

# Stunt News

Precision Aerobatics Model  
Pilot's Association

May/June 2015 \$5.00



Farewell to icon and friend  
**Bob Gieseke**

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May/June 2015

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*On the cover:* Bob Gieseke—October 20, 1942 – January 18, 2015. Photo by Gene Martine.

*Inside cover photo:* New Jersey's Buddy Wieder built this Ryan's (Evil) Twin. It features a fully-sheeted built-up wing, E-Flite retracts, and is powered by two Cobra 2824/16 electric motors. A single Hyperion 4S 4,000 mAh battery supplies the power to the motors and the retracts. A Will Hubin Twin Timer controls the motor run and the retract timing. Photo by Buddy Wieder.

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



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# President's Report

by Warren Tiaht

## A great new venue for the F2B Team Trials in October.

In my last column I wrote about the upcoming 2016 F2B Team Trials that will be held in Houston. The dates are October 10-12, 2015. It is a two-day competition with October 12 as a contingency date in case of a weather delay. I spoke with the event director, Frank Williams, and the flying site sounds excellent.

The competition will be held on two seamless concrete circles with at least two additional grass circles, which are very nice and available for practice. The site is wide open so turbulence will not be an issue. Hopefully, some sort of fund-raising program can be organized to help ease the financial burden on the team members.

### Annual PAMPA meeting

The annual PAMPA meeting will be held on Wednesday, July 15, of Nats week. If you plan on attending the Nats, I encourage you to come to the meeting. Be advised that the offices of President, Secretary/Treasurer, and all District Directors from the odd numbered districts commence on January 1, of the even numbered years.

Nominations for these positions will be made at this meeting. If any of you out there are interested in running for a Trustee position, make sure you let it be known and attend the annual meeting if possible. If you cannot attend the meeting, advise your District representative so that he may submit your nomination. You can also contact the Secretary/Treasurer and he will submit your nomination.

### Contest Board changes

Keith and Barbara Trostle are in the process of selling their beautiful home in Tucson and building a new home in the Denver area so they can be closer to their family. If all goes per plan, they will be relocating late this year.

Keith is currently the District X representative on the Control Line Aerobatics Contest Board, as well as being Chairman. Keith took over when then CLACB Chairman Gary McClellan resigned due to serious health issues in late 2008. Gary had been Chairman for several years and did an excellent job. Keith stepped up without missing a beat and is doing an excellent job as well.

Moving to Colorado would prevent Keith from continuing as District X representative and chairman. He wishes to continue as a CLACB district representative and chairman if possible. Doc Holliday, the current District IX CLACB member, with many well-spent years on the board, was contacted and it was found



that he was thinking of stepping down.

Doc has been a real asset on the board and always discussed issues with his constituents. Thank you, Doc, for your many years of service. The result will be Keith replacing Doc as District IX member and continuing as Board Chairman. Jim Hoffman has volunteered and will replace Keith pending the approval of Lawrence Tougas, AMA District X Vice President.

### AMA Nats

Bob McDonald will be completing his second year as CLPA ED at the 2015 Nats. He has advised me that this is his last one. He has a house full of beautiful, competitive models and would like to resume competing at the national level. His able Assistant ED, Curt Nixon, has also said that he too wishes to get back to competition.

This means that a 2016 Nats CLPA ED must be found. There are several qualified folks out there. The fact is that a Nats CLPA ED need not be a Top Twenty competitor. Having been a Nats CLPA entrant certainly helps, but is not a necessity. Any volunteers out there?

### VSC

This was the second year at the Vintage Stunt Championships for the Super 70s category. There were four entries in 2014 and seven in 2015. There were many positive comments about the class. While seven entries is not a landslide, several Classic entrants said they were in the process of building a model for next year's Super 70s event.

Another class that was inaugurated in the 2014 VSC was the Ringmaster event. Bob Whitely spoke with Dee Rice in 2013 about the possibility of having a dedicated Ringmaster event. The details were ironed out and Steve Holt was a great help in getting the event run as a low-pressure, fun event. With 11 entries in 2014 and 15 entries competing this year, with all having good fun, more folks are going to take part next year as VSC will continue the event in 2016.

I look forward to seeing you on the contest trail. *sn*

—Warren

# Level Laps

by Bob Hunt

PAMPA and Control Line Stunt have lost an icon and many of us have lost a good friend.



