point I cut the pattern out using a pair of scissors.

Next, I fold the tank. I start at the $\frac{1}{4}$ -inch fold first (5) and then proceed to the next folds (6, 7, and 8).





I then make the “kick-out” portion using the two $\frac{1}{4}$ angles (9, 10, 11, 12, 13, 14, and 15). The tank is now folded.





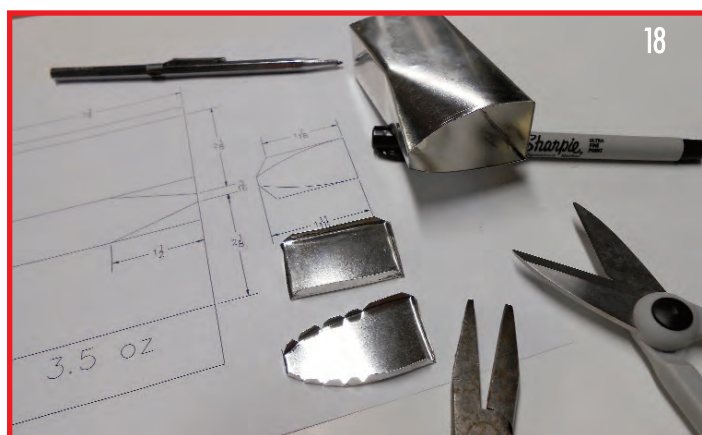
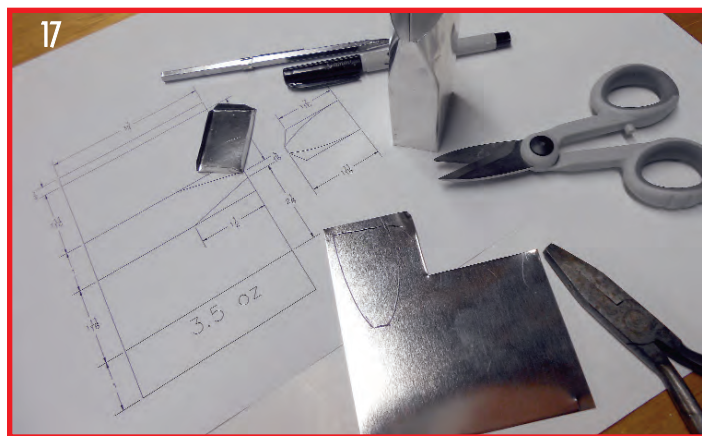
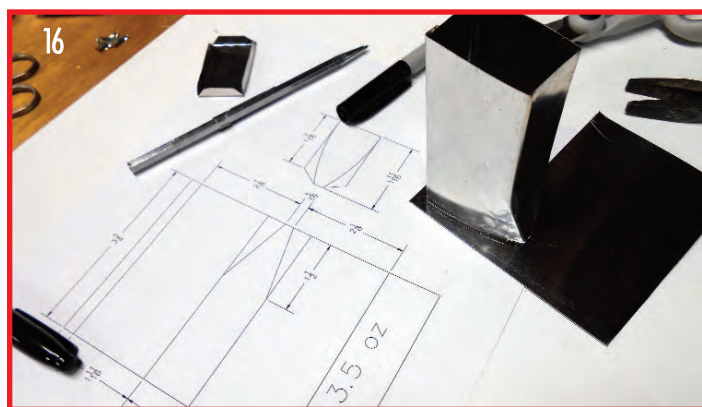
At the corners make a 45-degree cut (19) and fold using the two $\frac{1}{4}$ angles (20). Use Duck Bill pliers to fold the small edges. Notice the finished end (21).

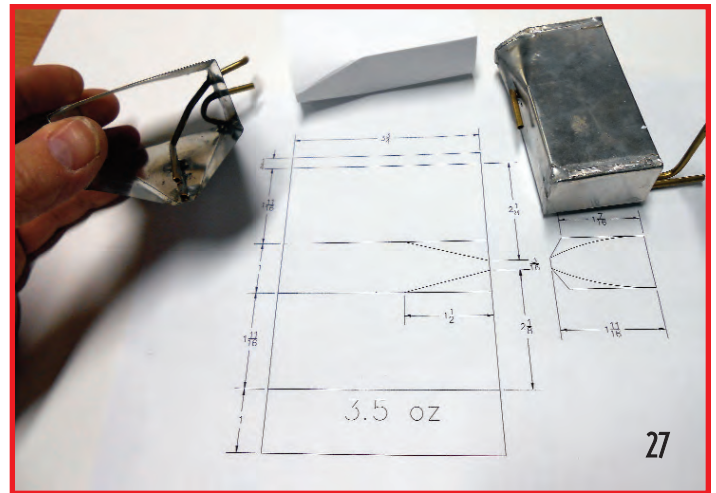


Do the same on the other tank end (22, 23, and 24).



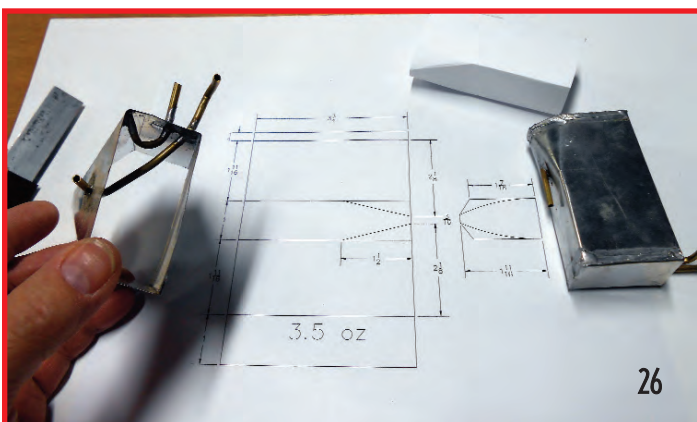
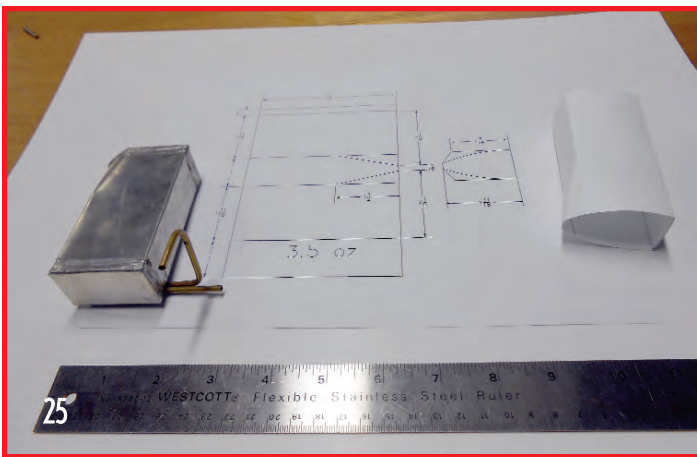
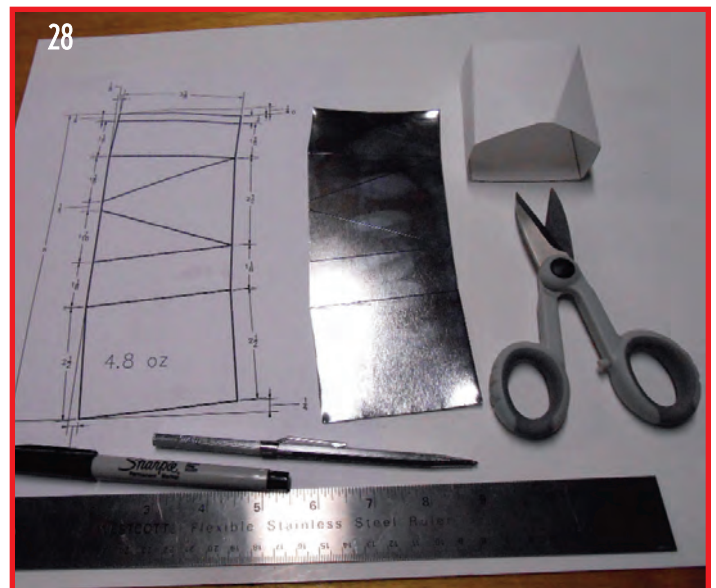
To make the tank ends, just place the tank on the leftover tin stock, and with the scribe trace around the end of the tank (16, 17, and 18). Cut it out about $\frac{1}{8}$ inch beyond the outline.

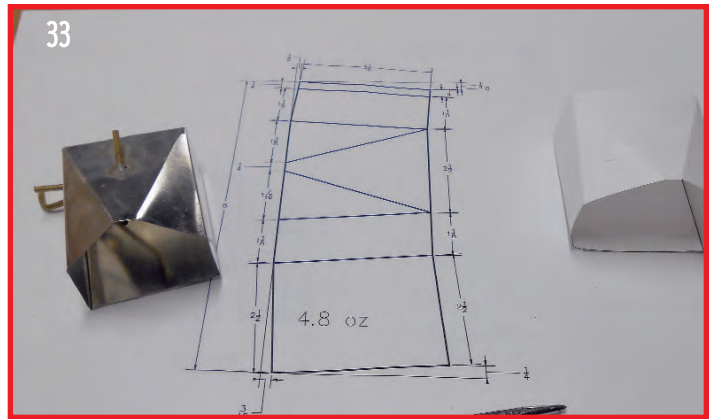




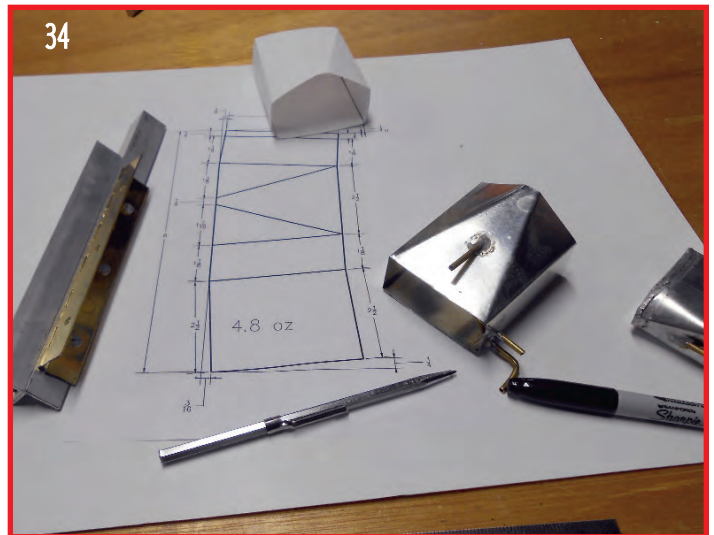
Profile Tank

The profile tank is similar in construction and formula; however, the shape is a little different. The tank I make for profile models is still a rectangle, but I put the "kick" where the pick-up is (28, 29, 30, 31, 32, and 33).

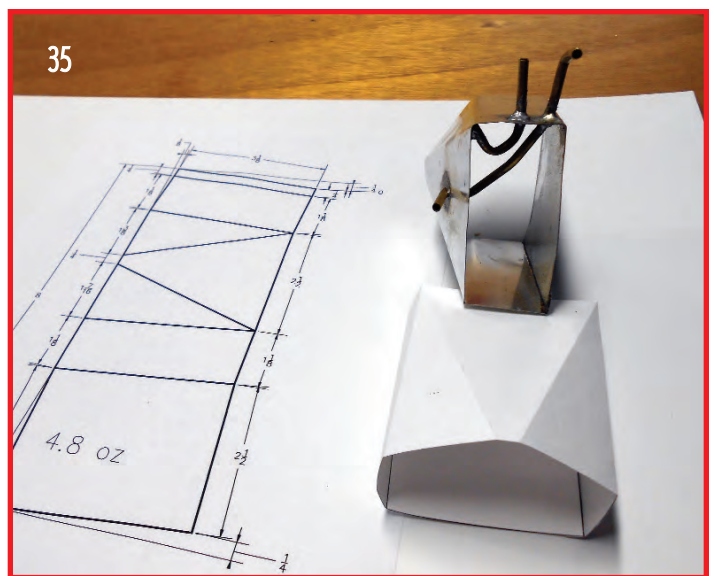


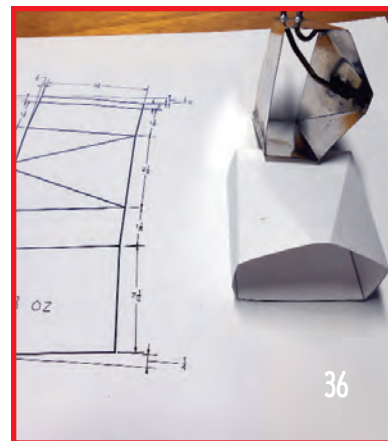


This kick is where the tank shape is different, as you can see looking at the plan of the tank. I have made each side of the kick $\frac{1}{4}$ inch longer (34).



Venting the tank is still the same (35 and 36). The unflow vent is installed about $\frac{1}{2}$ inch forward of the pick-up tube. Using the formula but only allowing half of the height where the kick is, I get approximately 1.6 ounces. So the total amount for the profile tank is about 6.4 ounces.





Using the Roger's Tank Brake you can make any size and shape fuel tank; there is no limitation, so use your imagination and design.

Happy tank building! **SN**

Roger is justifiably proud of how perfectly his custom-built tank fits into his latest model. Follow Roger's instructions, and you can achieve fits like this, too.

NEW KIT From RSM DISTRIBUTION



TAKE APART RINGMASTER

The venerable RINGMASTER which can be taken apart for easy transportation. Electric Powered, it can be carried on an aircraft.

KIT ONLY \$89.99

KIT with Complete RSM Electric Package \$ 249.99

*** The only "Flip the switch and fly" system on the market. Comes ready to install.**

To order go to www.rsmdistribution.com
Call 951-678-1406

The Shark 45 Enshrined in Aviation Museum of Kentucky

by Wynn Paul

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

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

Kenny Stevens restored the last Shark 45 to the original configuration and finished it in the traditional blue and gray color scheme used by Lew.

The plane was nominated to the Aviation Museum of Kentucky by Wynn Paul in remembrance of Lew McFarland, who was an accomplished full-scale pilot as well as an internationally known modeler. The Shark 45 will take its place among several full-scale jet-age fighters, including an F-4 Phantom, an F-14 Tom Cat, an A-4 Skyhawk, a Cobra helicopter, a T-38, and examples of civilian aircraft.

The presentation was made by Mrs. Donna McFarland and son, Russ, to Gerry Van der Meer, the Executive Director of the Aviation Museum of Kentucky. Also in attendance at the presentation were Charles Reeves, Tom Dixon, and Wynn Paul.

Charles was an early protégé of Lew and built several Sharks for competition, finishing second in the Nationals in 1966. The Shark will be suspended from a wall at the museum along with a 12 x 15-inch plaque that has a complete biography of Lew McFarland and the Shark. *SN*



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

A CHAMPION'S

Final Installment

This series has been quite refreshing for me. Initially, it started in my mind to write about the topic in an attempt to prevent possible future burnout. It then morphed into talking to others who have left the sport and attempting to understand why. It was a chance to look into the future by talking to those who have walked the path, tasted success, and moved away for whichever reasons they chose.

I also decided to focus on motivation and dedication. Quite

often I'd ask myself the same questions I was asking others. The answers came quickly.

We are all different, and anyone reading this will have their own unique method to stay motivated. So whilst these articles might have helped to shed light on some of the reasons for burnout and lack of motivation, they're only a guide. Maintaining motivation is indeed possible; however, it does require time and effort.



Each of these World Champion fliers had extremely strong, and yet extremely different, motivations to compete and win. From left to right are Les McDonald, Bill Werwage (who each have three WC titles), Bob Hunt, Paul Walker and Bob Gieseke (who each have one WC win). This photo was taken just four years before David Fitzgerald won his gold medal at the World Championships in 2008, bringing the total of US World Champions in F2B to six.

"If you always put limits on everything you do, physical or anything else, it will spread into your work and into your life. There are no limits. There are only plateaus, and you must not stay there. You must go beyond them."

—Bruce Lee

S MOTIVATION

by P.J. Rowland



That's our author, PJ Rowland, posing proudly with one of his all-time heroes, Bob Gieseke at the 2011 Nats. That's PJ's rendition of Bob's famous Gieseke Nobler. PJ's brand of motivation and his obvious talent and dedication to the event will assure his place in stunt history in time. Bob Hunt photo.

So how exactly do you stay motivated?

From what I have read from others and from the various champions I interviewed for this series, I was able to garner a good sense of internal focus and dedication. Taking small sections from what makes each person successful in their own right—as well as looking into possible pit flaws of routine and similarity—we are able to formulate several key ingredients to staying on top of our aerobatics career. Not all of these are critical, but all of them in some capacity will improve your ability

to refocus and stay motivated with stunt. Even if you take only one thing away from reading this, it might help you get, and stay, enthusiastic.

If you find your own internal fire starting to dwindle—be it after your 11th Walker Cup win or after you just got told to leave Advanced for Open—try some of the following solutions. Perhaps you have already started.

We began this series with the words, “*Enough is enough.*” It always brought into focus for me that it was the end of the road, metaphorically speaking. Perhaps it's also the end of your motivation? Perhaps it's the end of someone's stunt career? It sounded quite final and a little depressing at times. However, now I have a new fresh perspective for that statement. Enough is enough; let's shake things up a bit.

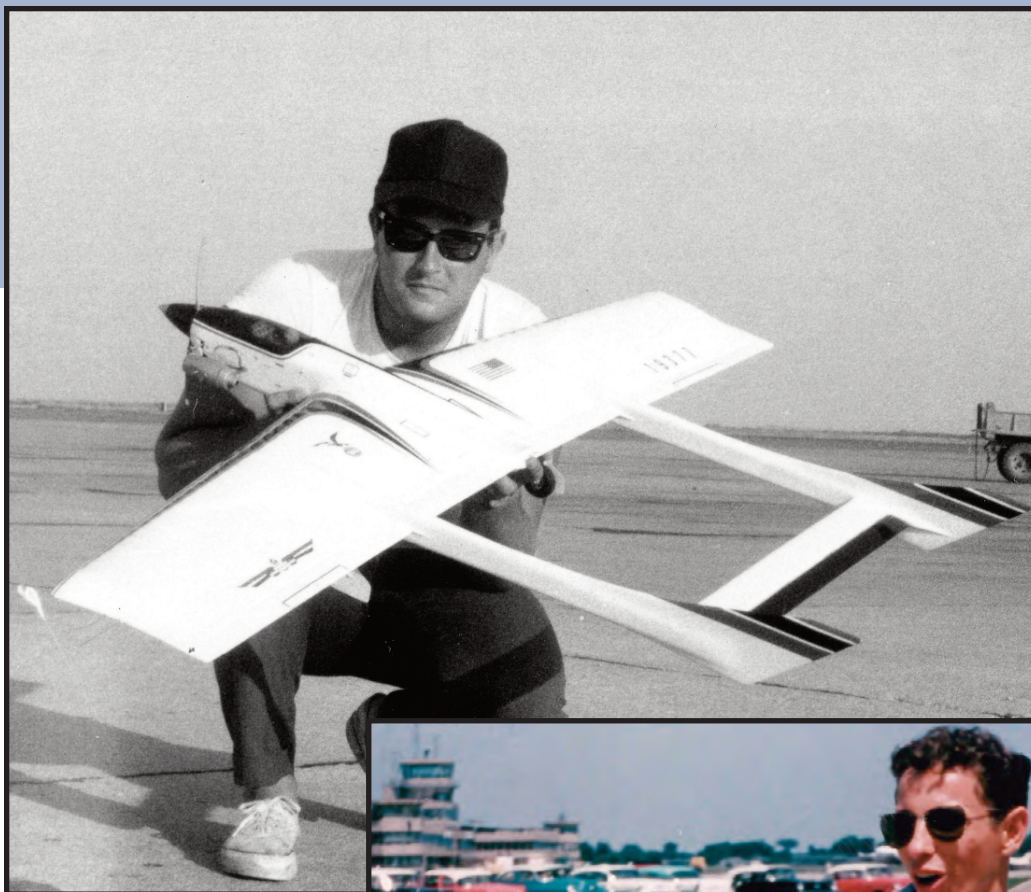
Stage one: Starting out

Starting from scratch was the difficult part, and first-place trophies usually take time. Notwithstanding, I remember how exciting it was to be learning new ideas, being a student of the



John D'Ottavio is a legend in the Northeast region of the US. He has been flying in competition since the 1950s. John recently turned 90 years of age and still has the desire to fly and compete. He's pictured here with his famous J.D. Falcon design at a Mirror Meet in the late 1950s. Photo from the Larry Scarinzi collection.