**Goodbyes are difficult**, and it seems that we've been saying a lot of them recently. When anyone in our modeling family passes, we all feel the loss. When one of the icons of the sport passes, the loss may seem even more profound and tragic.

Bob Gieseke was, and still is, an icon of the CL Stunt event. He always will be. His passing left a void that can never be filled. But Bob didn't think of himself as an icon; he just loved building and flying stunt models and would sit and talk stunt with anyone who wanted to talk with him. He had a way of putting at ease anyone who approached him.

I had read about Bob in the modeling magazines, and even watched him fly at a Nats or two from the spectators' gallery long before I ever got the chance to meet and talk with him. My first year in Nats stunt competition was 1973 at Oshkosh, Wisconsin, at the EAA facility there. Back then there were only two qualifying circles, and I believe it was the top eight fliers from each circle who qualified for the 16 man finals.

I remember thinking as I looked at the draw for my circle that Mr. Gieseke would probably be the top qualifier, and that there were only seven spots available for the rest of us to fight over. Bob had some problems that year and ended up missing out on qualifying by one spot. I made it in, and I felt as though I'd done something really wrong.

I was certain that Bob would be mad at me for making it in when he didn't, and I hadn't even had the pleasure of formally meeting him yet! I was sure my first meeting with Bob would be an unpleasant one...

In, what I soon came to realize was, typical Bob Gieseke fashion, he came over to me and gave me a handshake and a hug. He was truly pleased that I had flown well enough to qualify. And he warmly welcomed me to the Nats stunt fraternity. In that brief moment I came to realize just what it is that makes a champion. Even when things go wrong, a true

champion is also a true gentleman. Bob made me feel as if he'd known me forever, and we were good friends from that point on.

Doug Moon requested the honor of writing the memorial article about Bob for *Stunt News*. I felt it was only fitting that Doug should have that honor because he and Bob had formed a very special bond over the past few years. Bob had mentored and coached Doug from near the point at which he was a beginner to the day he became the 2012 Nats Champion and Walker Trophy winner, and beyond. Their friendship was one of mutual respect and admiration.

Doug wrote the piece that is included in this issue about Bob, but also thoughtfully gathered tributes to Bob from many in the modeling community who knew and loved him. I was most pleased to have been one of those asked to contribute my thoughts, and I thank Doug for the opportunity.

After writing my tribute for Doug's article, I remembered another great Bob Gieseke story. It's one that reveals the man's humanity, and his very dry and witty sense of humor. The scene was the 1975 Nats in Lake Charles, Louisiana. Bob was the defending Nats Champion that year, having won it all at the same venue a year earlier.

It seems that 1975 was the year that the safety thong rule was reinstated for the CL Stunt event, after years of not having to wear one. Bob decided that he'd better put one on and practice a few flights with it before the competition began. He fired up his trusty Fox .35, lit his pipe, and headed for the center of the circle as his son Joe held Bob's beautiful red ship.

Bob put his hand through the safety thong but forgot to check the control motion. You guessed it—Bob had put the thong on the wrong end of the handle. He signaled Joe to

*continued on page 4*

continued from page 3

launch the model, and the ship started its takeoff run. I remember all this vividly, because I was standing adjacent to the model as it was launched. Suddenly the model nosed over and the prop struck the ground and broke, causing the engine to go into a “shaft run.”

Bob reversed the controls instinctively, and the model, which was still carrying a bit of speed, lifted off the pavement and went almost straight up! Bob reversed the controls once again, and the model came down abruptly on its nose, the impact broke the fuselage in half just behind the wing (a classic weak point in Noblers!). The engine was now screaming and throwing sparks, and the model was still moving forward slowly, dragging the severed tail section by the still intact pushrod.

Joe got up and yelled to Bob, “I’ll kill it, Paw.” Joe got to the model, picked it up, and slammed the nose into the pavement in an effort to stop the shaft run and save the engine.

Unfortunately, Joe’s adrenalin must have been peaking, as he used a bit too much force. The nose of the ship broke off to one side and the engine mercifully shut off. There was a brief moment of silence and then Bob removed the pipe from his mouth and said, “I think you killed it a might too much, Joe.”

It’s probably worth mentioning here that after that safety thong fiasco, Bob repaired the ship and went on the win that Nats—scoring the fourth of his eventual five Nats Championships! That was the Bob I knew, a great and talented champion, but also a humble and self-effacing man. To me Bob is more than an icon of this hobby/sport, he is an icon of the human race. Godspeed, Mr. Gieseke.

### Contesting at the “Nall”

After three very successful years of training new CL pilots, Mark Weiss, head honcho at the CL circles at the Joe Nall Fly-In, floated the idea of having a PAMPA Stunt contest at the end of Nall week. The idea was well received, and the 2015 Joe Nall and Bob Shaw Stunt Championships was a resounding success.

I asked Mark to write a report on the happenings at the fly-in this year. He responded with a piece that really explains all that Mark and his “Green Hat Gang” do to promote CL flying... and it’s a bunch.

Mark intends to expand the contest portion of the week next year to two days and add in Profile, OTS, and Classic Stunt to the contest menu. If you have not yet been to the Joe Nall Fly-In to participate in the CL activities, then you are missing out on a fun-filled week of helping to train new pilots, lots of sport flying on the very best grass circles in existence, and now a first rate CL Stunt contest.

Make plans now to attend next year!

### My aching back, part 2

I’d like to take this opportunity to thank all those who have called, emailed, and written with wishes and prayers for my recovery from the worst back pain I’ve ever endured. It all worked, as I’m on the mend, and have had great success with aqua therapy and physical therapy (I go twice a week). I’m feeling much better, but there is still a long way to go to fix all the problems. I’ll stick with it.

I was fairly certain that my flying days were over due to this problem, but it seems as though I may indeed be able to compete again. One day at a time... *SV*

—Bob Hunt



## Control Line WORLD

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### **RENEWALS:**

You may also chose to print and mail the membership form with an attached check or money order to the address below.

For all renewals to be considered timely, they must be **postmarked** by December 31st.

Late renewals will **NOT** get back issues mailed to them; they are available on-line.

### **NEW:**

Members joining after **October 1st**, will get full credit for the next year's membership. They will also receive Stunt News for November / December issues as a bonus.

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All members have full access to the website and all on-line back issues. These can be read or downloaded to your computer. You can file them, burn them to a CD's or print them directly from Stunt News in color..

***Seasonal address changes (Snowbirds) must notify the Membership Chairman of address change and dates of the change; there are no automatic transfers of mailing addresses.***

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***You are responsible to notify PAMPA of any address change.....it up to you to be timely!***

**MIKE STRAND**

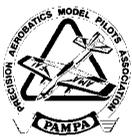
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*Please print legibly. Use one form per member. Make photocopies for multiple registrations.*

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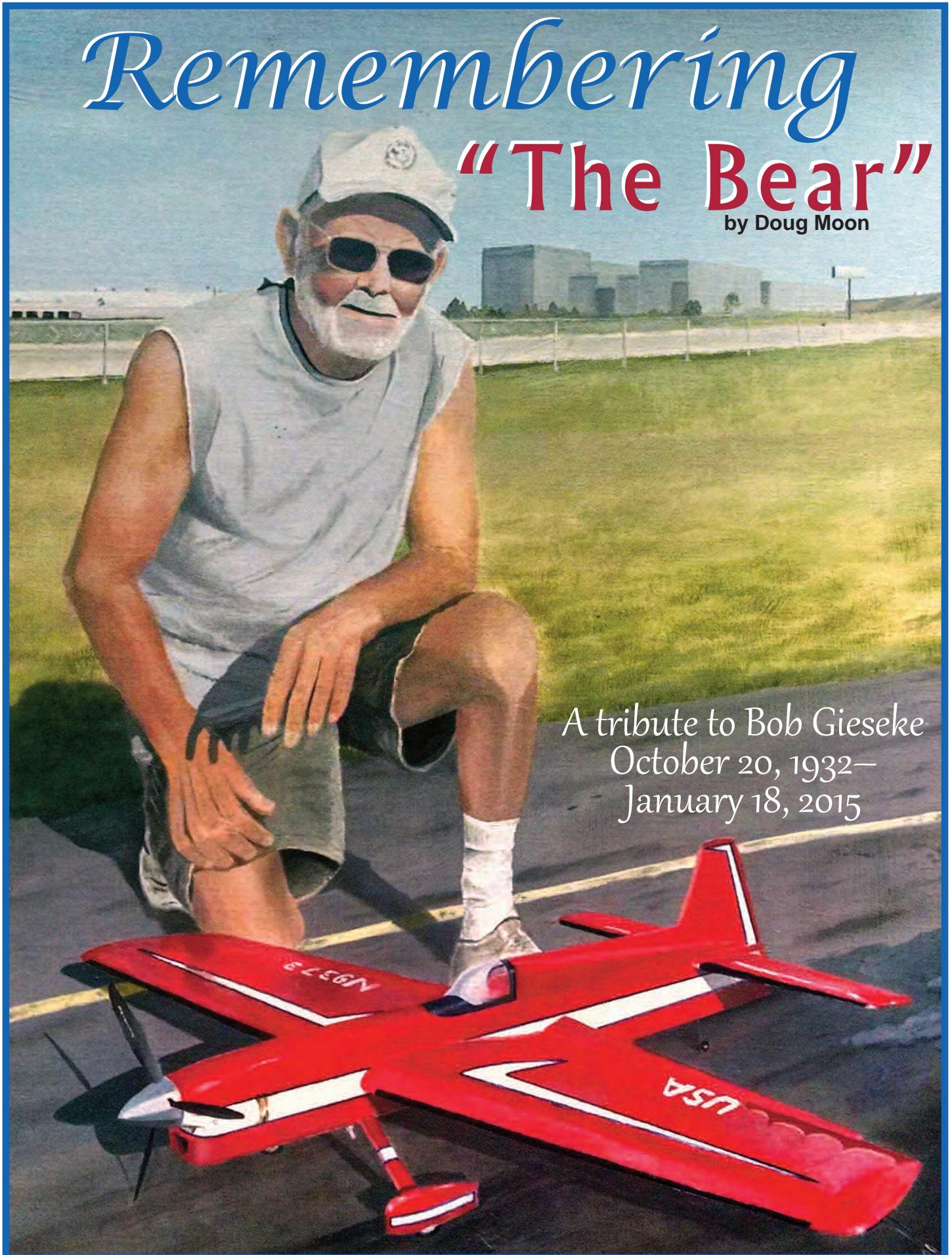
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# Remembering "The Bear"