We began this series with the words “Enough is enough.” It always brought into focus for me that it was the end of the road, metaphorically speaking.



Left: That's our intrepid Secretary/Treasurer Jim Vornholt with his Jack Sheeks-designed Torino. Jim won two Junior Nats Championships in the very early 1960s. His internal fire to fly well and compete is still burning. Expect to see him on the competition circle again soon.

examples of this—change it up, stay fresh, and at the same time look for new avenues that previously might have been dismissed.

Set a goal list: Short-term

It's a lot easier to stay motivated when you feel as though you've accomplished something, but how can you know when you have succeeded if you have never

craft, and talking to other experienced modelers. The enthusiasm and thirst for knowledge was a big motivating factor for me, and perhaps for all of us. If we didn't enjoy it, we wouldn't do it.

Now we're slightly wiser and slightly older. We feel possibly there isn't as much to learn, and all that's left is to refine our program. If we felt that way, we'd be wrong. This is our starting point. We should take stock of what we're aware of and take notes on what we're good at and where we might need to pick up a few extra points. For example, one might know how to paint but has never received 18 points for an appearance score.

Examine in detail your own program and look critically at each section—there is always room for improvement. Paul Walker is one of the best



Here's another great flier/designer/builder who is still vibrant and involved. That's a very young Charles Mackey at the 1958 Nats in Glenview IL with his well-known Lark design. Charles is still active and is designing and building small RC park flyer models.

"If you always put limits on everything you do, physical or anything else, it will spread into your work and into your life. There are no limits. There are only plateaus, and you must not stay there. You must go beyond them."

—Bruce Lee



This young man had no choice but to fly and compete in the stunt event. It was, and still is, a family affair for Dennis Adamisin. Dennis is shown here fueling his Dolphin at the 1966 Nats in Glenview IL. Nowadays Dennis is very involved in designing, building and flying electric-powered stunt models. He plans to be back on the serious competition trail very soon. Photo by "Mom" Betty Adamisin.

set a goal? Give yourself something to achieve. I see many people who simply want to fly the best they can, and then let the judges' scores fall where it may. I am suggesting to set a goal of coming in fourth in Open at the Nats; I am commending to your attention a series of short term achievable goals. This might be as simple as to fly each weekend no matter *what* the conditions. And while doing that, treat each flight as a championship flight.

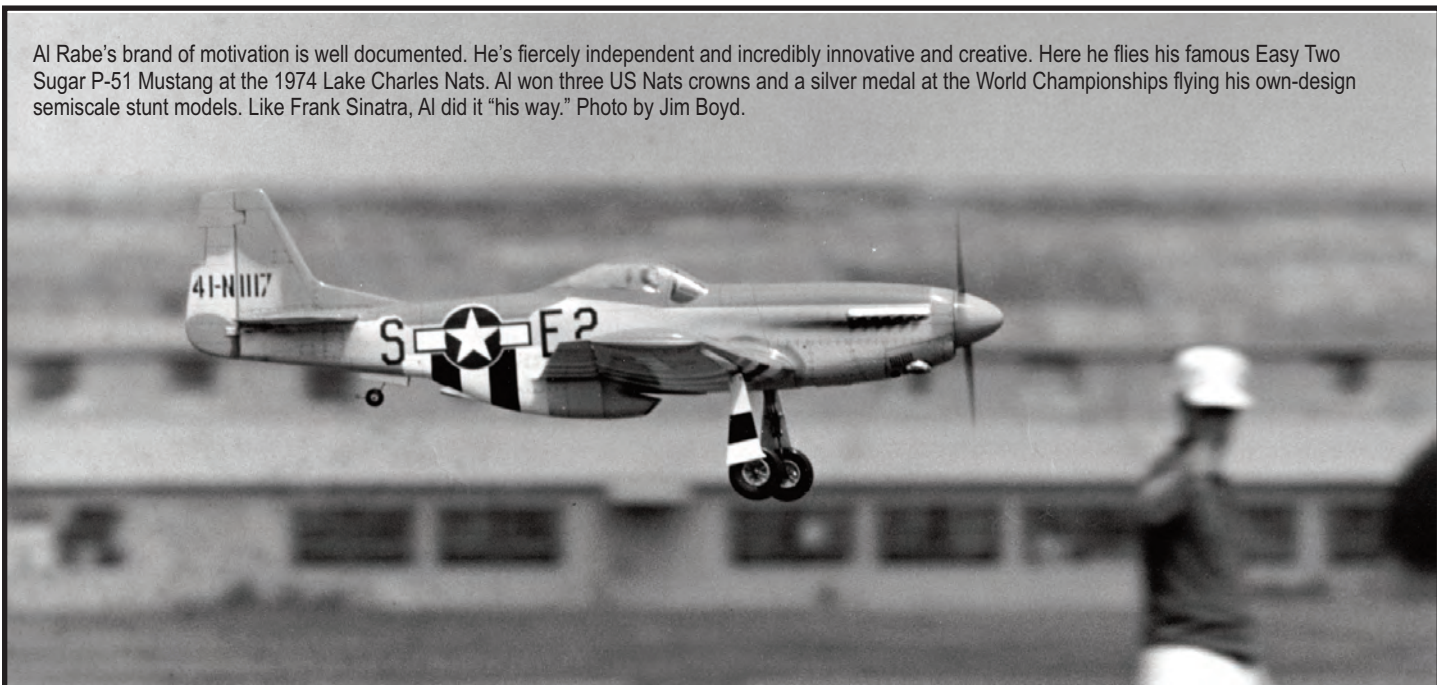
A short term goal needs to be within your grasp but designed to push you slightly out of your regular routine.

Examples? Try a half-foot difference in line length. Reshape your handle; take a look at other top guys' control input smoothness and try to match that as best you can. It's about moving forward in little steps. No goal is pointless.

Set a goal list: Long-term

It's very difficult to write out goals or make suggestions to the entire cross section of readers—most of you know what a long-term goal is. We have all had thoughts about building that semiscale

Al Rabe's brand of motivation is well documented. He's fiercely independent and incredibly innovative and creative. Here he flies his famous Easy Two Sugar P-51 Mustang at the 1974 Lake Charles Nats. Al won three US Nats crowns and a silver medal at the World Championships flying his own-design semiscale stunt models. Like Frank Sinatra, Al did it "his way." Photo by Jim Boyd.



Examine in detail your own program and look critically at each section—there is always room for improvement.



Instant fame and recognition came to this talented young flier the day this photo was taken. Well, at least he was young in 1967 when he won the very first Open Nats that he entered! Bart Klapinski had a natural ability, and that ability is just as brilliant today. Here he poses with his winning original-design Tempest next to the scoreboard at the 1967 Nats at the Los Alamitos NAS. Photo by Don Shultz.

stunter or trying a new Classic design. You see it in the forums all the time—lots of ideas, not a lot of action. Less talk, more building! What is critical about establishing some of these long-term goals is the process of finalizing and completing them.

Depending on your own long-term goal, how easy it will be to finally tick it off will be completely up to the individual. If it's a building goal, then just make a start. Set a date: June, for example, and make it happen.

No matter how successful you might be, there is always something else to strive for—something else to put on that long-term goal list.

Example: Only six men have ever won Multiple World Championships. 2014 might be the year that Dave Fitzgerald or Paul Walker add themselves to that list and tick that off their long-term goal list.

Realistic, yet ambitious

Keeping interested and motivated is directly related to those

who have successfully met goals. Set yourself up for more success than failure by being realistic. Do small, bite-sized tasks at first. As you get more and more successes under your belt, make your goals more lofty. There is simply no point in making all your goals result rostrum-focused. Try aiming for a final finished target weight of, say, 55 ounces, for example.

The workshop

Whether it's your garage, desk area, a dark cave, a hotel room, or a home office, you need a place specifically set aside not only in which to build, but also to allow you to be a modeler. Once you've decided on that place, use it—exclusively. Each creative success you have in that location will train your mind to be successful within its boundaries. If the workshop isn't reflective of the type of work you're attempting to do, then reassess your area.

Take a look at most of the workshops belonging to the guys who build excellent ships. You'll discover that they are tidy,

"If you always put limits on everything you do, physical or anything else, it will spread into your work and into your life. There are no limits. There are only plateaus, and you must not stay there. You must go beyond them."

—Bruce Lee



When you talk about CL Stunt champions, this man's name is always prominent in the discussion. Lew McFarland won two Nats crowns, but he will be remembered just as much for being a great ambassador for our event. Known mainly for his landmark Shark 45 design, with which he won the 1960 and 1961 Nats, Lew also created a number of other memorable ships. His Spinks Akromaster (pictured here) was one of his favorites. Lew is no longer with us, but his spirit continues on whenever and wherever a stunt model is being flown.

organized, clean (most of the time), and bright with good lighting. Rebuilding or giving your workshop a fresh focus can do amazing things for your motivation. If it's dull and drab you will never feel inspiration to build a world beater.

New day, fresh focus?

Never give up on projects or problems. Put them aside for a while, but always come back to finish or solve them (even if it's only developing a theory for solving them). Solving these problems will build your confidence and your knowledge. Dad always says to me, "There is a period when you're just tired and the brain stops thinking. That's when it's time to call it a night." Don't get discouraged; simply come back to it at the right time.

Rooster or night owl?

Just as your body has optimal times for sleeping and eating, there's also an optimal time when your body is at its most productive state. For me it's late at night—11 p.m. onward. Find

out when you're at your creative best, and start using that time to your advantage; save your least creative time to do the mundane administrative aspects of your job.

The right tools

Bob Hunt's workshop looks very professional, with clean tools, a clean work area, and the right tool for the right job close at hand. Building is difficult enough; don't make it harder for yourself by using inferior (or just plain wrong) tools. Explore your options and find the tools that allow you to create what you want to create, and get the best ones you can afford.

Internet forums

Take lots of photos of your build, post them online, or start a "Stunt ship building log" thread. Showing everyone your progress not only keeps you motivated to complete the task but also can raise other builder's spirits to see something new and fresh.

It's a lot easier to stay motivated when you feel as though you've accomplished something, but how can you know when you have succeeded if you have never set a goal?



Shown here in the midst of winning his third World Championship gold medal in the F2B event is master flier/builder/designer, Bill Werwage. If you truly want to study motivation and dedication to a single thing, study Bill's life in stunt. His fellow competitors call him, with reverence, "The Man." In this photo Bill is flying his venerable P-47 Thunderbolt. Photo by Barry McCool.

Looking back over your past progress on the forum thread and rereading the words of support posted by others is another great tool to use.

If the build doesn't seem to be moving forward and you lose track of the end result, look back at your build thread. You might be surprised at what you have achieved in a short space of time. Alternatively, if you don't update the building thread, and you have been lazy with the project, it's another way to move you along when everyone asks, "What's the latest?"

Stage Two: Maintain it

So, you have used some of the tips above, made some great gains, and established some great environments in which to build planes and stay in the mindset of a champion. However, after a few years, the old habits come back and you find yourself stuck in the



At the time this photo was taken in the late 1970s, these three fliers, Ted Fancher (L), Bob Whitely (standing) and Rich LeRoy, were all totally involved in the sport. Obviously Ted and Bob had the long-term desire required to excel in this hobby/sport as incredibly gifted designers, amazingly talented builders, and absolutely top-notch fliers. Rich was hot for a while, but he faded from the sport quickly. Not everyone has the required motivation and dedication.

"If you always put limits on everything you do, physical or anything else, it will spread into your work and into your life. There are no limits. There are only plateaus, and you must not stay there. You must go beyond them."

—Bruce Lee



Talk about lifelong motivation, the only stunt flier to have won Nats crowns in Junior, Senior, and Open is David Fitzgerald. David's Junior and Senior records, coupled with his seven Nats wins in Open competition, and his gold medal in World Championship competition has already assured his place at or near the top of CL Stunt history. A second-generation flier, David inherited his love of full-scale and model aviation from his dad, Bill. Photo by Gene Martine.

rut again.

Try this for stage two: Don't set any goals. In the early stages of anything new, or if you're testing out a new endeavor you wish to experiment with, setting goals may destroy some of the spontaneity that makes the unknown so fulfilling. Let things play out naturally.

Be unrealistic

I believe in certain instances that biting off more than I could chew worked out to my advantage. An example is my Lancaster bomber. It helped me focus on the project and push myself farther

than I would normally. Unfortunately, you run the risk of failing to complete such goals, or you complete them but completely burnt out from the process.

Get out of dodge

Fly overseas to compete in another nation's championships; take a road trip to visit a friend and do some building for a weekend; or simply fly at a different flying site. A change is as good as a holiday.

Study your peers

No matter how successful you might be, there is always something else to strive for—something else to put on that long-term goal list.



Another CL Stunt competitor who will be recognized as one of the very best ever in the event is Paul Walker. Never one to follow the crowd, Paul specializes in reaching excellence with a variety of types of equipment. He's won with normal glow engines, piped engines, four-stroke engines, and electric motors. He is also one to occasionally show up with total surprises, such as this four-engine B-17 competition stunt model. Paul has 11 Nats crowns and one gold medal in World Championship competition. Just amazing! Photo from Paul Walker's collection.

Visit an airplane museum, take a road trip to the Smithsonian Institute, read an autobiography, or visit a nature reserve. Inspiration can come in any form.

Internal

While surrounding yourself with stimuli can be helpful, it's often just as helpful to *remove* all external stimuli and let your brain stimulate itself. I personally like playing golf. It's solitude with nothing but my own thoughts. For the non-golfers, try a bike ride or a walk at night by yourself.

Twins or more

Try building a twin engine/motor stunter just once, even if it's not for competition. Paul Walker built his B-17s in part for a fresh challenge; I did the Lancaster because I wanted to push myself. There are many fine examples of twins and multiengine ships, and, with electric motors, achieving reliability is simple.

Great minds think alike

Having a support group around you of like-minded individuals is beneficial to everyone who is within that group, for motivation, encouragement, and advice. Slight personal competition grows and great success is passed down. It's no coincidence that Brett Buck, Dave Fitzgerald, and Ted Fancher all fly together. Develop your own flying "think tank."

Keep a notebook

I can't emphasize this one enough. Ideas or changes—good or bad—need to be recorded. No one can remember them all. Writing down an idea for long-term storage might just free up some room in your brain to tackle new problems. Keeping tabs on changes you make at the field will also help to establish a data base for future reference.

Engines

Change engines; try a new manufacturer. Today, there are so many great engines specifically designed for Stunt. Currently, I'm in the process of developing my PA 75 package, which is a departure from the Stalker engines I had been using. Electric, tuned pipe, 4-stroke, European, or American, it's all good. You should always strive to look for something better.

Work through it

You might be trying to develop a new engine package and you're getting stuck. Sometimes pushing through a problem

It's helpful to see what others are doing. It may provide inspiration, and, at the very least, it will give you an idea of what the standards are to be expected in terms of fit and finish. You might even learn a few new building techniques by asking questions.

Ignore your peers

While there are huge merits in going with what is well-practiced stunt design, spending too much time focusing on what they do can be counterproductive. It can often cause you to doubt your own work if it's too different from the accepted norm. In fact, you might be working on something just so different and fresh that it's a new dynamic way of working—for example, Lost-Foam Wing building or Vortex Generators.

Become a test pilot

Being able to test-fly someone else's aircraft is a more powerful tool than you might expect. In some instances it can cause a total rethink of your own program in just six minutes. There is no better teacher than experiencing something firsthand.

Hang around after most major contests and you will see many fliers exchanging planes for testing. Not only can you learn from flying another stunt ship, but receiving constructive criticism about your own program is also of benefit.

External

Seek inspiration from the outside environment. Sometimes we get so caught up in competition at major meets that we don't look at other events. Make time to look at the Radio Control jets or the Scale models, and be sure to talk to the builders.

"If you always put limits on everything you do, physical or anything else, it will spread into your work and into your life. There are no limits. There are only plateaus, and you must not stay there. You must go beyond them."

—Bruce Lee

Dr. Geza Egervary's amazing record in early European CL Stunt competition has been well documented. Here he is shown (L) with his protégé, Richie Kornmeier, and Richie's father, Fritz, at the 2004 World Championships. This is a classic case of one great champion passing on his knowledge and help in an "Each one, teach one" manner to a young man who went on to become a champion in his own right. Richie won the 2010 World Championships in F2B just one year after Geza passed away. Geza's spirit certainly lives on in Richie. Photo by Bob Hunt.

requires patience and persistence. Don't put it away, but rather keep at it even when you feel a little fatigued. Get through things as best as you can; you won't know whether it's good or bad until later on.

Give yourself obstacles

Set a time limit to complete a build, write the deadline for it in large font, and stick it on the workshop wall for all to see it. Here's another simple one: Try to be creative by not painting with a certain color or using a certain trim pattern.

Remove obstacles

We sometimes set unnecessary limits on a project—like a time line to complete a new model for the Nationals—and this can hinder our ability to solve problems. If you feel you're too restricted while trying to get through something, it can often help to reevaluate the restrictions to see if some of the unimportant ones can be removed.



Become a mentor

No matter what level builder/flier you are, there will always be someone less experienced than you in some areas. Take the time to find out who might need a little lift; it could be as simple as offering advice on a pattern or trim issue. As Bob Hunt preaches: "Each one teach one." Seeing a fellow flier improve due to your influence can be inspirational.

Conclusion

So the "A Champion's Motivation" series comes to an end. I hope this group of articles has provided some valuable insight into how to continue longer in this sport and has given some keen advice on how to stay motivated.

So, if you find your fire has dropped off a little and you're asking the ultimate question of "Why am I doing this?" remember *Cogito ergo sum*—Latin for "I think, therefore I am." **SN**

Often referred to as "the best flier to have never won a Nats" (he placed second four times), Gene Schaffer was nonetheless totally respected by his fellow competitors as a fiercely motivated and divinely gifted flier, as well as an innovative designer and builder. Shown here with his Hallmark model at the 1977 FAI Team Trials (his last competition), Gene is seemingly deep in thought about his program. No one was ever more intensely motivated to excel than this gifted stunt flier. Photo by Chris Lella.



As Bob Hunt preaches: "Each one teach one." Seeing a fellow flier improve due to your influence can be inspirational.

PULL TEST

by Dick Pacini

I Can Do It Myself!

Editor's note: Dick Pacini submitted this article about his pull test device as one to be used by a modeler who is alone and needs to pull test his/her model to be in compliance with AMA rules. It is great for that, but it is also a great idea for clubs that run contests. This device, attached to a member's truck, makes the pull test chore an easy one.

—Bob Hunt

Flying CL alone is not a difficult task if you use a reliable stooge system. It enables you to fly whenever you want without having to depend on another person to get exhaust sprayed in his or her face while you needle and then stroll out to the handle.

The big issue is how to perform a pull test when you are alone. I won't hazard a guess how many do a pull test even when they have a buddy on hand. Odds are ... well ...

I have been away from flying for 36 years, but I was fortunate to get my old AMA number back. That way, I can fly my old loads from the 70s without having to change the numbers on the wings. Ok, that is *if* they would even fly after being repaired/rebuilt/touched by a faith healer. I bought an ARF to bridge the gap.

With my resurrected AMA license came (for me) a renewed sense of responsibility that should go hand in hand with following the rule book. Pull testing is a part of that responsibility and is necessary in sanctioned contests. Why not extend that to sport flying at least for peace of mind?

So, the challenge was how to rig up a simple pull test device that I could use alone. I thought of a scale, but how do you read it from 60 feet away? Well, I thought that if I knew the weight of my plane, I could figure the 10G load that it had to pull. I envisioned a contraption whereby the handle would be attached to a device that would lift a predetermined weight. In my case, my newly completed Brodak P40 weighed 40 ounces ready to eat. A 10G load would be 400 ounces divided by 16 oz/lb worked out to 25 pounds exactly.

The plane and lines would be pulled horizontally, but if attached to a line that went over a single pulley, the weight would be lifted straight up and I would be able to see that from 60 feet away.

The next problem was how to attach this device so it would remain stationary while the test was done, again, singlehandedly. The solution was simple: attach it to my truck. The truck would be with me whenever and wherever I flew. It had to be removable without tools.

My truck has a 2-inch receiver under the rear bumper. I sketched up a stand that would slip into the receiver and hold up a pulley and rope that would be attached to a weight.

I bought a 4-foot length of square steel tubing and a ball bearing clothesline pulley, both on line. I figured the ends of the tubing could be cut off on a 45°, rotated and welded up to make an elongated Z, without the slant.

I took the tubing to a sheet-metal shop for the cutting and welding. In the meantime I searched for a 25-pound weight. I went to a superstore and looked for weights in the sporting goods section. I was going to buy a single 25 pound, vinyl-coated barbell, but found a cheaper deal with a 40-pound set that came with several weights that added up to 40 pounds. I would use



A 4-foot piece of square steel tubing was cut at a 45° angle on the ends, rotated, and welded to make a shape similar to an elongated "Z" without the slant.

only enough to reach the required (in my case) 25 pounds. The whole set was less expensive than the single barbell. I also bought a reel of nylon clothesline rated at 60 pounds.

So, back from the welding shop, I mounted the pulley to the top arm of the tubing and slid the lower end of the tube into the receiver on the truck. I didn't drill a cross hole for a hitch pin because the unit was only being mounted at the flying field and removed prior to driving off. The direction of pull would be sideways on the tube, so there wouldn't be any chance of it slipping out of the receiver. It would be a simple matter to drill



The pulley was mounted to the top arm of the square tubing.



The lower end of the tube slides into the tow-bar receiver hitch on the truck.

for a pin, if desired.

I needed a way to secure the handle to the rope. I made up a holder using a scrap of handrail wood and two J-hooks with threaded ends. I drilled three holes in the wood, one in the center for the rope and two spaced apart to match the flying handle. I screwed the hooks in and they were a perfect fit. I ran the rope through the center hole and tied a knot. The other end of the rope would be looped and attached to the J-hook. (I later switched to a closed loop hook and a clasp.) Whatever works

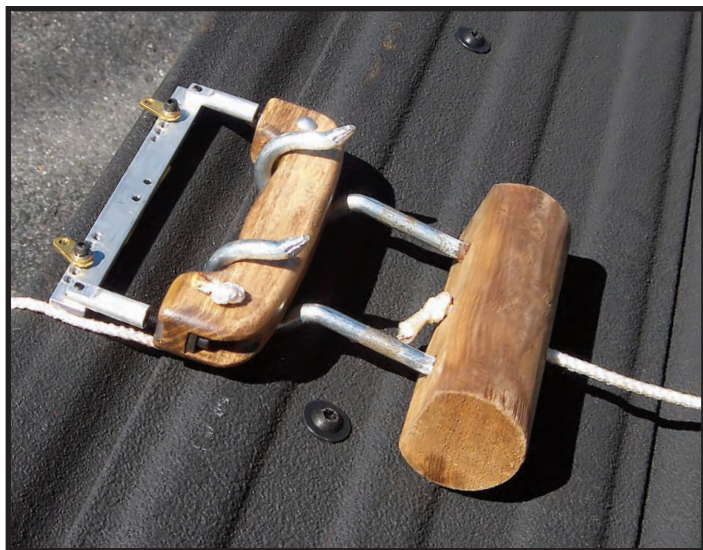


The handle nest was made from a piece of handrail wood stock and two J-hooks with threaded ends.

for you is fine.

I drilled a hole in the pulley bracket and the top arm of the square tube. I mounted the pulley with a single $\frac{1}{4}$ x 2 $\frac{1}{2}$ -inch bolt, fender washer, and stop nut.

I ran the rope over the pulley and attached it to a barbell handle with 25 pounds of weight. The handle itself weighed 15 ounces, so the total weight was close to 26 pounds. I could have tried to find a different combination of weights to get



As you can see here, the handle nest was a perfect fit.

Materials

Product Type: A513 Steel Structural Square Tube
Description: 2 X 2 X 11 GA (.120 wall)
Quantity: 1
Length: 4.0 ft.

Item Total: \$23.92

Item Subtotal: \$23.92

Shipping: \$18.48

Final Total: \$42.40

Covert 2" Heavy-Duty Wall/Ceiling Mount Pulley	\$4.58
Nylon Rope 60# Test	\$4.27
40# Weight Set	\$19.00
4 $\frac{3}{8}$ " Round Ceiling Hooks	2@\$0.73 \$1.46
$\frac{1}{4}$ "-20 X 2 $\frac{1}{2}$ " Hex Bolt	\$0.20
$\frac{1}{4}$ " Fender Washer	\$0.12
$\frac{1}{4}$ " Elastic Stop Nut	\$0.12
1" X 36" Oak Dowel Rod	\$3.98
$\frac{3}{8}$ " X 1" Hex Lag Screw	\$0.38
$\frac{3}{8}$ " Round Screw Hook	\$0.64
(Substitute closed loop screw hook and snap link if desired)	
$\frac{7}{8}$ " Fender Washer	\$0.18

Sub Total \$77.33

Cutting and Welding \$37.50

Total \$114.83

Note: I could probably have used lighter gauge square tubing at a lesser cost. Also, if you have a cheaper source for welding or can do it yourself, a fair amount can be saved.

closer to 25 pounds, but if my plane and controls couldn't hold up to an extra pound or so, I wouldn't want it anyway.

I set the rig up with the weights sitting on the ground and the handle holder near the pulley. It was time for the first test! I loaded the flying handle into the holder, connected the lines, and carefully played them out to the end where the plane was waiting. I connected the clips to the leadouts and thought the process through.

In truth, I was a bit concerned that the 25 pounds might be too much for the control system. This was my first ARF and it was produced overseas. I had no idea what the bellcrank setup looked like or how secure the mount was inside the wing. But, this was the time and place to find out.

I gripped the end of the wing with the fingers of one hand between the leadouts and the other hand holding up the outboard wing to my chest. I moved slowly, pulling the plane away from the test rig. I saw the weight rise up and the controls stayed in the wing. Nary a creak or a pop heard. However, I wondered how secure the fuselage/wing joint was and decided to test that too.

This time, I gripped the fuselage only and repeated the pull. Once again, the weight moved up as before. The model and lines had pulled the required 10G amount and then some, without incident.

Of course, the test wasn't complete yet. I still had to test the safety thong. I unhooked the plane and rolled up the lines. I removed the handle and looped the safety thong over one of the

started to twist. It wasn't designed to carry a sideways load, nor was it designed to be stiff-hitched. I had to find a better pulley.

Once again, I made a web search where I found a heavy-duty pulley with a bronze bushing that was designed for a stiff-hitch ceiling or wall mount. It was rated for 100 pounds. The best part is that it was available at Lowe's and cost less than the original pulley that failed.

I bought it and spent a few minutes changing it out with the same bolt I had used. It had three holes on top and three holes on the side, but I just used the center hole to mount it. (The frame is cast and is very strong.)

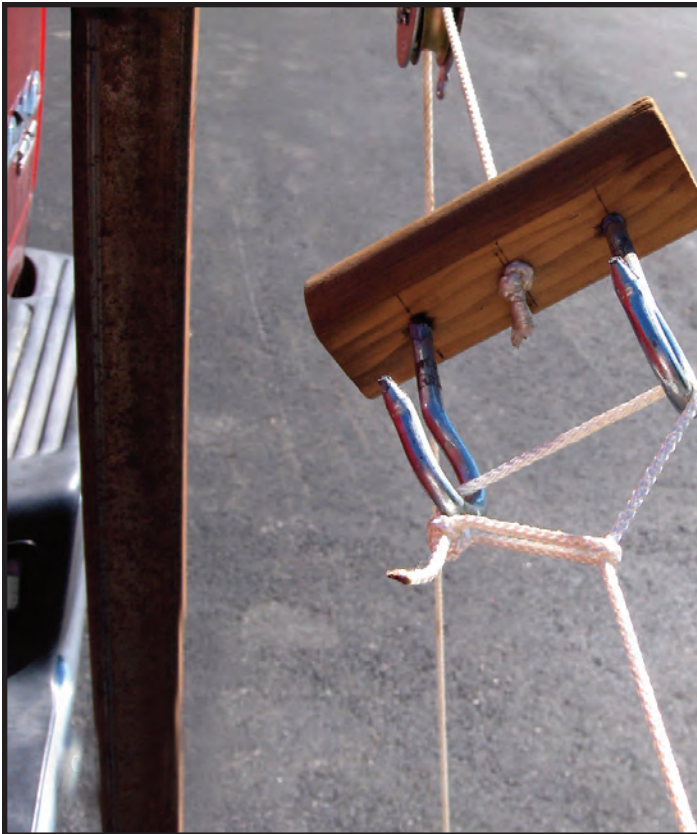
A quick set of pulls on the handle mount proved that this pulley would do the job for a very long time. The user could leave the mounting bolt slightly loose to allow for pulling at different angles, but I decided to leave it set up tight for straight pulls perpendicular to the truck.

At this point, I wanted to rethink the barbell approach. The barbell handle required that the weights be split evenly, end for end. This made it kind of awkward to deal with, having the rope running through the barbell handle, being secured with a fender washer and knot on the end. I wanted all the weights to be on the bottom. I also wanted to be able to remove the weights for ease of handling. I decided not to use the handle at all.

The final change was to buy a 1-inch diameter oak dowel that was 3 feet long. It was a nice fit through the weights. I stacked up the weights I was going to use and measured the stack. I wanted to allow the addition of other weights as required.

A foot of rod was all I would need and the miter saw made quick work of it. I also picked up a $\frac{3}{8}$ x 1-inch lag screw, a $\frac{5}{16}$ -inch fender washer, and a $\frac{1}{4}$ -inch screw hook. The lag screw and washer would go on the bottom of the rod and the screw eye would go on the top.

I could have done the drilling by hand but chose to do it in my lathe to keep everything nice and square. The pilot holes must be drilled deep enough so the threaded ends won't have too much work. The first rod I made split as the lag screw neared the bottom. I cut another piece and used a larger drill for the pilot hole. I used a $\frac{5}{16}$ drill for the lag screw hole and a $\frac{3}{16}$ drill for the screw eye hole. A little bar soap rubbed on the



Dick's pull-test device is shown here testing a safety thong.

J-hooks. Once again, I lifted the weight without incident.

All in all, the test was a success and the mechanism, as designed, did allow pull testing without help. However, I looked everything over and it was obvious the pulley I selected would not work for long. The mounting bracket was bent and



Here's a close-up of the weight-mounting rod.



Note the weight retainer at the bottom end of the weight-mounting rod.

threads made assembly easier.

The new weight stack sat well on the ground with the open-end screw hook straight up. I tied a bowline in the free end of the rope and slipped it over the hook. Perfect! The nice thing about a bowline loop is that it will not slip or come apart, but it can be readily undone with your fingers if needed to undo the



The barbell handle carried 25 pounds of weight.



Here is the complete assembly with the weights installed and suspended from the ground.

loop or adjust the length.

So, there you have it, a simple reliable pull test device that can be used without help. I built mine to accommodate one particular airplane and the addition or subtraction of weights is easily accomplished.

One could also elect to use a bucket tied to the rope and just add pre-measured weight as required. It could be scrap metal, rocks, a frozen turkey, or whatever will fit into the bucket. I want to add here that after reading about pull tests resulting in wing failures due to compression loads, I now will only grip the plane by the fuselage.

Fly safely! **SN**

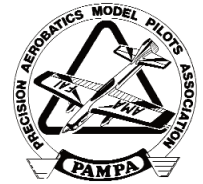


The weight-mounting rod can accommodate 25 pounds of weight.

PAMPA News & Reports

Vice President Report

by Matt Neumann



Well, this year's Nats has come and gone. And, as usual, there was plenty of activity to go around.

Having spent the weekend at my parents' house to do the last-minute things that I needed to do to the plane, Dad and I took off for Muncie on Monday morning and arrived around lunch time. I had not had much time to practice and tweak things this year because the weather has been really terrible. As of July 1, I think the rain in my area was something like 15 inches above normal. What a difference a year makes. Last year, my neck of the woods could not beg, borrow, or even steal rain. Now we can't get the faucet to shut off!

The appearance point/processing phase is always a highlight for me. It is a time to see who all have made it and say my hellos. It is also really nice to see everyone's latest creation in a relaxed atmosphere.

The processing was completed without a hitch and we then got to "hanger fly" until the appearance point judging was completed. When that was done, I was quite happy to find out I got 18 points for my plane. There is a new member to the 20-point club; his name is Kaz Minato. Way to go, Kaz.

After the appearance point judging it was a scramble to get a bite to eat and then head on out to the field for some practice, and, in my case, some testing. I was trying out a new prop that I had not had time to try out at home. I was happy to find out that it worked as I had hoped.

Tuesday came around and it was hot with light winds. I got in some more practice and trimming that morning and later on into the evening. I was making trim adjustments right up to the last flight of the day. Fortunately, the last flight felt pretty good.

Wednesday was again hot. I did well on Wednesday, coming in second for the day in my circle, one point behind Kaz Minato and one point ahead of Kenny Stevens. I was happy, considering how little time I had on the plane. Later on that day was the EC meeting, so my family and I went back to the motel to freshen up, cool off, and eat a quick bite before the meeting. (They did not want to eat late.)

At the meeting we discussed the upcoming new website done by Eric Vigilione. This is what his company does, so he is well versed in what is needed and how to do it properly. My thanks go out to Eric for helping out with the website. The new site should be up and running probably about the time you read this or shortly thereafter, so stay tuned.

Also, Jim Vornholt is stepping down as Membership Chairman due to some personal issues. I have just found out that we have a very good replacement for him. His name is Michael Strand. Mike runs a small business and is well versed on what is needed for the job. Jim will continue performing many of the duties of the Secretary/Treasurer.

Don McClave is not going to run again for the office of President, so we are in need of someone to fill his shoes. Yes, they are big shoes, since he did a marvelous job as President. But fill them we must. If you are interested, please feel free to contact one of the EC members.

As Thursday came around, the winds were again light and the temperature again hot. I again did well as Kenny, Kaz, and I were duking it out on our circle. I wound up a close third behind Kaz and the leader Kenny Stevens. Still, I was hanging in there with

little practice.

All week we had hot and humid weather with very little wind. Friday we started out with a light breeze that would increase as the day went on. I drew the "lucky" first-up slot. As it turned out, my flight in light wind was quite good and the judges rewarded me for it. But, and there is always a "but," the second flight turned out to be less than desirable. I went from flying my best flight of the week to the worst flight of the week.

The wind came up and I had not had a chance to try out the plane in that type of wind yet. I got an unpleasant surprise during that flight. In its then current trim, it wound up something terrible in the maneuvers with wind. On the one day that you cannot goof on any of your flights, it surprises me with this. Figures!

So I got a disappointing for me 14th place. However, since I had maybe 50 to 60 flights total at the time on the plane, this probably was not too bad. Still, I always hope for more. The day ended with Paul Walker, Doug Moon, Bob Hunt, Derek Barry, and my really good friend, Kenny Stevens, in the top five. This was only Kenny's second trip to the top five.

Saturday came around and the predicted rains overnight had not come in yet. The morning started out with a breeze and at times got a little bit more brisk, but overall it appeared to be quite flyable. David Fitzgerald was keeping an eye on the radar and, seeing what was coming, he and the judges made the decision not to take their customary breaks between rounds to try to get all three rounds in before the rain. Good thing, too.

Bob Hunt was the final flier of the Top 5 fly-off. Just as his flight ended and the wheels stopped, the sky just could not hold it any more and we got hit with a downpour. I did not know the rain was coming because it was coming in from behind the spectators, but I am sure Bob could see it coming in as he was flying. He was probably thinking the timer for his plane could not count down the seconds fast enough. What a finish!

There was a several hour rain delay before the Walker Trophy fly-off. In the end Paul Walker also won that trophy. At the end it was Kenny Stevens, 5th; Derek Barry, 4th; Bob Hunt, 3rd; Doug Moon, 2nd; and Paul Walker, 1st by less than two points. It was a really close one, indeed, and a good way to end the Nats.

If you were there, I hope you enjoyed it as much as I did. If not, why not plan to come next year. Even if you don't fly in Open, you can enter in your skill class, and it is a great opportunity to learn. Here is where some of the greatest fliers in the country gather every year. And there is always something new to learn and bring home with you. I know it works that way for me.

—Matt





Secretary/Treasurer Report

by Jim Vornholt

dues increase wasn't really an increase!

In order to keep up with inflation (postage cost and printing cost), it is now necessary to do an across-the-board increase of \$10.00. The Executive Committee felt the across-the-board increase was the most fair approach. It comes down to an increase of about .02 cents a day more per member. That's about the cost of two Big Macs a year. I can only speak for myself, but two fewer Big Macs a year would be a good thing.

In closing, I believe *Stunt News* gets better with each issue. I have been flying stunt long enough to remember the days when the "hot dogs" of stunt would never think of revealing any building or design secrets.

Now, in every copy of *Stunt News*, there are building articles where top-notch stunt fliers open their workshop doors and explain in detail how to become a better builder and pilot.

Remember next year we will have a few new Executive Board Directors and President so keep an eye out for election results in November. I hope to see some new faces at VSC in 2014, maybe this will be the year I get to attend.

—Jim Vornholt

Greetings from Indianapolis. With the departure of Noel Drindak in July 2012, I agreed to accept the Membership Chairmanship position along with my other duties as your Secretary/Treasurer. In May of this year, Jim Snelson made it possible to once again have PAMPA Products back in business, which was great news but it made me a very busy guy.

I am happy to report that we now have a new Membership Secretary, Mike Strand of Delafield, Wisconsin. Mike is now onboard and doing a tremendous job assisting me with membership records and delivering PAMPA Products. Mike will be the go-to man for problems with *Stunt News* delivery. I will list his information in the sidebar at the right.

PAMPA Model Plans orders will still be my responsibility, so if you need plans, contact me.

Last month I once again experienced email problems with my server. This on-again, off-again problem has caused me to lose Internet applications.

I am asking members when you join or renew please do not break the application into three parts as we previously have requested. Sending only one page will greatly decrease the possibility of my losing your application form.

The next item of great importance is membership dues. Last year I requested a \$5.00 increase on each class of membership except the Internet-only members. Lately I reviewed some old copies of *Stunt News* and to my surprise last year's increase only brought us back to 2006 levels.

Somewhere, before I rejoined PAMPA, the yearly dues were actually decreased by \$5.00. This meant what I thought was a

New Membership Secretary

If you need to join or renew please contact Mike Strand. Here is Mike's information:

Mike Strand
PAMPA Membership Secretary
Phone: (262) 352-0645
24 Enterprise Road, Suite C
Delafield WI 53018



Get inspired!

Introducing the New PAMPA Plans Service

PAMPA Plans number/plane name and designer/plan size in inches

Price



PPN046 Speed King



PPN040 Tucker 4



PPN010 Doctor



PPN038 Trivial Pursuit



PPN017 Legacy 40

PPN001 Adam's Special (1 sheet 36 x 65)	\$11.00
PPN002 Bearcat III by Al Rabe (1 sheet 30 x 42)	\$9.00
PPN003 Mustang III by Al Rabe (1 sheet 30 x 43)	\$9.00
PPN004 Bearcat Profile (1 sheet 30 x 42)	\$9.00
PPN005 Berserker by Noel Drindak (1 sheet 36 x 55)	\$10.00
PPN006 Capricorn by Orestes Perdomo (1 sheet 36 x 61)	\$11.00
PPN007 Cavalier by John Simpson (1 sheet 30 x 42, 1 sheet 24 x 34)	\$15.00
PPN008 Challenger (2 sheets 36 x 50)	\$20.00
PPN009 Cutlass by Jim Kostecky (2 sheets 36 x 60)	\$20.00
PPN010 Doctor by Ted Fancher (1 sheet 36 x 60)	\$11.00
PPN011 Dragon by J.C. Yates (1 sheet 22 x 34)	\$8.00
PPN012 Force by Mike Pratt (1 sheet 36 x 48)	\$10.00
PPN013 Golden Falcon by Chris McMillin (1 sheet 30 x 58)	\$10.00
PPN014 Grandpa's Biplane by Charles Mackey (1 sheet 30 x 42)	\$9.00
PPN015 Hallmark by Gene Schaffer (1 sheet 34 x 47)	\$10.00
PPN016 Lancet by Vic Carpenter (1 sheet 36 x 24)	\$9.00
PPN017 Legacy 40 by Allen Brickhaus (2 sheets 36 x 64)	\$20.00
PPN018 Madman by J.C. Yates (1 sheet 30 x 40)	\$9.00
PPN019 Medic by Ted Fancher (1 sheet 36 x 60)	\$11.00
PPN020 Mo' Best by Larry Cunningham (2 sheets 36 x 48)	\$20.00
PPN021 Moitle by Francis D. Reynolds (1 sheet 36 x 24)	\$9.00
PPN022 Nakke by Juhani Kari (1 sheet 30 x 42)	\$9.00
PPN023 Nuts & Bolts by Sam Deheleans (1 sheet 36 x 57)	\$10.00
PPN024 Oriental by Dee Rice (1 sheet 30 x 42)	\$9.00
PPN025 Oriental Plus by Dee Rice (2 sheets 34 x 52)	\$20.00
PPN026 O'Toole Special by Ron O'Toole (36 x 50)	\$10.00
PPN027 Pluma by Bob Zambelli (2 sheets 36 x 45)	\$20.00
PPN028 Profile Nobler by Jim Harris (1 sheet 36 x 52)	\$10.00
PPN029 Profile P-51D by Tom McClain (1 sheet 36 x 48)	\$10.00
PPN030 Ruffy by Lew McFarland (1 sheet 36 x 46)	\$10.00
PPN031 Saturn by Don Ogren (1 sheet 36 x 59)	\$11.00
PPN032 Scared Kitten by Bill Netzeband (1 sheet 30 x 48)	\$10.00
PPN033 Shaman by Steve Moon (1 sheet 36 x 50)	\$10.00
PPN034 Stuka by Matt Neumann (2 sheets 34 x 45)	\$20.00
PPN035 Stuntress by Joe Adamusko (2 sheets 36 x 52)	\$20.00
PPN036 Stunt Trainer by Pat Johnston (1 sheet 22 x 34)	\$8.00
PPN037 Super Caudron by Fran McMillan (1 sheet 36 x 50, 1 sheet 36 x 34)	\$20.00
PPN038 Trivial Pursuit by Ted Fancher (1 sheet 36 x 58)	\$11.00
PPN039 Trophy Trainer by Tom Warden (1 sheet 36 x 60)	\$11.00
PPN040 Tucker 4 by Bob Tucker (1 sheet 36 x 61)	\$11.00
PPN041 Twistmaster by Bob Reeves (1 sheet 36 x 57)	\$11.00
PPN042 Valkyrie by Harold Price (2 sheets 36 x 50)	\$20.00
PPN043 Vegas by Steve Buso (1 sheet 36 x 59)	\$11.00
PPN044 Curtiss Swift by Nate Rambo (1 sheet 36 x 50)	\$10.00
PPN045 F&B Sharpy by Carl Malmsten (1 sheet 36 x 48)	\$10.00
PPN046 Speed King by John Havel (1 sheet 36 x 54, 1 sheet 36 x 48)	\$20.00
PPN047 Detroit Stunter by Roland McDonald (1 sheet 30 x 43)	\$9.00
PPN048 Hi Boy by Bob Palmer and Ted Goyet (1 sheet 22 x 31)	\$8.00
PPN049 Veco Squaw by Joe Wagner (1 sheet 30 x 43)	\$9.00
PPN050 Max Bee by Igor Burger (2 sheets 34 x 64)	\$20.00
PPN051 Crusader by Charles A. Mackey (1 sheet 35 x 50)	\$10.00



PPN005 Berserker



PPN015 Hallmark

PAMPA Plans Order Form

Plans Description	Quantity	Price Each	Total
*Minimum Order \$5 Please **Shipping: US orders less that \$60 Add 25% US orders more than \$60 Add 20% Canada and Mexico Add 35% Foreign orders airmail Add 40% Foreign orders surface mail Add 30%	Total for products*		
	Shipping**		
	7% tax Indiana residents		
	Total cost		

Mail order to:
 PAMPA Plans Service
 c/o Jim Vornholt
 PAMPA, PO Box 320
 Plainfield, IN 46168.

PAMPA@indy.rr.com
 (317) 385-4751

Ship order to:

Method of payment:

☐Cash ☐Money Order ☐Check # _____

(Make all checks payable to PAMPA; must be drawn on US bank)

☐MasterCard ☐VISA

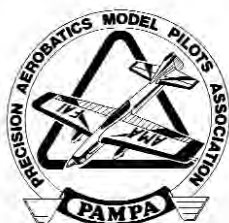
Account # _____

Exp. date: _____

Signature _____

Tel: _____

Email: _____



Note: this order form may be photocopied or downloaded from the PAMPA website.

District I

by Steve Teerlinck

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

There is no District I report this issue. **SN**

District II

by Bud Wieder

Hi, all. As I write this I have just arrived home from this year's Nationals, and, as usual, it was run extremely well. Dave Fitzgerald should be commended and thanked for his time and efforts into making the past two years' events so successful.

I really look forward to my annual trip to Muncie for quite a few reasons. One reason is being able to spend time with friends whom I only get to see once a year, and another is the intense competition.

One gentleman (even though he is not from District II) in particular is always great to be around. Frank McMillan is not only a first-class guy but also someone who you can always count on for help and assistance. Frank is a great builder and finisher and also a top flier who has put together an amazing string of National finishes.

Since 1970 Frank has attended and flown stunt in thirty-five Nationals and has finished in the top twenty every year. He has never won, nor has he ever placed twentieth, but he has many fifth- and sixth-place finishes to go along with this year's ninth-place finish, which is a testament to his great flying ability. I really enjoy the time that I get to spend with Frank and his wife Marilee, even though it's only once a year.

The electric bug has bitten another one of our District II fliers. Rich Giacobone finished building his new electric-powered Caprice just in time to get in a few flights before heading to Muncie for the Nats. His new bird looks great and he worked hard practicing, with every flight showing improvement. Rich's Caprice is powered by an E-Flite Power 15 motor. He uses



Left to right here are Tom Hampshire, Frank Imbriaco, Rich Giacobone, John D'Ottavio, and John's son, Nick D'Ottavio. They all came out to watch Rich fly his electric-powered Caprice for the first time. Photo by Bob Hunt.

New Jersey, New York

Hyperion 2,500 mAh 4S batteries, a Hubin FM-9 timer, and a Castle Creations Edge 50 ESC.

A number of Rich's friends were on hand to witness the first flights on his new Caprice. Among them was legendary East Coast stunt pilot, John D'Ottavio. John recently celebrated his 90th birthday. He's experiencing some health issues right now, but he is getting stronger and we hope to have him back on the handle soon. Bob Hunt took the opportunity to shoot a photo of the gang at the field for Rich's big day.



Rich Giacobone (standing) and Frank Imbriaco are justifiably proud of their electric-powered Caprices. They are each powered by E-Flight Power 15 motors running on Hyperion 2,500 mAh 4S batteries, Will Hubin timers, and Castle Creation ESCs.

GSCB Annual Stunt Contest

The Garden State Circle Burners held their annual Stunt Contest on June 30th. The highlight of that contest is the awarding of the Reinhardt Memorial Cup that was donated by the Hunt family after Red's passing in 1974. The contest, ably directed by Ed Barry, featured great weather and was well attended.

The Reinhardt Memorial Cup is a fly-off between the winners of the Intermediate, Advanced, and Expert class winners. The

flier who improves the most from his highest scoring competition flight at the contest takes home the prestigious award and keeps it for one year. Ron Testa, Ryan Barry, and I flew for the cup with Ryan Barry coming out with the most improved score. Congratulations, Ryan! You really were the big winner.

GSCB club President (and chief chef), Ron Testa supplied a few photos from the contest.



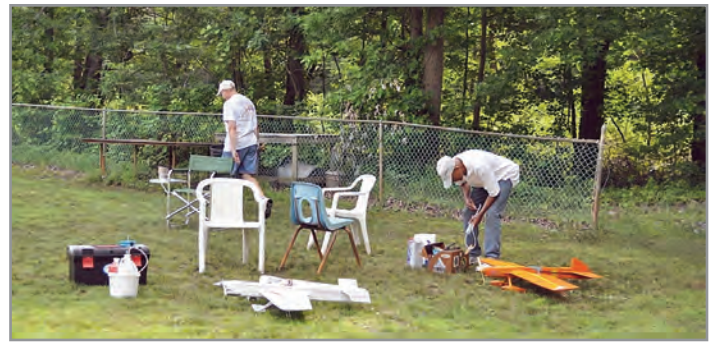
Ed Barry (kneeling at left) and his son Ryan prepare Ryan's Smoothie for its winning flight in the Advanced class at the GSCB Annual Stunt Contest. Photo by Ron Testa.



Bob Hunt (standing at right) and Will DeMauro judged the Advanced and Expert classes at the GSCB contest. Ron Testa photo.



Rich Giacobone puts the last competition flight on his glow-powered Caprice. Rich, as mentioned above, is now flying an electric-powered Caprice. Ron Testa photo.



Ron Testa's Intermediate class-winning Olympic Mk VI awaits its turn on the circle while Ken "Sleepy" Dawson fuels his profile Cardinal. Ron Testa photo.



Bernie Suhamski prepares to crank up the engine in his Oriental for an Advanced class flight while Jen Fedorick holds.



Longtime CL Stunt flier and fan, John Kelly, made the trip from Long Island to attend the GSCB meet and fly his profile Buster-like ship. The big surprise was that John used a Jim Walker U-Reely! Ron Testa photo.



Ron Testa (left) receives his Intermediate class first-place award from Contest Director, Ed Barry. Our thanks go out to these two gentlemen for all their hard work in making this contest happen. Ron Testa photo.

Just a week prior to the GSCB Stunt Contest there was a fun-fly at Flushing Meadows Park. Ron Heckler has provided a report on that affair:

Fun Fly Day at Flushing Meadows by Ron Heckler

“On Sunday, June 23, the New York Control Line Stunt Team had a Fun-Fly Day at Flushing Meadows Corona Park in Flushing, New York. This fun-fly took the place of our annual June contest. Unfortunately, the attendance for contests has been decreasing, so the club decided to use the club funds for food, new hats, and miscellaneous equipment.

“Club members came from as close as Flushing and from as far away as Bayshore. Everyone had a great time and flew as many times as they wanted, as opposed to two flights for a contest.”



Here's the New York Stunt Team's banner. It was displayed proudly at the fly-in. Photo by Ron Heckler



Chris Richards launches Rich Turello's original-design stunter at the Flushing Meadows Fun-Fly. Ron Heckler photo.



Kevin DeMauro gets ready to launch a Flight Streak while Will DeMauro shows spectator/student pilot how the controls work. Ron Heckler photo.



Tom Tucker gets a flight in on an electric-powered profile ship that he purchased from Ron Heckler. Ron Heckler photo.



Will DeMauro managed to get in a few practice flights in preparation for the Nats at the fun-fly. His SV-22 is powered by a Scorpion electric motor. Ron Heckler photo.

“When we broke for lunch, it was the time to recall past stories and bring back great memories of times we shared between ourselves and members we have lost. There is nothing like a flying club that shares ideas and material to help each other. The camaraderie is almost as close as a family, and I, for one, am very glad and proud to be part of it.”

—Ron Heckler
mrandmrsmagic3131@yahoo.com

Thanks, Ron! In closing I would like to say thanks to Tom Hampshire, Frank Imbriaco, and Bob Hunt for all the time they devoted to helping me get ready for this year's Brodak Fly-In and the Nats. I really appreciate their help and most of all their friendship.

That's it for this issue. Please keep sending me photos and stories to use in this column. **SN**

—Bud Wieder

Ohio, Pennsylvania, West Virginia

District III

by Ken Armish

Well, it's hard to believe that the summer season is moving as fast as it is. As I was writing, I realized that this column will not be in print until September. September is the time when we are looking towards our winter building projects.

As your new "world beater" progresses, take some pictures and send them via e-mail to me, and we will get your new twenty pointer in print! This is my way of begging for material for those winter issues of *Stunt News* (*Nicely done, Ken; told you you'd get the hang of this.* —Ed.).

If you are like me, you love to see flier's new designs and techniques for building. It always amazes me how inventive our family of model builders is. Don't think because you are new to the hobby, or getting well into the senior years (like me and the Editor), that you have no worthwhile ideas. All ideas are worth sharing! Be creative! Enough begging; on to some competition results.

If it's Father's Day weekend, it is time for the Brodak Fly-In. This year saw 128 entrants who put in 598 official flights over a five-day period of time. Per my calculation, 19.5% of the entrants were from District III. This included our fellow fliers who participate in Scale, Carrier, Combat, Racing, and Basic Flight, as well as Stunt. District III seems to be alive with enthusiasm as evidenced by our own Philly Flyers being awarded the Club Participation Award. Congratulations, Philly!

Two other awards I would like to mention were awarded to two gentlemen who are not from District III, but are very, very important to our hobby. The first went to my good friend, Allen Brickhaus, who received the "Rusty Brown Award" for services rendered to our hobby. I had the distinct pleasure and honor to work with Allen as Co-Event Director for the Fly-In. To Allen, John, and Buzz Brodak: Thanks for the experience. It was the highlight of my modeling career.



Dan Banjock's well-seasoned, but reliable, PA 75-powered Vista.



Mike Palko's electric-powered P-51 Mustang. This Bob Hunt design has served Mike very well, and this year was no exception with a second-place finish in Expert.



Lou Ruger's Bucks 550 was one of the smaller ships in competition; but, in the hands of Lou, loomed very large in capability, as evidenced by a sixth-place finish in a large field of extremely competitive fliers.



D. Hill awarding the "Rusty Brown" to a very deserving Allen Brickhaus. It is incredible how much work goes on behind the scenes of a contest the size of Brodak's. My good friend, Mr. Brickhaus, is a master at managing such a large endeavor.



Joe Adamusko's beautiful Stuntress is one of those designs that will never grow old or outdated. Joe finished well up in the Expert class at Brodak's.



A very well-executed version of Bill Werwage's Juno design by Bruce Jennings. Besides being a great guy, Bruce is proving to be quite an accomplished flier. Watch out, Experts! It won't take long for Bruce to be booted into your class!



A plane that I am quite familiar with is my flying partner Allan Buck's Randy Smith-designed SV22. After three years, Allan is starting to become very comfortable with this plane. Look out Advanced fliers!



Dennis Moritz's 40-powered Magician. Dennis is one friend who is just fun to be around. Where the conversation may lead is always a guess. Good job at Brodak's and Hazelton, Dennis!



The Thunderbird man, our good friend, George Waters, is always a threat to finish high in the Advanced class. George placed fifth at Brodak's in a very competitive field.



This really good-flying Legacy by John Saunders is powered by a Tigre .60. John is a strong Expert flier, as well as very competitive at other disciplines such as the Racing events, Carrier, and Old Time Stunt.



Bernie Suhamski's 40-powered Oriental. Bernie flies old school (fast, but accurate) with his ship.



This Tom Morris Electric Cavalier was built and flown by Tom Smeltzer. Tom is an RC pilot who is coming back to the fold. Great job in the Intermediate class, Tom!



Bob Hudak with his electric version of Bob Hunt's F-105 design. Bob equipped his ship with retracts. This is really an interesting ship to see in the air. Awesome job, Bob!



What can we say? These are the best contest hosts that exist—John and Buzz Brodak. Thanks for everything! You're the best!



Elwyn Aud receives the "Spirit of the Sport Award." It wouldn't be a contest if we didn't see Elwyn at the edge of the circle taking those great photos.

The Northeast Valley RC Club from Hazelton, PA, had its fourth stunt contest July 7 at the very scenic field northwest of Hazelton, just off Interstate 80. There were 22 fliers for the contest on Sunday and quite a few practicing fliers there on Saturday, as well. If you have not been to this contest, you need to put it on your calendar for next year.

Our hosts, Jen Federick and Bernie Suhamski, go out of their way to make everyone feel at home. How they did it, I don't know, but the weather was just beautiful for the contest. As we were packing to leave Sunday afternoon, however, the skies became very dark and threatening. I hope everyone made it home safe and sound.



Jen Federick takes a second in Beginner Stunt and did an outstanding job of CD at the contest.



Dennis Moritz receiving a second-place trophy in Intermediate.



George Waters doing what he does best—collecting hardware. George finished third in Advanced.



Dan Banjock (Mr. Flying Fun) takes home another first-place Expert trophy.

Well, that's enough rambling for this issue. Until next time. **SN**
—Ken

District IV

by Steve Fitton

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

Hi, everybody. I hope you have had a great summer and a productive flying season. I'm looking forward to seeing everybody at the Jim Coll, Northern Virginia, and Huntersville contests this late summer and fall.

This past week I attended the Pampa EC meeting at the Nationals. The meeting minutes and some announcements will be published, but I wanted to touch on some items of interest: PAMPA's numbers continue to shrink rapidly, down to about 750 this year. The primary reason is the aging of our membership.

Anyone who has been at Brodak's recently will be acutely aware of how many of our members are being remembered at the contest's Memorial Service each year. Long-term, this is an insoluble problem. As a result, we can expect to see contraction of *Stunt News* as the membership base dwindles.

One of the areas in which *Stunt News* will shrink is in the area of the district reports, per the discussions we had at the EC meeting. Our editor pointed out during the meeting that some of our district directors are cramming 20-30 pictures into their columns (I am probably suspect number one for doing that).

Given that with Internet and forums such as *Stunt Hangar*, and with most contests getting heavy Internet coverage virtually in real time, the wisdom of devoting magazine space to reporting information that is arguably redundant, especially in light of the amount of effort required by the editorial staff to work with pictures, seems to clearly argue for diminishing the number of district column photos.

It is my hope that for some of the *major* events in District IV, such as the Huntersville event each October, a separate contest article can be written and then submitted to *Stunt News* independent of the district column. This would allow for more contest coverage and the chance to see yourself in pictures in the newsletter.

Something else from the EC meeting that will be welcomed by pretty much the entire membership is that PAMPA finally has a new website. Perhaps the biggest feature of the new website is that you will be able to renew your PAMPA membership with a credit card straight from the website. I know this has been talked about for years, but due to the hard work by District V Director, Eric Viglione, the new website is finally a reality.

Hopefully, the ease in renewing might even bring a bounce in membership numbers, and it will make the job of the Pampa secretary/treasurer massively easier. In addition, you will be able to order PAMPA products off the website, as well. The new website will still maintain all the content of the old website, and the old website will maintain a link so you can navigate to the new site without having to remember the new address. Stay tuned for more announcements both here in *Stunt News* and on the forums as the website gets going.

Back in June, pretty much all of the active fliers in District IV headed up to Carmichaels, PA to attend the Brodak Fly-In. As I mentioned in an earlier issue, there is finite number of Brodak events left, and the gang that went up there did not let the typical rain dampen their fun!

An incredible number of people from District IV attended, including Don Jenkins (who placed first in PAMPA Intermediate), Artie Jessup, John Tate, Brian Moore, Bub Reese, Terry McDowell, Scott Bolton, John Lindberg, Brad

Smith, Scott Richlin, William Davis, Tim Stagg, Gary Lutz, Dick Houser, Lloyd Gregory, Watt Moore, Phil Spillman, and Bill Mandakis.

Hopefully, I didn't leave anybody out. The last time I checked, there were only about 42 or so people in District IV on paper. To have at least 18 at Brodak's is pretty awesome! There were lots of District folks on the podiums of many, many events. Fantastic work to all of you, and I wish I could have been there. Fortunately, I have some pretty good photos of some of the action by both the master Elwyn Aud, as well as some from Mike Chiodo by way of Matt Colan.



Appearance judging lineup on Brodak's front lawn. Intermediate stunt winner Don Jenkin's Nobler sits in the foreground. A close look at the picture will show the raindrops covering all the planes! Mike Chiodo photo.



Dick Houser uses the time-honored method of cigar smoke wind direction determination during a Brodak's flight. Mike Chiodo photo.



Watt Moore and his charming granddaughter, Olivia Mills, smile in the afternoon sunshine with the rest of their Junkyard Wars stunt team, including evil masterminds Ted Heinritz and Dan Banjock, as well as Samantha Hines, Joanna Pullem, and Aiden and Logan Gregory. Chiodo photo.



Brad Smith's Sig Ultimate goes through the pattern. Aud photo.



Scott Richlin's Silver Lancer II sits over by the NVCL tent. Chiodo photo



Tim Stagg and Joe Gilbert man up and judge during a downpour. Joe is seen reacting to a deluge of water coming off his hat and over the scoresheet! Aud photo.



Bub Reese shows off his e-power Skyliner model as the morning mist starts to burn off on another fine Brodak's day. Elwyn Aud photo.



Given the amount of water that fell on Brodak's, a dolphin might have been well suited to being there. In this case the Dolphin in question is John Tate's scratchbuilt Jetco Dolphin. John did a nice job of recreating the kit decal for this e-powered version. Aud photo.



Phil Spillman's Smoothie carves through the sky on an OTS Phase II pattern. Aud photo.



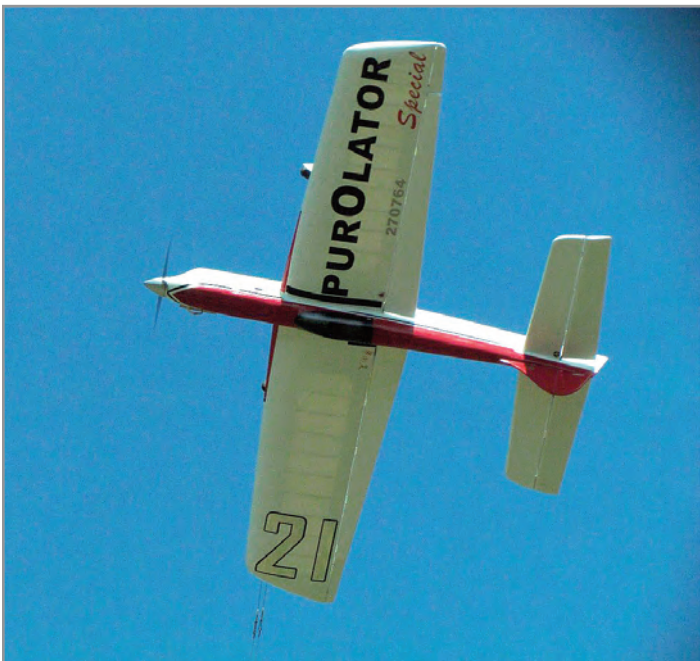
Gary Lutz signals for the launch with his Dream Girl stunter in PAMPA Expert. Aud Photo.



Tim Stagg's Tsunami shows off its planform view as it goes over the top. Aud photo.



Dream Girl shows off those Joe Adumsko design features. Aud Photo.



Will Davis has repaired the control system issue he had in his #21 SV-11 and continues to improve in the Expert ranks. Aud photo.



My mission for a future article in SN will be a closeup of the Dream Girl's picture on the wing of Gary's plane! Gary does a fantastic job building and finishing some very well executed models. Aud photo.

That's a wrap for now folks. Tomorrow I drive to Philly for their contest, and hopefully, there will be some District IV guys up there having a great time. Be safe and we will see you at the field! **SN**

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

District V

by Eric Viglione

Muncie, Indiana, home of the AMA and flying site for the 2013 US CLPA Nationals. If you belong to PAMPA, this information is not news to you. If you haven't been to a Muncie Nats, well, you just don't know what you're missing.

Muncie isn't exactly the center of urban culture or haute cuisine, but if you love control line precision aerobatics, then one week out of the year, you should feel a pull stronger than Richard Dreyfuss did to that mountain in *Close Encounters*.

But wait, we can't begin this column by just dumping you in Muncie. No! We start with a sendoff and warm wishes by our club mates at the Tampa Bay Line Flyers. Instigated by Phil Bayly and well executed by some of the wimmen folks, like Marty Doyle and Marge Josephson, we were fattened up a little like lambs to the slaughter, heh, and roasted and toasted our last weekend at the field before leaving for the Nats.



Good friends, good times. A nice sendoff from fellow Tampa Bay club mates.

Rain! If you live in the southeast, you know what I'm talking about. A few of us got together near Derek Barry's place near Augusta GA, for a nice, *dry* little Stunt Camp tune-up session back in early June ... and the rain rolled in the day I left GA and never really stopped since. Heck, it was still raining when I was loading my van for the Nats more than six weeks later! So much for practice ... and whadayaknow, about the time I headed home to FL after the Nats, more rain was waiting for me.

Oh well, you didn't join PAMPA to hear me whine about the weather, unless maybe it's related to a contest. Well, Muncie had the full range per usual. We had our traditional dead-air day, lots of backpedaling, a stunt heaven day, and some wind days followed by the Top 5 fly-off, which had some wind, and then a rain delay.

I'm going to do something different this year, since you all will have the full list of scores on the Internet and documented elsewhere in *Stunt News*. I'm not going to do the play-by-play of who placed where in District V. Instead, I'm going to share some thoughts, impressions, and only a few pictures related to those thoughts. This will be in keeping with the new directive to put more emphasis on articles and content, with more compact and pointed district columns.

Practice circles at Muncie this year were very well groomed, and I didn't hear any complaints. I used the grass myself on several occasions, even with my full-boogie stunter and small

wheels in pants, with no problems. Good job grounds crew!

I didn't get to see much of OTS or Classic, as I was busy trying to make up for lack of practice on my arrival, but from what little I did see, things moved along smoothly, and there were lots of smiling faces. So much so, that they decided to keep the format a day early again for next year.



Above: One of the great things about Muncie is the ability to fly well into the evening. This photo catches Ronnie Farmer leaving the L-Pad near 9:15PM with his Strega ST.60.



Right: Randy Smith passes on words of coaching wisdom to Steve Fitton. This was not an uncommon occurrence, as many benefitted from Randy's help on the practice circles.

Appearance judging and pilot meeting at the 180 Building went off pretty much without a hitch, despite some last-minute scrambling of a technical nature to supply enough hardware to run tabulation. Expert appeared to go off without a hitch to this outsider, so if there were any logistical issues, the CD/ED didn't let it show.



Right: Derek Barry's new Cutlass with a PA 65. Derek forwent the Concours trophy this year, and was rewarded with a 62-ounce, 18-point airplane instead. I'd say that was a fair trade.



Picture 5: Bob Dixon had a new Crystal ... he says the fillets gave him repeated fits. Evidently the appearance judges didn't mind.

I was tickled to find my new Katana with PA 75 power weighed in at 64 ounces on the official scales, and also to see her in the 17-point row. This was my first 17 pointer, and it has inspired me to try even harder next time.

The Smith brothers, Wayne and Jim, were right there with me, and Sam Neibels' excellent MonoKote job E-Tracer made the 15-point row.



This picture was taken at the moment of an outside square pullout on Derek Barry's Cutlass. Notice it has not thrown the wing down, and the lines are parallel to the ground. That means an extremely clean 5-foot pullout. That's the kind of thing you saw day after day this year. Exquisite trim and top-notch flying is what it takes to make Top 5 nowadays.

Day one of qualifying was more nerve racking for me than usual, and I really can't say why, other than to guess that lack of flying, and specifically contest flying, brought on some jitters. Our fellow District IV flyers battled it out and all made a great effort and should be proud. Jim Smith suffered some E-power issues that took some heroic measures to chase down and finally ended up cutting some extra cooling vents and attributed the problem to heat and/or battery issues.

Sam Neibel suffered a little from the "Rush" rule in Advanced, where he lost a wheel on landing on Top 10 day, taking away his chances of placing. There ought to be a law ... Oh wait, there is! Never mind. Heh.

Day two of qualifying went off without a hitch, as did most of the contest. I'd vote for David Fitzgerald as CD for life, but I think he'd probably object. Personally, I flew much better as the week went on and I shook off the rust. Too little too late, though, as I relearned the hard lesson—that there are no throw-away days. You still need one good score on day one.

I made good use of my time, though, and had a blast while I hung around to launch friends and club mates, take pictures, etc.

Top 20 day was a little windy. One would think making Top 20 would inspire a little reckless abandon, plane be darned, let's-roll kind of attitude, but alas, it was not to be. I know a few guys who didn't make the cut that would have been happy to fly in that wind (myself included), but it's hard to second guess the decision to bring a plane home in one piece.

Having the luxury of hindsight and watching the Top 5 fly-off, it occurs to this reporter that there is more than one way to skin the stunt cat. I don't envy the judges having to assign meaningful numbers to separate those flights. My overall impression without a pencil in hand for each trick might have had a slightly different order to the placings, but not by much, and hindsight is cheating.

Much to the probable chagrin of some forum posters, I can't take a side on the power train debate. Both wet and dry systems appeared viable in the varied conditions. I did see some slack lines and trouble penetrating upwind on a couple planes, but there were others of the same type power train that did it fine, so it's obviously a matter of choosing the right setup within your range available for your rig.

There was a full range of ultimate simplicity with no adjustable anything IC setups all the way to fully adjustable everything and accelerometers in the Top 5. Both ends of the spectrum worked well in the pilots' hands and any could have won. It truly was down to the pilot's individual performance for a given flight. I was joking with my friends on the sidelines that this was the ultimate staring contest; the first one to blink eliminated himself from the running. The more I think on it, the more apropos that comment seems.

Sportsmanship! The last commentary I have is to compliment the sportsmanship I witnessed by almost everyone in attendance, like Ken Armish and others helping reassemble Alan Buck's plane so he could fly it again the next day; Frank McMillan's help getting Richard Oliver's bellcrank, which pulled out in the clover, remounted, and back in the air in time for second flight. Another group effort saw Richard and Frank return the favor by helping Joe Gilbert in the same situation with a pull-test failure. This attitude went right up and even more so in Junior and the Top 5, like Derek Barry not only having his teen son Gavin launch one flight, but also having fellow Top 5 competitor Doug Moon launch another.



Grandpa Dale and Gavin Barry ready to launch reassembled Twister in Junior.

Right: Sam Neibel's E-Tracer goes over the top.

Below: Derek Barry getting a launch by fellow Top 5 flier Doug Moon while Dale assists Gavin in Junior.



Doug Moon getting a launch from brother Steve, while enjoying a good smile about something probably from Talladega Nights.



Derek Barry enjoys a launch from dad Dale in final flight now that Junior is finished.



Kenney Stevens getting Top 5 launch from son Chris.



Paul Walker getting a launch from coach and old friend Don McClave, in matching team shirts, no less.

How many of us would trust the "other guy" to launch your plane for the fly-off? Then there was the A-team of the Smith brothers, Allan Buck and Dale Gleason, who helped Dale Barry reassemble Gavin's plane that crashed in Junior while dad Derek was busy in the fly-off? I think Derek was more worried about how Gavin was coping than his own performance in the fly-off.

Doug Moon getting launches from brother Steve while cutting up and joking, keeping it loose. Joe Gilbert's ever-present wife launching for him all week. Kenny's son Chris also was launching him in the fly-off. This vote of confidence from the dads and family camaraderie is so good to see.

Some of us might be tempted to get a veteran to launch us, especially in the windy conditions, but to see these fine gentlemen put family and friendship first and share their moment is really something special.

Even little old me was never wanting for a launch or pit help. Fellow club mate Dale Josephson even sought me out all the way up from the grass circles, hung around an extra day to cheer us on and make sure we were okay, be there if we needed any help, and launch me on day two of qualifying. Dale and his wife Marge have been a great addition to our district, and I already have told Mike Schmidt at the Nats that he can't have them back. Sorry, Mike!

If it sounds as though I'm gushing a little, well, maybe I am. I was certainly a proud observer to these fine displays of sportsmanship, camaraderie, and values at this year's Nats, and I applaud them. Job well done, one and all!

Well, I said I'd *try* to keep it short... umm...err... well, it is kinda short for a Nats report, and I did cut the picture count by two thirds, heh.

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

—Eric Viglione

District VI

by Allen Brickhaus

Illinois, Indiana, Kentucky, Missouri

This issue I'll tackle the Joe Nall Fly-In at the Triple Tree Aerodrome, the Windy City Classic in Schaumburg (Chicago), Illinois, and the 17th Brodak Fly-In at Carmichaels, Pennsylvania.

The contest circuit has taken a bit of a hit this year with the Ice-O-Lated event being snowed out at St. Louis, Missouri, the same happening to the Polk City, Iowa contest, with Rockford, Illinois coming to the end of its string of contests, Texarkana having its last event this year, plus Wichita closing out its venue for stunt fliers, and the Memphis event stopping in its tracks. By any standards, that leaves us Midwest fliers six less events to attend in 2013 and four fewer in 2014.

We need to support clubs that sponsor events, but we cannot do anything about weather or clubs having fewer workers due to many items, far too many to list here. Rumors are that Memphis is working to bring the contest back for 2014, and that certainly is good news.

I conducted a memorial service at the Brodak Fly-In where 20 names of those who have passed since the end of the contest in 2012 were read. I now have five more names to read at the 2014 Brodak Fly-In, and as I write this, we are not past four weeks since the end of the 2013 memorial service in Carmichaels, Pennsylvania. My heart breaks to read these names.

Mark Weiss has accomplished a great task in organizing control line training at the Joe Nall Fly-In for last year and now this season. Mark and other volunteers helped new control line pilots get in 241-some training flights last year and over 625 this year. If you can help new control line fliers at the Joe Nall next year, contact Mark at ama82824@yahoo.com or call at 1-302-547-4917. Mark would like to encourage volunteers to help for a day, a few days, or even a week at the Joe Nall of 2014. I am proud of how he has put this together and advise anyone who desires to help to contact Mark.



Mark Weiss is doing his duty, helping one young novice pilot to get his hands involved with control line. Many of these pilots were not as young as this young man, but all were novices.



The impressive opening gate that ushers you into the Triple Tree Aerodrome and the 2013 Joe Nall Fly-In. I encourage anyone to attend this fine event and fly on three excellently manicured circles.



Derek Barry is helping his daughter Layla get a "handle" on her control line model on the far south circle at the Joe Nall Fly-In 2013.



Ken Armish and Bob Hunt gather their wits about them and plan the day's activities on the most northern of the three well-cut grass circles at the Joe Nall Fly-In 2013. Ken filled in to follow the footsteps of Tom Hampshire to be my co-CD at the Brodak Fly-In later in mid-June.



Dale Barry readies a classic styled model for a flight at the Joe Nall Fly-In 2013. Dale and Derek have been a constant stable of fun and flying skill at the Joe Nall for many years.



Charles Reeves and his daughter, Charra Reeves, prep a Lew McFarland Ruffy for a flight at the Joe Nall.



Pilots who attended Mike Schmitt and his club's Windy City Classic contest over Memorial Day weekend of 2013. Crist Rigotti took high honors with yours truly coming in second.



Grant Heistand and Crist go over the details of Crist's electric profile.



Mike and Steve Riebe jump into the contest venue with a first-ever attendance as competitors at the Windy City Classic in Schaumburg, Illinois.



Above: Brad Jungheim and Mike Burns figure out how they will approach the trimming flights of Brad's new Spikester.



Right: CD Michael Schmitt walks the line and readies his troops for the annual Memorial Day contest in Schaumburg, Illinois.



Right: Brad Jungheim practices with a SIG Skyray on the afternoon before the Windy City Classic in Schaumburg.

Left: Jordan Segal poses for your columnist at the Ned Brown Forest Preserve at Busse Woods.



Left: Scott Pahlow is flying one of Crist Rigotti's former models and we had to adjust some of his landing gear to accommodate the grass surface.



William Smith holds for Fred Krueger while Fred preps his Tucker Special for the Expert Class at the Windy City contest.



The pit area at the Windy City Classic. A great time can be had at this event with plenty of shopping and food available in the mall in the area.



Brad LaPointe and Naomi Macklem catch up with Allen with their Bean Field Flyer shirts.



Robert "Sparky" Storick unveils his new Bob Hunt-designed Crossfire with electric power at the Brodak Fly-In 2013.



Ted Heinritz of the Philadelphia Flyers shows off one of Dan Banjock's polished metal models. My Air Force friend, Anton Jones, made the trek from Vandergrift, Pennsylvania, to spend the day with me. Anton brought a book which showed one of the original P-51's in a box, and I wanted to show him the real thing. Anton had a great time at the Brodak event.



Bryon Rahilly tweaks his Ms. Kath at the 17th annual Brodak Fly-In.



Jim Silhavy's Gypsy 40 and John Brodak's new Gypsy 40 endeavor which will be a new kit and the 100th kit by Brodak Manufacturing. I published the Gypsy 40 for Jim Silhavy in the mid-2000's.



Paul Taylor of the Memphis area puts in a practice pattern on the Advanced circle at the Brodak Fly-In.



Bryon Rahilly is helping Jim Lynch get his 1973 FM-published Volunteer in the air at the Brodak event in 2013.

District VII

by Bob McDonald

Iowa, Michigan, Minnesota,
Wisconsin

It is with great sorrow that this column will be dedicated to the memory of Jim Morway, a friend to our event in this area who passed away in early June. I will always remember Jim as a very determined person who, in spite of some nagging physical problems, kept on doing what he loved to do. Also, his imagination with regard to paint schemes was truly impressive.

I feel inadequate describing Jim's modeling life, but, fortunately, John Paris, probably Jim's best friend among many in our event, has sent us some of his memories of Jim. From John Paris:

"Jim Morway passed away on June 4, 2013, following complications from severe seizures at the end of May, leaving behind his wife Kris, son Jason, and daughters from a previous marriage. I got to know Jim in the early 2000s after we met at Rider's Hobby Shop in Taylor. He called me out of the blue one day as he remembered that I mentioned I have a flying circle in my backyard. So instead of sealing my driveway that day, we flew and began a great friendship.

"Over the 10-plus years that I got to know Jim, I learned about his personal life and his history of flying. We attended many contests together, sharing long rides and talking about flying and about life.

"Jim started flying at a young age and participated in various events through the AYSO program, as well as local contests. I heard many stories about the 'State Meet' at Ford Field. It sounded like quite the event.

"He flew primarily stunt and combat in his younger years, with a larger focus in combat from the '60s up through the '90s, and then turned back toward stunt in the late '90s. He introduced me to many people whom he knew and shared some of the things that they had done together. It was a great opportunity for me to meet these people that I would not have met otherwise.

"As many knew, Jim had problems with his back, but he did not let this stop him from flying. He liked to let me drive his vehicle to contests while he relaxed in the passenger seat. We even managed to make a trip out to Tucson to attend VSC in 2007. For this one we flew out, sent our airplanes via Greyhound, rented a car in Phoenix, and drove the rest of the way.

"It was a first for both of us, and we really enjoyed both the event and the chance to visit a part of the US that neither of us had seen. While we attended many stunt contests together, he also attended the Brodak Fly-In a couple of times with his good friend, Joe Peters. Additionally, he attended many combat contests with his good friend, Lou Scavone, attaining the Number 1 position on the MACA list in 1991, if I remember the story correctly. This was an achievement that he was quite proud of.

"While Jim liked to fly, I think that he enjoyed finishing airplanes more. One of the first creations I saw from him was one he called Aeolus (God of the Wind), that I believe started life as a full-bodied Cardinal. Some of his other works were the Europa (Space plane), Cavalier 650 (Playboy plane), Jamison Special (Flame and old model manufacturer sticker plane), and his 9-11 tribute airplane, Never Forget.

"He would spend hours at contests talking with people about finishing techniques, paints, and plans for future airplanes. This is the part of the hobby that he seemed to enjoy most over these last few years. Often times I would need to remind him of when it was his turn to fly, as he would get deep into discussion about

things like prismatic paints or ways to add metal flake to dope for a special effect.

"Jim had not flown much in the last couple of years. He did make it out to the local flying site from time to time, and we got together for flying when I was home. We talked every week on the phone about his current activities, his next airplane project, and what contests were coming up. He had a keen interest in trying out an electric airplane and told me to have a list ready for when I came back so we could get one together for him to fly.

"I think he liked the push-the-button-and-fly aspect, as well as the potential for consistency from flight to flight. While this will not happen now, he is in my thoughts every time I am at the circle, and I am glad that I had the opportunity to have him as a close friend."

—John Paris



Jim Morway preparing for VSC 2007.



Jim Morway's fabulous Never Forget tribute to 9/11 at Brodak 2008.



Jim with friend Joe Peters and his Jamison.



Jim and Dan Haye with Jim's Never Forget.

Thanks for sharing that, John. 'Til next issue... **SN**

—Bob McDonald

My email: bobsp47@sbcglobal.net

Snail mail: Bob McDonald

28746 Westfield, Livonia, MI 48150

Phone: (734) 421-4330



Jim and friends with his Europa.

District VIII

by Doug Moon

Arkansas, Louisiana, New Mexico,
Oklahoma, Texas

Hello, District VIII! As I write this, I am counting the minutes until we leave for the 2013 Nats. Not long now; just one more evening at the house and we will be on the road to Muncie. I have only one more night with the Walker Trophy.

It has been a great honor to be the 2012 CLPA National Champion, and I hope I can be worthy of again in 2013! I will be working hard to keep that trophy right here in our district, and by the time you read this we will already know who has it for the next twelve months. For all the competitors who traveled to the Nats, and I hope you all had good luck and a safe and enjoyable trip.

Not long after my last column was submitted for the July/August issue of *Stunt News*, I received a very nice and informative letter from a gentleman who has decided it was time to get back into stunt. I will let Mark Troutman tell you about his way back into stunt:

"Doug, since you're my PAMPA District representative, I thought I better warn you that the stunt circle is being tainted by an old Free Flyter. I'm Mark Troutman from Katy, Texas, and the last thirty years have been spent chasing free flight models of every kind all over the country in FAI, AMA, SAM, and FAC free flight contests.

"They got so tired of me that they finally put me in the National Free Flight Society's Hall of Fame in 2012, which just shows they have run out of good candidates (*I like this guy... - Ed*). The problem is, I moved last year from Galveston to Katy, Texas, and I live just down the road from George Bush Park, which has a very active Control Line group headed by Frank Williams. Since I test my Free Flight models near the stunt circles, Frank and his gang, including Darrell Harvin, have continually encouraged giving up my foolish ways and start flying something that is intended to return to the point of departure.

"Forty-five years ago I was a kid with a circle in his backyard, and everyone in the neighborhood came to my house to fly whatever they had. I built most of them, from .049-powered flying blocks of wood to Noblers. Now at the age of 60 I found myself intimidated at the thought of coming back and trying to fly with some top-level contest fliers, but with enough encouragement I finally succumbed.

"I just finished participating in the Ringmaster Roundup, which proved that I could do the Beginners pattern and that I could not do it well, but the fire has been relit. I have won all the trophies I will ever need but I just like being back in the circle, and the folks who ran the Ringmaster Roundup made me feel so welcome I am afraid I may have to attend other stunt contests. I won't be hard to spot, as free fliers tend to look a lot like old combaters, only we smell stronger of nitro and castor oil.

"I know how hard it is to get articles/pictures for your reports, as I have written a lot for the *National Free Flight Digest*, so I thought I would show you what happens when someone like me tries to return after a 45-year layoff. I will be building Old Time and Nostalgia stunt models, as I know my physical limitations and my overall lack of skill will keep me in the Beginner/Intermediate, Old Time, and Nostalgia classes, and besides, those are the models I remember and have always wanted to go back and build. I also plan to help out CDs when I do show up, as I have a whole lot of experience in that area after hundreds of Free

Flight contests, including the Nationals.

"Anyway, here are a couple pictures of my first efforts—a Ringmaster, of course, to allow me to compete in the Ringmaster Roundup, and a Dumas 1960s vintage kit called the P-51 Stunter that I believe Hi Johnson designed. The P-51 is McCoy .29-powered, and the Ringmaster has a Fox .35. I am old school, so the Ringmaster is covered in Japanese tissue and the P-51 with silkspan and dope. I hope to find an old Trident kit as my next project, as that's another one on my bucket list."

Thanks, Mark! Mark also sent over some photos of his new models along with some from the past. We are happy to have you in Control Line and I hope to meet you soon.



Mark Troutman's 1 P-51.



Mark Troutman's Ringmaster.



Mark's Belanca Airbus.

District VIII was also represented well at the annual Brodak Fly-in! De Hill and Elwyn Aud provided a very nice rundown day by day of all the happenings. You know when these two are together there are certain to be great stories and excellent photos to show us everything that happened.

The blow-by-blow account can be found here: www.stunthangar.com. Just search for Brodak and you will find a number of daily reports from De Hill about the contest. I have added in a few of the photos Elwyn sent over, but there are many more online. Please check out his fine work.



Joe Bowman flew at the Brodak event.



Tim Tipton also attended the Brodak fly-in.

Joe Gilbert sent over some particulars about his new model. He took a Genesis 46 Mk III wing and some general "stunt" numbers, along with a fuselage profile from his imagination, and

came up with one very nice-looking stunt plane with a great choice of color: light blue. Joe says it is powered by an RO Jett .67. He says it will have to come in quickly to make the trip to Muncie, Indiana. I am sure I will see it there in just a few hours.



Joe Gilbert's new plane.

On Father's Day, we had our annual Dallas Aero Summer Heat (D.A.S.H.) contest. This is a good Nats warm-up event. Mike Scott was the CD, and the DMAA was on hand to set up, break down, and run an awesome event. As per usual, there was great food to be had, prepared by even greater people! The results can be found elsewhere in this issue of *Stunt News*.



Appearance judging at the 2013 DASH.



Dale Gleason's Impact at the 2013 DASH.



9 Don Cranfil's Whatever at the 2013 DASH.

Nats update

The 2013 Nats has come and gone. It was a great contest. Steve, Jake, and I traveled to Muncie where we had a great time. The appearance judging was done on Monday, along with the pilots' meeting. The floor of the 180 Building was once again covered with flying works of art.

There were District VIII entries scattered across the entire room. Steve Moon, Mike Scott, Frank McMillan, Frank Williams, Joe Gilbert, Joe Bowman, Dale Gleason, Jason Greer, Richard Oliver, and I all had planes there. Kaz Minato was awarded a perfect appearance score of 20 points. It was well deserved; congratulations to Kaz! He would later be awarded the Pilots' Choice Concours award, as well.

Tuesday was an off day and practice day. Wednesday started the flying. It was hot and dead calm with medium to high levels of humidity. Both Richard and Joe Gilbert suffered from pulled-out bellcranks. Richard's let go during his flight and Joe's let loose during the pull test for his second round flight.

Richard, Frank McMillan, and a few others went to work on Richard's model immediately. The surgery was completed in a

short while, and he was able to get his second round flight in and a score on the board. He said it flew better than before the accident!

Later that evening I saw Richard at the L-pad putting in flight after flight, working on his pattern as if nothing had happened. Joe's model was repaired as well, and took just a few trim flights to get it in good working order.

Thursday brought more of the same weather. Needless to say there were lots of stepping back during Wednesday's and Thursday's flying. When it was all said and done, District VIII had made a very solid showing in the Top 20 this year. Joe Gilbert, Frank McMillan, Richard Oliver, Steve Moon, Dale Gleason, Frank Williams, Joe Bowman, and I would all move on to fly for the top five spots on Friday.

As the returning champion, I really wanted to make a good showing and win it again if at all possible. I was hoping for some of that nice Muncie stunt heaven weather we get from time to time. Ha! When I woke up on Friday morning every flag I could see was standing straight out! A cool front was on its way, and the winds were letting us know all about it.

The temps didn't really drop much, but the 8-10 mph winds were stiff. It was 8-10 at ground level. You could feel it on your ankles! The nice thing about Muncie is the winds are straight and there are really very few barriers that cause any real turbulence. That's the only thing that's nice about the winds.

Friday was a battle for all those who chose to fly. Much like last year, it was a real test just to make it through two rounds. Never mind the fact that you have no throw-away flights. If you plan to make a go at it, there will be no passing on Friday. When it was all said and done, the top five were Paul Walker, Derek Barry, Kenny Stevens, Bob Hunt, and me. Once again I had found myself amongst some of the world's top fliers. It was a real honor to be selected to fly on Saturday.

Joe Gilbert finished 8th, Frank McMillan 9th, Richard Oliver 11th, Steve Moon 12th, Dale Gleason 17th, Frank Williams 18th, Joe Bowman 19th, and Mike Scott 22nd. Congratulations to Dale Gleason, as he captured the Rookie of the Year award.

Jason Greer and his wife, Shannon, were also at the Nats this year. Jason entered his new electric-powered Impact in Advanced. He proceeded to improve his model as the competition progressed. His best flying was on Friday when he went on to win the Advanced class. His electric rig with the accelerometer—a really nice present from his wife—was really working and it showed. Way to go, Jason!

Friday night was windy and there wasn't much practice going on at the L-pad. That was really bumming me out! Last year I used the Friday night practice for the final tune-up to the Saturday fly-off.

Since we weren't going to get to fly, we decided to go for a nice bite to eat. Derek had heard about a cool place called Cammack Station. I had read about this restaurant in *Stunt News* a few years ago. Derek led us on a very roundabout way to get there, but we finally found it. It's located in a tiny little town on the outskirts of Muncie, which has just one stop sign.

An old gas station had been turned into a really nice hamburger joint, complete with old gas pumps and signs from the '50s and before. It's cash only, too! I had a burger and it was outstanding. They also have a whole bunch of restored tractors scattered outside around the lot. We spent some time afterward climbing around on them like kids.

If you find yourself in Muncie and need a good burger, head just east to Cammack Station. You won't be disappointed. (*Try the Chocolate Moose in Farmland, too! It's another outstanding place to eat.—Ed.*)



Cammack Station.

Saturday started out much the same as Friday: windy! Great ... I had no “wind prop” on hand. I saw Kenny Stevens at the hotel and he loaned me his heat gun so I could pitch one for the conditions. My 17-year-old heat gun finally said, “No more.” I twisted on a back-up prop and gave it a try early on Saturday morning. Ha! That was a joke. I went back to the prop that got me there this year and helped me win the whole thing last year.

The first round was windy, but it would lie down a bit from time to time. I put in my lowest flight of the day right out of the hole—not the kind of impression I wanted to give. There was something missing—laughter and humor. Got to have that or it just isn’t as much fun.

I had my plane in hand and I was headed to the circle for round two when I heard a voice from just over my left shoulder saying, “Do it for Madden!” Perfectly placed humor in any situation is a real thing of beauty! Jake always knows just what to say and when to say it. (This is a line from a funny video on YouTube that we have been laughing about for two years now.)

The smile came across my face and Steve knew something was up. He came over for the launch and I told him I was going to, “Do it for Madden,” and more laughter ensued. I mean it was only the Top-5 fly-off to get to the championship, right?

Sure enough, I pounded in what I thought was a monster. I have the score sheets and they say the same thing. As I was walking off the circle, Bud Weider was carrying Bob’s handle to the center and he said, “You guys are nuts! And it’s great!”

Third round was underway. What would be the next item of humor used to pull a spectacular flight from within? I heard “Shake and Bake,” then Steve said, “No, not anymore. From now on its Magic Man and I am El Diablo.”

“That’s cool. What does it mean?”

“I don’t know. Mexican fighting chicken, I think.”

This a beautiful exchange between John C. Reilly and Will Ferrell at the end of the movie *Talladega Nights*. It was awesome! I went out and put in another good flight and had so much fun doing it!

The Top-5 fly-off was a blast. The winds dropped off and the sun took the morning off and hid behind the clouds for a while, making it very pleasant, except when Derek flew. Wow, the

winds were on him!

Every time he put his plane out there, the winds came up! But he gave it hell, Georgia-style. When he was up you didn’t even know it was blowing. The plane just sat there solid, and he just stood there as if he were window shopping for Christmas gifts for the kiddos. Way to go, Derek! You and the plane flew great!

Paul Walker was “on” and flying well. He was solid from end to end. I watched most of his stuff from the side, and what I could see of it he was making a good showing beginning to end.

The FDHA, properly named Flaming Dog Head Airplane for the graphics on the side of the canopy, was a force all week. He has that accelerometer-based management system working well. You can totally hear the electric motor breaking on and off! So *rad*! Yes, I used the ’80s term *rad*! I find this very interesting ... Hmmmmm.

Thoughts are rolling around in my head about such a setup. After the fly-off I saw Paul fly Jason Greer’s new electric Impact and proceed to put in a mean flight on that, as well. There is real talent in that guy; of course, we all already knew that.

I was so glad to see Kenny Stevens back in the Top 5. This guy is a stunt staple and race car driver, too, and so is his son, Chris. Talk about cool!

The spinner on his plane is checkerboard, and each square narrows in towards the very front. He cut each square of tape out individually and painted it. This is why his stuff has a permanent address near the front row in appearance!

There is no denying this guy. His finishing is top of the line. I will not be surprised when he gets 20 points one day. And his flying? Well, it speaks for itself. I didn’t get to talk with him much during the fly-off, as I was busy messing around, but I was really glad to fly with him again. Thanks again, Kenny, for letting me use your heat gun.

Bob Hunt had tricycle gear on his Crossfire. The front wheel is a little smaller than the other two, and aluminum. Very cool! His landings were never less-than perfect. He had that down and was making tracks to the top because of it. As usual with Bob, smooth flying is the norm. His electric plane worked through the stuff in the early windy round pretty well and it showed on the scoreboard. Good show, Bob! (Bob and Derek got the worst of the winds during the fly-off during their third round flights.)

All in all it was a blast. I really wanted to win, but, if I couldn’t win, I damn sure wasn’t going to give up without one hell of a fight. On the way home I thought long and hard about how it all went down and where I give it away. Where did I lose the contest? Or did he just beat me?

Once at home I got out the score sheets. There is one maneuver, the same maneuver, in both the 2nd and 3rd round where I gave away significant points. I remember it now and I know what happened. That *won’t* happen again.

The Riff Raff was so solid everywhere, and the PA 65 was a beast as usual. I run an old Aeropipe with the built-in side exit. It has an awesome tone and the power delivery is so smooth and docile. I am thinking I may retire this plane to the wall in my son’s room. It is developing a small crack atop of the stab and I would hate to lose the plane I won it all with.

Congratulations to Paul; it was a hard-fought battle and it was fun. I look forward to doing it again.

Thanks to all of those judges for taking the heat beating all week. Thanks to all the tabulators, runners, pit bosses, the ED, and anyone else who helped put on another spectacular show. Without you guys and gals we can’t compete. I know this and I am thankful for your hard work.

That's all I have for now. If you have some information or something you would like to let the readers of PAMPA know about, please send it on. Pictures are always welcome, as well. Thanks. *SN*

—Doug Moon



Frank McMillan practices on the grass circles at the 2013 Nats.



Derek Barry sneaks an early picture of the Appearance judging.



Ted judges Mike at the 2013 Nats.

District IX

by Jack Pitcher

The Topeka Control Line group held its annual Top Classical contest over the Memorial Day weekend. We have two reports on the action there and some accompanying photos. The first report is from Dave Trible:

“Memorial Sunday was stunt day in Topeka. Historically, the weather for this event is very nice two thirds of the time and crappy the other third. This time wind kept the contest a one-rounder. Some regulars went missing (two I know were family weddings) but some new, or seldom-seen faces were here. It was very nice to see Rich Oliver, De Hill, Elwin Aud, Mike Greb, and Jerry Higgins from Colorado.

“The only serious splash was my son-in-law, Kevin, who somehow got the handle leads caught together and did some wild loops before putting the Sukhoi in. One of my other sons-in-law built this one years ago.

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

“I was also proud to watch my grandson complete his basic flight in that wind. The fall contest at Topeka is ever-growing and all should come. It is profile and classic only. The weather is usually much better, so ya’ll come!”

Thanks, Dave. The second report is from Jerry Higgins, who traveled from Colorado and attended the Sunday contest day. Here’s Jerry’s report:

“Each and every Memorial weekend the Top Class Club holds its Control Line contest at the Family Park in Topeka, Kansas. The contest includes racing on Saturday and OTS and PAMPA events on Sunday. It is a relaxed, local contest that generally draws participants from Kansas, Oklahoma, Texas, Colorado, Nebraska, Iowa, and Missouri. I usually time it to arrive Saturday evening just in time for the BBQ at the cabin in Gage Park to

consume some of the fantastic Kansas cooking and catch up with fliers I haven't seen in a while.

"Sunday morning I was the first to arrive at the field and was greeted by 12 to 15 mph winds. After two practice flights and increasing wind velocity, I decided to fly my Jamison in OTS *and* in Advanced, because it's my oldest and most beat-up plane.

"Others began arriving and put up warm-up flights to check out the wind conditions. By the time of the first official flights, we were getting gusts between 15 and 20-plus mph, and several fliers decided not to fly. Those who did put up flights had their hands full and the scores reflected that. However, I only recall one crash the entire morning. The gusts became a mostly constant wind through the morning, and most did not put up their second flight.

"Flying was over by about noon. I had a great time flying and visiting with everyone as I normally do. I have never regretted the long drive from Colorado to attend this contest.

"Doc Holliday received the Spirit of '52 award for his International Stunt Winner, and Richard Oliver received the Concours award for his T-Bird II.

"The tabulations were handled by Tiffany Lee and Erika Hrenchir. Score runners were Jackson Lee and Dylan Prier. OTS and Basic Flight judges were Pete Lee and Dale Hrenchir, and PAMPA classes judges were Jim Lee and Ginger Taylor."



Old Time winner Joe Gilbert flying his Ringmaster on the grass circle. Dave Tribble photo.



This is the memorial brass plaque originally displayed at the Gage Park flying field, now moved to the new flying site at Family Park. Jerry Higgins photo.



Here's Doc Holliday's International Stunt Winner, the recipient of the Spirit of '52 award. Jerry Higgins photo.



This photo is an overview of the paved circle in Family Park where the PAMPA events are flown. Jerry Higgins photo.



Basic Flight winner, Dylan Prier's Redhead McCoy .19-powered A-Bomb. Jerry Higgins photo.



Above: Here's Richard Oliver fueling his Ro-Jett .40-powered Thunderbird II. Richard was the Expert class winner and recipient of the Concours award. Dave Tribble photo.

Right: Jerry Higgins' O.S. .40 FP-powered Jamison shows its colors. Jerry placed 2nd in Old Time and won the Advanced class with his Jamison. Elwyn Aud photo.



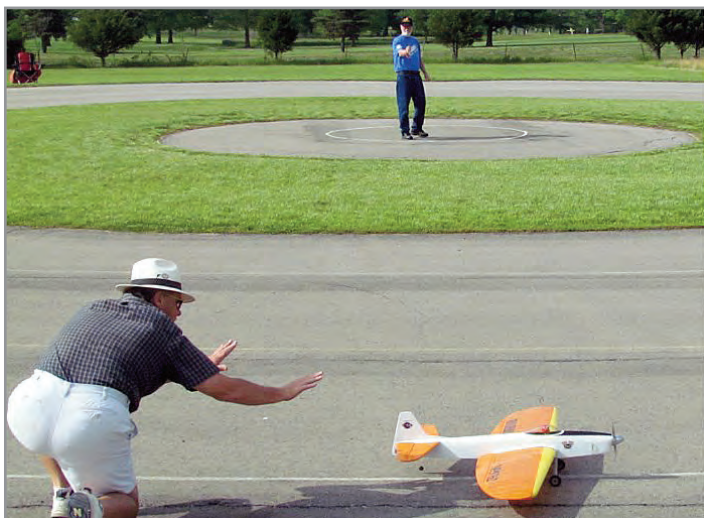
Jerry Higgins launching Darwin Ulledahl's SIG Magnum. Elwyn Aud photo.



Right: Darwin Ulledahl's Magnum on a practice flight. Elwyn Aud photo.



Joe Gilbert's Ro-Jett-powered Thunderbolt in flight. Elwyn Aud photo.



Joe Gilbert launches Richard Oliver's Thunderbird II. Elwyn Aud photo.



Kevin Prier's Advanced class entry Sequoyah flies inverted laps. O.S. .40 FP-powered. Elwyn Aud photo.



Don Cranfill's Whatever circulates inverted. Elwyn Aud photo.



Mike Greb's Strega goes overhead. Elwyn Aud photo.

Right: Doc Holliday's Netzeband Doodlebug does some inverted laps. Elwyn Aud photo.



Projects

Gary Hetrick of Fremont, Nebraska, sent in a report on his latest project. Here's Gary:

"I finished this plane (my own design) last winter. Since I had shoulder surgery right after, I haven't had a chance to fly it, so I'll just give you the stats. I call it the KF-1. I built a Kingfisher around a modified Twister wing. I noticed that a couple of others had the same idea."

—Gary Hetrick



Here's Gary Hetrick's KF-1 Kingfisher. The statistics on the KF-1 are as follows: span: 54 inches; length: 31 inches. It weighs 32 ounces and is powered by a Fox .36 with an S.T. needle valve. A 4-ounce tank is installed. Gary Hetrick photo.

That's all for this issue. Thanks to all who have sent me material thus far. Send more. You can contact me at mjpitcher67@gmail.com or by phone at (970) 460-0682. **SN**

—Jack

T&L SPECIALTIES CATALOG, Free shipping to PAMPA members

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

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

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

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

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

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

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

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

District X

by Jim Hoffman

Arizona, California, Guam, Hawaii,
Nevada, Utah

Former District X resident, Jeff Reeves, continues to build spectacular stunts in his native land of Australia; he now lives outside of Sydney. Jeff reports he spends much of his time on motorcycle adventures and stunt flying. He recently sent some photos of his latest effort, the Draco, as it was being prepared for final clearcoats.



Jeff Reeves' new model rests in the paint stand, ready for clearcoats.

Left: Note the spectacular graphics on Jeff Reeves' fin.



Pleasant flowing lines and attractive colors highlight Jeff's Draco stunt.

Jeff has long studied the artistic aspects of making striking models and the results show. The models he built during his tenure in the San Diego area were always unique and attractive.

Jeff's strong computer skills have allowed him to design and make stencils for some of the complex graphics he used. Jeff has

clearly moved to yet a higher level of artistry. The workmanship seen in the photos is of a very high standard.

Good News/Bad News

John Callentine of Tucson is making great progress on yet another Rabe semiscale stunt—an electric-powered Rabe Seafury. He recently showed me the completed wing, built-up and sheeted.

A few days later this wing was accidentally damaged to a point where it was probably no longer usable. John was not discouraged and reports he has built a new wing using the already-completed controls and jigs. The good news is the new wing came out one ounce lighter. We are anxious to see this ship completed and flying.



Here's John Callentine's Seafury wing. Note the jig tubes in place and the elliptical leading edge.



John's Seafury wing shows clever bellcrank mounting that transfers loads to the fuse side.

Roy DeCamara All American PhD

Roy DeCamara has always liked the original OTS All American, but recognizes that the All American PhD, designed by Michael Garmon, is a fine caricature of the original but with superior flying characteristics. The All American PhD was published in *Flying Models* magazine approximately 1992.



Roy DeCamara and the Voltswagon, ready for first flights in Tucson.

Below: Roy's Voltswagon features some neat cooling vents.



Roy wanted to give electrics a try, so this made for a nice marriage of the old and the new. Roy's named his electric rendition the Voltswagon. Roy has built quite a few All American PhDs and likes its simple-and-fast construction coupled with very nice flying characteristics—a great design for those in the earlier learning stages of stunt flying.

Roy's model features his trademark quality and workmanship, plus some neat cooling vents on the bottom of the nose. Sadly, designer Mike Garmon passed away several years ago.

Summer Stunt-Fest

Pete Cunha provided an overview of the Summer Stunt-Fest contest held in northern California this past June. The contest is traditionally held the first Sunday after the official start of summer at the Woodland Davis Aeromodelers flying site in Northern California; this year was no exception.

What was an exception was the weather. Usually sunny and hot this time of year, the weather that seemed imported from Oregon was challenging. This year the winds were 10 mph and gusting, broken to overcast ceilings and scattered rain showers. Nonetheless, it was flyable and fly we did.

SF Bay Area flier Larry Wong's electric-powered original design Pi-Lot. It's a good flier and a unique design. Photo by Pete Cunha.



Mike Scholtes prepares his Sakitumi for Stunt 25 at the Stunt Fest. Photo by Pete Cunha.

The actual results are in Howard Rush's "Contest" section so I will just share some highlights.

This year the Experts flew first. This was a change from the usual practice of letting the Beginners fly first. It worked well and we plan to do it again. Lunch was served at the field. This proved popular because the road to the Woodland-Davis site is rutted and rough. Everyone who registered was served sandwiches, sodas, chips, fruit salad, and cookies. Since there was extra food, everyone got plenty to eat and enjoyed the food and the hangar-flying session that accompanied it.



Brian Moore presented Beginner flier, Kelly Whedan, with a RTF Nobler after Kelly totaled his Pathfinder during the Stunt Fest. Photo by Heman Lee.)

The Good Guy Award was presented (or should have been if we had one) to Advanced flier Brian Moore, who, when he saw that Beginner flier Kelly Whedan had come all the way from Reno only to total his month-old Pathfinder on his second official flight, reached into the back of his truck and pulled out a fully assembled RTF Nobler.

Brian presented it to Kelly at the awards ceremony. Needless to say, Kelly was very happy and vows to come back to the next contest and show off his new plane. Gestures like this are one of the reasons this is such a great hobby. **SN**

—Jim Hoffman

District XI

by Mike Haverly

There is no District XI report this issue. *SN*

Alaska, Idaho, Montana, Oregon,
Washington

Help Wanted!



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*.

AEROPIPES

**Bill Werwage &
Randy Smith
Tuned pipes for all
makes from .25 to
1.08 Displacement**

**980 Winnbrook Dr., Dacula
GA 30019
(678) 407-9376;
(678) 985-5085 Fax & Order
Line.**

Used by Champions Worldwide!

www.Aeroproduct.net

Aero Products

"World Class Stunt Stuff"

Custom made SV Laser cut kits;
Precision Aero Engines; Cf Props;
CF Gears & Wheel pants; Custom
cut foam wings. Enya Engines;
Magnum; Super Tiger; OS; SAITO;
Evolution engines; Custom CC
mufflers; Old Time; Classic; Modern
kits.

Send \$3.00 for Catalog:

**Randy Smith: Aero Products
980 Winnbrook Drive, DACULA
GA 30019, USA**

Ph (678) 407-9376;

Fax (678) 985-5085

Web site: www.Aeroproduct.net

BMJR Models



Profile NOBLER

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



International Stunt Champ

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



Stunt Wing

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

BMJR Models, Inc.

PO Box 1210 Sharpes, FL 32959-1210
321-537-1159 www.bmjrmmodels.com

BMJR kits are all laser cut and complete. Everything is in the box
except covering, engine and tank. Priority postage will be added
to all orders. Florida Residents please add 6% tax.

Contests

Contest Calendar

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

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

2013 Contests:

August 23-25

Southern Ontario Control Line Championships, The Beanfield,
30167 Esterville Rd., N 42° 37.533' W 082° 08.639',
Dresden, Ontario
Old Time, Profile*, F2B
Contact: info@balsabeavers.ca
www.balsabeavers.ca

August 24-25

Ted Goyet Memorial, 44643 County Road 29, Davis, CA
(1.4 miles east of County Road 102)
Saturday: Old Time, Classic, Profile* (Beginner and Intermediate,
Advanced and Expert), Stunt 25*
Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)
CDs: Walt Ghio, 1380 Elkhorn Drive, Stockton, CA 95209,
(209) 478-8225, flbwalt@comcast.net,
Doug Barton, 160 Park Ave., Woodland, CA 95695,
(530) 662-6469, dbarton@woodlandaviation.com

August 24-25

Fellowship of Christian Modelers FCM at AMA
AMA, E. Memorial Drive, Muncie, IN
Saturday: Classic, Old Time, Profile *
Sunday: Precision Aerobatics (Beg., Int., Adv., Exp., Masters*)
Contact: Allen Goff, 2100 N Carrollton Dr., Muncie, IN 47304,
(765) 759-7473, fcm95@comcast.net
www.fcmodelers.com

August 25

Top Class II, Family Park,
SW corner of SW 21st St. and SW Urish Rd., Topeka, KS
Classic, Profile *
CD: Jim Lee, 827 SE 43rd St, Topeka, KS 66609, (785) 266-7714,
jlee9@cox.net

August 31-September 1

Charles Ash Memorial Greater Southwestern Championships
Garland Hobby Park,
E. Northwest Highway and Garland Rd., Dallas, TX
Saturday: Old Time, Classic, Profile*
Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)
CD: Tom Farmer, (972) 262-4772, tom.farmer@sbcglobal.net
www.dmaa-1902.org

August 31-September 1

US F2B Team Trials, AMA, E. Memorial Drive, Muncie, IN
Contact: Randy Smith, TSC Chairman, 980 Winnbrook Drive,
Dacula GA 30019, (678) 407-9376, Randyacro@msn.com

September 7

Indiana-Kentucky Stunt Championship
Clark County Airport, Sellersburg, IN
Old Time*, Nostalgia 30, Profile*, Precision Aerobatics
Beginner, Intermediate, Advanced, Expert classes in all events
CD: Allen Burnham, (502) 544-3476, allensmail@yahoo.com
www.skyliners.us/

September 7-8

R. F. Stevenson Memorial Raider Roundup
Auburn Municipal Airport, 16th St. NE and D St. NE, Auburn, WA
Saturday: Old Time*, Classic, Profile*
Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)
Contact: Howard Rush, (425) 746-5997, hmrush@comcast.net
flyinglines.org/skyraiders.html

September 14

Fall Fly-In Vintage Stunt Meet, Gilmer County Airport,
455 Sunlight Road, Ellijay, GA, N 34.63, W 84.527
Look for airport sign on GA Hwy 5 at mile marker 8 going south,
mile marker 5 going north.
Old Time, Classic*
CD: Tom Dixon (770) 592-3279

September 14

Fall Stunt, Crowland Park, Niagara Falls, Ontario
Contact: info@balsabeavers.ca
www.balsabeavers.ca

September 15

Bergen County Control Line Flyers, GSCB Stunt Contest
288 Roosevelt Drive, Palisades Park, NJ
Take path by the river to south end of facility.
Precision Aerobatics (Beginner, Intermediate*, Adv.*, Expert*)
CD: Rich Giacobone, 438 Hillside Ave,
Palisades Park, NJ 07650-1314, (201) 947-9638
ED: Roy Ward, (973) 402-0925, team4ward@aol.com
www.gscb.us/

September 21-22

Broken Arrow 26 Stunt and Scale Contest

Buder Park, Valley Park, MO

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

Saturday: Profile*, Classic/Nostalgia 30*, Old Time,

Sunday: Basic Flight (Junior and Senior)*, Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Robert Arata, (636) 391-0272, srarata@att.net

September 21-22

Meet 'n Meat XV, 44643 County Road 29, Davis, CA

(1.4 miles east of County Road 102)

Saturday: Old Time, Classic

Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert), Fox .15 Hurl*

CD: Jim Aron, c/o Pacific Western Mortgage Group,

2354 Powell Street, Suite B, Emeryville, CA 94608,

(510) 654-2200, UncleJimby@aol.com

www.concentricbehavior.com, www.wdarc.org/index.html

September 21-22

Akron-Cleveland Stunt Championship

Military Aviation Preservation Society,

2260 International Pkwy, North Canton, OH,

<http://mapsairmuseum.org/>

Saturday: Old Time, Classic, Profile*, ARF*

Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)

CD: Ray Rowh, 3642 Wadsworth Rd, Norton, OH 44203,

(330) 825-2875, (330) 703-0823, ray3toes@gmail.com

Contact: Roger Strickler, (330) 645-1435, rstrickler1@neo.rr.com

September 28

NVCL Stunt Fest, Meadowood Special Recreation Management Area, 10207 Old Colchester Rd. Lorton VA

Old Time, Precision Aerobatics (Beginner, Int., Adv., Exp.)

CD: Dick Houser (703) 489-5647, yvech8v@verizon.net,

www.nvcontrolline.com

September 28-29

Oklahoma Control Line Championships

Reeves Field, Catoosa, OK, 36.166307, -95.686659. On the east side of Tulsa, take Highway 412 2.9 miles east from I-44, turn left (north) at Admiral (26500 E). Turn left on access road (E Archer St.). Field is ¼ mile west on the right between buildings with red and green roofs.

Saturday: Old Time*, Classic/N30, Profile*

Sunday: Precision Aerobatics (Beginner Junior,

Beginner Senior-Open, Intermediate*, Advanced*, Expert*)

CD: De Hill, 5811 So. Utica, Tulsa, OK 74105, (918) 743-4912,

dfhill@juno.com

www.tulsacl.com

September 28-29

Karl Marschinke Memorial

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

Saturday: Old Time, Classic-Super70s*

Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)

CD: Lou Crane, (520) 459-0546, loucrane@cox.net

www.ccmaonline.org

October 5-6

Hi Johnson Memorial

Apollo 11 Model Field, Sepulveda Basin, Van Nuys, CA

Take Burbank Blvd. (just north of Hwy 101) exit west from I-405, turn right on Woodley Ave., turn left into Woodley Park parking area, drive slowly south beyond parking area to the field.

Saturday: 1cc Stunt*, Old Time, Profile Sportsman* (Beginner and Intermediate), Precision Aerobatics (Beginner, Intermediate)

Sunday: Profile Competitor* (Advanced and Expert), Classic, Precision Aerobatics (Advanced, Expert)

CD: Bill Barber, (805) 241-0453, barcam@verizon.net

sites.google.com/site/valleycircleburners/

October 5-6

Fall Follies, Bill Riegel Model Airpark, Salem Airport, Salem, OR

Saturday: Old Time, Classic-Nostalgia 30*,

Profile* (Sportsman, Expert)

Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)

CD: Mike Hazel, P.O. Box 505, Lyons, OR 97358,

zzclspeed@aol.com

www.flyinglines.org

October 6

Jim Tichy Memorial Vintage Stunt Contest

John F. Kennedy Memorial Park, Napa CA

Old Time, Classic

CD: Jim Aron, c/o Pacific Western Mortgage Group,

2354 Powell Street, Suite B, Emeryville, CA 94608,

(510) 654-2200, UncleJimby@aol.com

www.concentricbehavior.com

October 13

GSCB Fall Air Show, 288 Roosevelt Drive, Palisades Park, NJ

Take path by the river to south end of facility.

Old Time I and II (flapped models only),

Classic* (Beginner, Intermediate, Advanced, Expert)

Precision Aerobatics (Beginner, Intermediate*, Adv.*, Expert*)

Old Time, Classic CD: Mike Cooper, (973) 770-0263,

mcooper@asco.com

Precision Aerobatics CD: Mike Ostella, (201) 704-7081,

mike.ostella@verizon.net

www.gscb.us/

October 19-20

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, Adv., Exp.)

CD: Everett Shoemaker, (252) 633-4128,

evjoshoe@embarqmail.com

October 19-20

Lee Lorio Memorial Control Line Stunt Championships,

Independence Park, 7500 Independence Blvd., Baton Rouge, LA

Circles are immediately east of Liberty Lagoon water park.

Saturday: Old Time, Classic/N30, Warbird*, Profile*

Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)

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

(225) 270-2181 (cell), jd3patterson@gmail.com

October 19-20

35th Annual Golden State Stunt Championships, Madera Airport,

Madera, CA, g.co/maps/deq47

Saturday: Old Time, Classic

Sunday: Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)

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

www.californiacarclubs.com/GSSC.htm

November 2-3

Southeast Stunt 'n Fun, MCRC Field, 7315 71st Ave E., Palmetto,

FL, N27.57962, W82.49150, tinyurl.com/mcrcmap

Saturday: Beginner Precision Aerobatics, Old Time, Nostalgia 30

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

CD: Wayne Smith, (813) 251-0575, kamwns@verizon.net

www.manateerc.com

November 2-3

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, Adv., Exp.)

CD: Norman E. Faith, 157 West Lake Rd., El Dorado, AR 71730,

(870) 864-6772, circlepilot@suddenlink.net

www.jasong.rchomepage.com/masaHome.html

LEE MACHINE SHOP

Quality Modeling Products

Propeller Scribes
5 oz fuel syringes
With o-ring plunger

Venturies for OS FP, LA 20 – 46
Ball Drivers and Finger Drills
Gasket Cutters, Line Wrappers
Derek Moran Line Clip Bender
Motor Mount Drill Guides

James Lee
827 SE 43rd St
Topeka, KS 66609
785-266-7714

Sales@LeeMachineShop.com
www.LeeMachineShop.com

Contest Results

Brodak Fly-In

June 11-15, 2013, Carmichaels PA
Results from Allen Brickhaus, Co-CD

Expert*

Judges: Rich Peabody, Phil Spillman, Bill Hummel

1	Bud Wieder	590.30	Ryan's Eagle
2	Mike Palko	583.67	P-51 Mustang
3	John Simpson	578.97	Cavalier
4	Joe Gilbert	573.67	Thunderbolt
5	Joe Bowman	573.63	Juggernaut
6	James Lynch	566.33	Volunteer
7	Joe Adamusko	565.67	Stuntress
8	Scott Richlen	562.63	SL-2
9	Matthew Colan	561	Thunder Gazer
10	Dan Banjock	560.93	Vista 39
11	Craig Gunder	558	Mr. Awesome
12	Scott Reynolds	555.63	Voltaire
13	Steve Buso	554.67	Bobcat
14	John Saunders	553.34	Legacy 60
15	Robert Storick	553	Continental
16	Will Davis	550.70	Purolator
17	Wesley Dick	550	Velvet 3
18	Tim Stagg	546	Tsunami
19	Leonard Bourel	543.60	Fortune
20	Rich Giacobone	539.50	Caprice
21	Donald Herdman	536.63	P-40
22	Michael Chiodo	524	Olympic
22	Gary Lutz	524	Dream Girl
24	John McFayden	501.60	Suris
25	Richard Houser	481	Coberette
26	Larry Robertson	458.60	Caravel
27	Phil Cartier	456.67	Giles III

Advanced*

Judges: Steve Buso, Mark Weiss

1	Ricardo Martinez	528.5	ME-109
2	Tom Morris	489.3	Cavalier
3	Les Byrd	488.5	Saturn
4	Bruce Jennings	487.2	Juno
5	George Waters	477.5	Thunderbird II
6	Lou Ruger	475.2	Bucks
7	Price Reese	471.8	Skyliner
8	Norm Liversidge	471.7	Pattern Master
9	Peter Schlessner	469.6	Vector
10	Tim Tipton	464.6	Vulcan
11	John Tate	462	Vector 40
12	Paul Taylor	461.6	Vector
13	Doug Benedetti	461.5	Cavalier
14	Alan Buck	460.3	SV-22
15	Joe Grash	459.5	Vector
16	Terry McDowell	454.5	Cavalier
17	Artie Jessup	453.3	Vector 40
18	Scott Bolton	450	Jaguar
19	Bob Whitney	448	Scorpio
20	Chris Sarnowski	445	Hallmark
21	Bernard Suhamski	443.8	Oriental
22	John Lindberg	439	Staris
23	Frank Imbriaco	438.6	SV-11
24	Brad Smith	423.5	Genesis Wing
25	Dennis Truxal	421.5	P-40

Intermediate*

Judges: Dick Houser, Scott Richlen

1	Donald Jenkins	341	Gieseke Nobler
2	Bob Hudak	329.3	
3	Steve Schlessner	316.8	Vector
4	Thomas Cappadona	316.5	Nobler
5	Eric Keller	315	Vector
6	Frank Sparacino	311.5	Time Machine
7	Dennis Moritz	311	Magician
8	Jeff Traxler	309.5	Strega
9	Tom Smeltzer	303	Cavalier
10	Brian Moore	299.8	Black Tiger
11	Dick Hodge	287.1	Twister
12	Jack Rosemere	281.5	Brodak P-40
13	Dennis Thomas	281	Pathfinder
14	Keith Morgan	280	SV-11
15	John Passalacqua	264.5	Nobler
16	William Stewart	259.5	Stiletto
17	Ted Heinritz	209.5	Banshee

Beginner

Judges: Alan Buck, Paul Taylor

1	Wayne Robinson	266.5	Cardinal
2	David Hallas	256	Vector
3	Bryon Rahilly	246.5	Mod. Twister
4	Mark Weiss	235	Joe Nall Cadet
5	Richard Martinez	232.5	Nobler
6	John Cralley	191	Ringmaster
7	Jennifer Fedorick	183	Tutor II
8	Ron Young	165.5	Oriental

Classic Expert

Judges: Artie Jessup, George Waters

1	Joe Gilbert	564	Gypsy
2	John Simpson	562	Cavalier
3	Bob Dixon	560.5	Nobler
4	Dan Banjock	550.5	Galloping
Comedian			
5	Joe Bowman	536	Road Runner
6	Tim Stagg	525.5	Viking
7	Wesley Dick	524.5	Ares
8	Matthew Colan	523	Ares
9	Mike Chiodo	522.5	Olympic
10	Carl Lovins	516.5	Tucker Special
11	Larry Robertson	508	Shark 45
12	Phil Cartier	470.5	Brodak Smoothie
13	Rich Giacobone	316.5	Caprice

*Peculiar PA scores may be due to nonstandard appearance scoring.

Brodak Fly-In 2013, continued

Classic Advanced

Judges: Dennis Moritz, Mike Palko

1	Mark Gerber	452.5	Hurricane
2	Tom Morris	449.5	Cavalier
3	John Tate	444.5	Dolphin
3	George Waters	444.5	Thunderbird
5	Doug Benedetti	439	Cavalier
6	Les Byrd	438	Fierce Arrow
7	John Lindberg	436	Cavalier
8	Bruce Jennings	433.5	Cavalier
9	Dennis Truxal	429	Ringmaster
10	Terry McDowell	421	Cavalier
11	Tim Tipton	409	Vulcan
12	Scott Bolton	402.5	Super Chipmunk
13	Peter Schlessler	394.5	Formula
14	Brad Smith	393	Nobler
15	Norm Liversidge	389	Cavalier
16	Joe Grash	368	Ares
16	Bob Brookins	368	Oriental

Classic Intermediate

Judges: Jennifer Fedorick, Bernard Suhamski

1	Eric Keller	489.5	Strathmoor
2	Tom Smeltzer	474.5	Cavalier
3	Brian Moore	468.5	Tony
4	Dennis Thomas	460.5	Chipmunk
5	Ted Heinritz	457	Nobler
6	Don Sopka	442.5	Nobler

Classic Beginner

Judges: Dalton Hammett, Jack Rosemere

1	David Hallas	285.5	Cavalier
2	Harry Crespo	200.5	Nobler

Old Time Expert

Judges: Bob Hudak, Rich Peabody

1	Dan Banjock	329	Galloping
Comedian			
2	Joe Gilbert	323	Ringmaster
3	Tim Stagg	317.5	Viking
4	John Saunders	312.5	Humongous
5	Bob Zambelli	301.5	Icarus Jr.
6	Terry McDowell	297	Viking
7	Len Bourel	291.5	Viking
8	Bob Brookins	288	Humongous
9	Mike Chiodo	270.5	Viking
10	John McFayden	211.5	Viking

Old Time Advanced

Judges: Dan Banjock, William Davis

1	Bob Whitney	293	Big Job
2	Donald Herdman	289.5	Big Job
3	Bernard Suhamski	282	Viking
4	Brad Smith	260	El Diablo
5	Bill Mandakis	157	Ringmaster

Old Time Intermediate

Judges: Doug Benedetti, Pete Hermans

1	George Marenka	268	Viking
2	Jeff Traxler	265	Ringmaster
3	Keith Morgan	264.5	Galloping
Comedian			
4	Eric Keller	257.5	Viking
5	Tim Tipton	204.5	Ringmaster
6	Chris Sarnowski	189.5	Ringmaster

Old Time Phase 2 Expert

Judges: Bob Hudak, Rich Peabody

1	Phil Spillman	276.5	Smoothie
---	---------------	-------	----------

Old Time Phase 2 Advanced

Judges: Dan Banjock, William Davis

1	Price Reese	247.5	Sterling Mustang
2	Paul Smith	237	Chief
3	Peter Schlessler	203	Mars

Old Time Phase 2 Intermediate

Judges: Doug Benedetti, Pete Hermans

1	Brian Moore	225	Black Tiger
---	-------------	-----	-------------

Nostalgia 30 Expert

Judges: Artie Jessup, George Waters

1	Len Bourel	528.5	Stiletto
2	James Lynch	519	Volunteer
3	Phil Spillman	497	Original Tutor

Nostalgia 30 Advanced

Judges: Dennis Moritz, Mike Palko

1	Bob Whitney	444.5	Scorpio
2	Bernard Suhamski	432	Oriental
3	Bill Mandakis	412.5	Thunderbird
4	Paul Smith	377.5	Magician
5	Alan Buck	364	Twister
6	Paul Taylor	357	Nobler
7	Chris Sarnowski	351.5	Hallmark

Nostalgia 30 Intermediate

Judges: Jennifer Fedorick, Bernard Suhamski

1	Bob Hudak	468.5	Thunder Chief
2	Thos. Cappadona	458.5	Oriental
3	William Stewart	445	Stiletto
4	Dick Hodge	404	Twister

Nostalgia 30 Beginner

Judges: Dalton Hammett, Jack Rosemere

1	Bryon Rahilly	272.5	Volunteer
---	---------------	-------	-----------

Brodak Fly-In 2013, continued

Profile Expert

Judges: Rich Giacobone, Bob Zambelli

1	Joe Gilbert	548	T-6
2	James Lynch	527	Barracuda
3	Tim Stagg	519.5	F-86
4	Craig Gunder	519	Cavalier
5	John Saunders	498	ARF P-40
6	Len Bourel	495.5	Cardinal
7	John McFayden	477.5	Cardinal
8	Phil Spillman	461	ARF P-40
9	Will Davis	459.5	P-40
10	Dan Banjock	457.5	Bearcat
11	Phil Cartier	287	Streak III

Profile Advanced

Judges: Joe Gilbert, Tim Stagg

1	Doug Benedetti	506	P-40 ARF
2	John Tate	493.5	P-47
3	Bruce Jennings	492	Cavalier
4	Norm Liversidge	489.5	Primary Force
5	Tom Morris	486	Cavalier
6	Price Reese	481	Pathfinder
7	Artie Jessup	480	P-40
8	Tim Tipton	474.5	Vector
9	Bob Brookins	473.5	Magician
10	Bob Whitney	471	Cavalier
11	George Waters	469.5	M-201
12	Dennis Truxal	467.5	P-40
13	Paul Taylor	456.5	Primary Force
14	Brad Smith	446	Bi-Plane
15	Paul Smith	437	Magician
16	Alan Buck	432.5	Flite Streak
17	Bernard Suhamski	428.5	P-40
18	Lloyd Gregory	428	Shark 45
19	Watt Moore	371.5	Swamp Cat

Profile Intermediate

Judges: Phil Cartier, Chris Sarnowski

1	Keith Morgan	496.5	Original
2	Thomas Smeltzer	467.5	Cavalier
3	William Stewart	456	Pathfinder II
3	Dennis Thomas	456	Pathfinder
5	Eric Keller	448.5	Primary Force
6	Jeff Traxler	445.5	Sea Hurricane
7	Brad LaPointe	444.5	Pathfinder
8	Bob Hudak	438.5	Legacy 40
8	Don Sopka	438.5	Tudor
10	Jack Rosemere	401.5	P-40
11	Dick Hodge	397	Twister
12	Frank Sparacino	382.5	Pathfinder
13	John Passalacqua	302	Ringmaster
14	Kenneth Dawson	258	Cardinal

Profile Beginner

Judges: Watt Moore, Dennis Moritz

1	Wayne Robinson	255.5	Cardinal
2	David Hallas	248.5	Cavalier
3	Mark Weiss	239	Joe Nall Cadet
4	Samantha Hines	219	Intimidator
6	Bryon Rahilly	212.5	Mod. Twister
7	Jennifer Fedorick	193.5	Tutor II
8	Naomi Mecklem	129	Cardinal
9	Gerald Glier	84	Primary Force

PA Senior Award: Matthew Colan

Profile Junior Award: Samantha Hines

Most Arduous Journey: Ricardo and Richard Martinez

Club Participation Award: Philly Flyers

Spirit of '52 Award: Bob Zambelli

Rusty Brown Award: Allen Brickhaus

Spirit of the Sport Award: Elwyn Aud

CDs: Allen Brickhaus, Ken Armish

Appearance Judging: Roger Strickler
Ted Sworchek
Bob Zambelli

GSCB June Stunt Meet Part One

June 2, 2013, Lincoln Park NJ

Results from Ron Testa, CD

Classic

1	Ryan Barry	488	Smoothie
2	George Waters	459	Thunderbird
3	Ed Barry	430	Nobler

Old Time Beginner

1	Frank Icobalis	Ringmaster
---	----------------	------------

Profile

1	Mike Ostella	P-40 ARF
---	--------------	----------

Carolina Classic

May 4-5, 2013, Huntersville, NC
Results from Howard Shenton, Assistant CD

Expert

Judges: Doug Taffinder, Curtis Comer, Wayne Robinson

1	William Davis	431.3	Curtiss P-40	OS .46LA
2	Charlie Reeves	284.7	Humbler	PA .51
3	John Rakes	63	Curtiss P-40	OS .46LA

Advanced

Judges: Dave Wenzel, Pat Robinson

1	Artie Jessup	418.7	Curtiss P-40	ST .51
2	Bob Whitney	414	Scorpio	Electric
3	Alan Buck	103	Vector 40	OS .46LA

Intermediate

Judges: Dave Wenzel, Pat Robinson

1	Brian Moore	419	Tony	Supertigre .51
2	David Smith	283.5		

Basic Flight

Judges: Watt Moore, Sarah Davis

1	Scott Sorubgreer	156	Flying Clown	Brodak .40
---	------------------	-----	--------------	------------

Nostalgia 30, Classic Combined

Judges: Dave Wenzel, Bill Mandakis, Wayne Robinson

1	Charlie Reeves	487	Humbler	PA .51
2	Ed Ruane	430.6	Juno	Supertigre .46
3	Bob Whitney	430.3	Scorpio	Electric
4	Brian Moore	419	Tony	Supertigre .51

Old Time

Judges: Doug Taffinder, William Davis

1	Charlie Reeves	303	Big Job	Fox .59
2	Terry McDowell	295.5	Viking	Supertigre .51
3	Bob Whitney	280.5	Big Job	Supertigre .60
4	Brian Moore	275.5	Ringmaster	Fox .35
5	Bill Mandakis	237		

Profile

Judges: Alan Buck, John Rakes

1	Artie Jessup	444.5	Curtiss P-40	ST .51
2	Don Sopka	412	Tudor	OS .46LA

CD: Everett Shoemaker

Stunt ED: William Davis

Registration, Tabulation, Posting: James Duckworth,
Jeanna Mills, Sonny Williams

Runners: Jeanna Mills, Dennis Guffey

Stunt-A-Thon

June 22-23, 2013, Puyallup WA

Expert

Judges: Steve Helmick, Pete Peterson

1	Paul Walker	599.5	Predator	Electric
2	Chris Cox	595.5	Crossfire	Electric
3	Howard Rush	593	Impact	Electric
4	Alan Resinger	562	Crossfire	Electric
5	Mike Haverly	540	Starfinder	Electric
6	John Thompson	495	Vector 40	OS .40LA

Advanced

Judges: Mike Haverly, Pete Peterson

1	Steve Helmick	484	Eagle	OS .46VF
2	Tom Strom	481.5	Vector	Electric
3	Peter Ferguson	464	Shrike	OS .40VF

Intermediate

Judges: Chris Cox, Alan Resinger

1	Rex Abbott	407	Legacy	Saito .56
2	Marc Winz	401	Pathfinder	OS .46
3	Mike Denlis	385	Tutor II	OS .40S

Beginner

Judges: Steve Helmick, Pete Peterson

1	Daniel Johnson	153		
2	Colton Lutz	55.5	Ring Rat	Electric

Classic

Judges: Steve Helmick, Mike Haverly

1	Pete Peterson	552.5	Caprice	Aero Tiger .36
2	John Thompson	478.5	Ringmaster	OS .26 FS
3	Rex Abbott	432	Strathmoor	Saito .40

Old Time

Judges: Mike Haverly, Gary Letsinger

1	Pete Peterson	282	Jamison	Double Star .40
2	John Thompson	261.5	Ringmaster	OS .26 FS
3	Bob Emmett	177	Black Tiger	OS .25FB

Profile Expert

Judges: Steve Helmick, Paul Walker

1	Mike Haverly	485	Starfinder	Electric
2	John Thompson	444	Cardinal	Evolution .36

Profile Sportsman

Judges: Steve Helmick, Paul Walker

1	Tom Strom	515.5	Pathfinder	OS .46LA
2	Marc Winz	501.5	Pathfinder	OS .46

CD: Dave Gardner

Dallas Aero Summer Heat

June 15-16, 2013, Dallas TX

Results from Doug Moon

Expert

1	Doug Moon	590
2	Richard Oliver	533.5
3	Don Cranfill	525.5
4	Steve Moon	523.5
5	Dale Gleason	513
6	Mike Greb	503.5
7	Bob Redmon	498.5

Advanced

1	Louis Keller	452
2	Dave Ek	320

Intermediate

1	Tom Hamblet	329.5
---	-------------	-------

Classic

1	Gaylord Elling	536.5
2	Don Cranfill	483.25
3	Greg Elling	469.75
4	Bruce Cunningham	469
5	Mark Allen	428.5
6	Sean McEntee	428

Classic scores are average of two flights.

Old Time

1	Sean McEntee	309
2	Gaylord Elling	308.5
3	Don Cranfill	299
4	Greg Elling	283
5	Bruce Cunningham	279
6	Mike Greb	275
7	Tom Hamblet	241

CD: Mike Scott

Midsummer Stunt Fest

June 23, 2013, Davis CA

Results from Pete Cunha, Co-CD

Expert

1	Dave Fitzgerald	578
2	Jim Aron	552.5
3	Igor Panchenko	537.5

Advanced

1	Mark Wasnick	499
2	Bob Duncan	491
3	Carter Fickes	457
4	Larry Wong	448
5	Brian Moore	443
6	Jerry Arana	407
7	Heman Lee	398

Beginner

1	Fred Cadiente	235
2	Kelly Whedan	179

Old Time

1	Bob Duncan	274.5
2	Jerry Arana	251.5
3	Jim Goss	129
4	Doug Barton	122

Stunt 25

1	Pete Cunha	520
2	Jim Aron	517
3	Heman Lee	472
4	Mike Scholtes	402
5	Jerry Arana	206

CDs: Pete Cunha, Walt Ghio

Weather: Challenging but not impossible. Wind 10 mph with higher gusts, cloudy, scattered showers. This may account for the high amount of passes taken as well as a few crashes. Overall, a well attended and fun local contest.

1/2A Fun Stunt Event

June 30, 2013, Richmond, B. C.

Results and story from Bruce Duncan

The "Nearly 1/2A Fun Stunt Event" was created by Gerry Boyd and it had two purposes, one was to encourage the building original semi scale stunt models, two was to have an event that was aimed at those just starting to learn basic maneuvers. We also like to have a few of the better builder/fliers in order to show what's possible and still have fun. One of the models developed for this event is Glenn Little's foam and brown paper P-51 Mustang. I believe it is capable of flying the complete PAMPA Precision pattern.

Below are the names of the entrants and their model type, unfortunately we did not keep the scores as they really mean little for this event.

Bob Baldock Skyraider
Henry Hajdik Helldiver
Hube Start Ishiad/Val
Mike Jennings Spitfire

Gerry Boyd Hurricane
Larry Lewin Mustang
Iain Dowling F.W. 190
Bruce Duncan Airacobra

Ron Belcourt Ishiad/Val
Dave McCheyne Mustang
Glenn Little Mustang

One electric powered model, Larry's P51, all the rest were glow powered using engines from TD .049, TD .051, A.P. Wasp .061, Medallion .09, TD .09, and O.S. .10LA.

Western Canada Stunt Championships

July 20-21, 2013, Richmond, B. C.

Results from Flyinglines.org

Expert

Judges: Keith Varley, Joan Cox

1	Chris Cox	591.5
2	Alan Resinger	576
3	Steve Helmick	509
4	Dave McCheyne	507.5

Advanced

Judges: Dave McCheyne, Steve Helmick

1	Keith Varley	516.5
2	Hube Start	461
3	Peter Ferguson	443

Intermediate

Judges: Keith Varley, Chris Cox

1	Rex Abbott	421
2	Bryan Carr	415
3	Glenn Little	355.5

Beginner

Judges: Alan Resinger, Steve Helmick

1	Bob Baldock	221.5
2	Warren Horbachewski	209
3	Iain Dowling	193
4	Oliver Lawrence	124

Classic

Judges: Keith Varley, Steve Helmick

1	Rex Abbott	323
2	Warren Horbachewski	61.5

Old Time

Judges: Joan Cox, Steve Helmick

1	Dave McCheyne	206.5
2	Rex Abbott	159.5
3	Paul Bedford	142.25
4	Henry Hadjik	133
5	Glenn Little	112.5

Profile

Judges: Keith Varley, Steve Helmick

1	Joe Yau	481.5
2	Dave McCheyne	438
3	Bryan Carr	388

CD: Keith Varley

Food: Chris and Joan Cox,
Dave McCheyne and Cindy

Philly Flyers Annual Contest

July 28, 2013, Neshaminy PA

Results from Mike Palko and Dennis Moritz

Expert

1	Mike Palko	578
2	Dan Banjock	571
3	Steve Fitton	547
4	Tim Stagg	534.5
5	Mike Cooper	500

Advanced

1	Rob Roberts	437.5
2	Vincent Judd	433
3	George Waters	430
4	Bernie Suhamski	418
5	Rick Wetzel	406
6	Brad Smith	390
7	Bob Krug	388
8	Dennis Moritz	368.5

Intermediate

1	Steve Dinerman	428.5
2	Jack Rosemere	414
3	Ken Dawson	411.5

Beginner

1	Richard Martinez	250.5
2	Jen Fedorick	167

Old Time

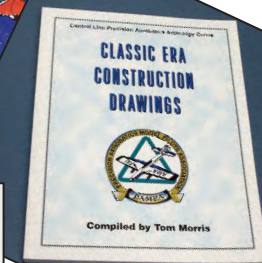
1	Dan Banjock	335.5
2	Tim Stagg	302.5
3	Bernie Suhamski	283
4	Rick Wetzel	280
5	Brad Smith	165

CD: Tom Hampshire

Stunthanger.com

Control line forum

**PAMPA
Products
Are Back!**



Books:

Classic Era Construction Drawings compiled by Tom Morris \$12.00

Old-Time Stunt Construction Drawings compiled by Tom Morris \$ 8.00

Pioneers of Control Line Flying by Charles Mackey \$12.00

PAMPA Decals, Stickers and Pins:

PAMPA Logo: Full color water-transfer decals. One 3-inch diameter decal and two 1½-inch diameter decals \$ 2.00

PAMPA Logo: Black on clear 1½-inch diameter vinyl sticker \$.25

PAMPA Pin: A 1¼-inch diameter, five-color metal lapel pin \$ 4.00



PAMPA Products Order Form

Item Description	Quantity	Price Each	Total

Payment

☐ Cash ☐ M.O. ☐ Check #: _____
☐ Credit Card ☐ MasterCard ☐ Visa

Account #: _____

Exp. Date: _____

V Code: _____

Amount: _____

Signature: _____

Telephone: _____

Ship to:

Total for Products*

Shipping**

7% tax Indiana residents

Total Cost

*Minimum Order \$5.00 please

**Shipping: US Orders Under \$60 add 25%

US Orders Over \$60 add 20%

Other Nations Airmail add 40%

Other Nations Surface Mail add 30%

Canada and Mexico add 35%

Mail Order To: PAMPA Products
c/o Jim Vornholt
PAMPA, PO Box 320
Plainfield, IN 46168.

Voice Order: (317) 385-4751

Email: PAMPA@indy.rr.com

P.O. Box 320
Plainfield, IN 46168-0320
PAMPA



BRODAK

**MANUFACTURING AND
DISTRIBUTING COMPANY, INC.**

BARGAINS! BARGAINS! BARGAINS! Check out these deals and be sure to check out the Clearance Section at www.brodak.com. We're adding new deals all the time, so check back often!

THESE SIX FAVORITES ARE BACK IN STOCK!



Olympic CLB-54 \$131.99



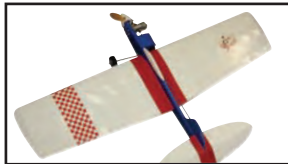
1/2A Waco CLP-18 \$36.99



Shoestring CLP-64 \$87.99



Stuka Stunt CLB-111 \$119.99



S1 Ringmaster CLP-82 \$87.99



Nobler CLB-32 \$131.99

Batteries - Buy 1, Get 1 Free

Supplies are limited. Order Today!



BH-1845: 7.4V x 850 mAh
BH-1846: 11.1V x 3300 mAh
BH-1847: 14.8V x 2800 mAh
BH-1848: 14.8V x 3300 mAh
BH-1849: 22.2V x 2800 mAh
BH-1885: 7.4V x 450 mAh
BH-1886: 11.1V x 1300 mAh
BH-1887: 11.1V x 1800 mAh
BH-1888: 14.8V x 2200 mAh
BH-1889: 22.2V x 2200 mAh

High Precision, Great Price!

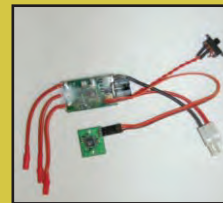


SNORER .55

Includes muffler. Can be converted from side to rear exhaust

SN - 55 \$229.00

WHILE SUPPLIES LAST!



Get a GREAT DEAL on BH-1853, the controller system used with the original Super Clown. 100% throttle, non adjustable. Flight times adjustable for 5, 6, or 7 minutes,

Cannot be used with an RC system. 35A rating, equipped with arming switch, Mabuchi battery connector, and 3.5mm bullet connectors for motor.

REG \$76.99 SALE \$39.99

ANOTHER GREAT DEAL!

BH-1855: Yuntong Intelligent Charger Model YT-0001S for 1, 2, or 3 cell Li-Po or Li Ion cells. Has alligator clips for input (10V - 15V DC). Equipped with a Mabuchi connector on output side. We suggest replacing it with whatever connector your battery uses. Charge Rate selectable from 100 mah to 2000 mah. Select 4.2V, 8.4V or 12.6V peak charge. This unit does not have a balancer but should be used with one. We have sold out of balancers.

REG \$76.99 SALE \$39.99

Now in stock!

Medium Silkspan

2-sheet pkg.

BH-926 \$5.49



Kolar Kote Covering Buy 1 Get 1 Free

(Supplies are limited for some items)



BH-1801: Red
BH-1802: Dark Blue
BH-1803: Silver
BH-1804: Purple

BH-1805: Black
BH-1807: Gray
BH-1808: Gold
BH-1810: Light Blue

BH-1811: Pink
BH-1812: Transparent Purple
BH-1814: Transparent Red
BH-1820: Olive Drab

100 Park Avenue / Carmichaels, PA 15320 / www.brodak.com / email: flyin@brodak.com
(724) 966-2726 (voice) or (724) 966-9131 (voice) / (724) 966-5670 (fax)