by Doug Moon

A tribute to Bob Gieseke  
October 20, 1932—  
January 18, 2015



**The Stunt event** may have lost a true legend among legends, but the Stunt Community lost a dear friend. Bob Gieseke was born on October 20, 1932 to Edna Catherine and Herbert Charles Gieseke in Highland IL. Like most of us he was exposed early on to the wonders of control line.

At the age of 10 he and his father made several trips to the local flying field to try to fly a model airplane. His father was interested in aviation and really wanted to get a successful flight on his model. Bob was right by his side for many of those attempts. They always ended in a broken model. During one of those trips to the field Bob asked if he could fly the plane and his father gave him the handle.

He flew the plane successfully and landed it. The fire for flying was lit, and it would never go out. It is said his father never flew the plane again. Bob said his father was very supportive of his flying and during the early years he would stand down wind with an orange hat on so he could learn where five foot was. It's apparent that it worked.

While most of us knew him as a controliner through and through, he had many interests other than just flying. He loved basketball. He was the captain of his high school basketball team. He loved exercising and was a good long distance runner and cyclist. He told me once he trained for a race where he would ride 50 miles and run 10 more miles. But shortly before the race he had a crash on his bike and didn't get to compete.

He had completed it in practice and

was satisfied knowing he could do it. It just so happens I received that old bike of his and I am in the process of resurrecting it.

We all know he knew how to fly in the wind and he used his pipe to tell him from which direction it was coming. He was a



Above: This photo of Bob and his plane was taken when he won the Open Stunt division and the Walker Trophy for the first time in 1966. Wynn Paul photo.

Left: Bob and Anna Mae Gieseke watching fliers at the 1974 Nationals in Lake Charles, Louisiana. Wynn Paul photo.

graduate from the Spartan College of Aeronautics and Technology in Tulsa, OK and later served four years in the US Air Force as a meteorologist during the Korean War. I like to think there is a little more to it than just education and understanding the wind patterns. There were times when I swear he could see the wind. It was a like an extra sense he had.

Bob married Anna Mae Bassett in 1952. They later moved to Irving, TX when he took a job as a meteorologist with Braniff International Airlines at Love Field. They had four children, Christy, Joe, Linda and Max. He has three grandchildren: Diane (Kenny) Walters, Nathan Hallford, and Kristen Nielsen; two great grandsons: Corbin and Tripp Nielsen; and his brother, Don and sister-in-law, Linda Ann Gieseke. He is preceded in death by his wife, Anna Mae (Bassett) Gieseke, daughter, Linda Rae Gieseke and his parents.

We all know he had five Nats wins and a WC win to his credit, but I thought I should list some more of his stunt record that was provided to me by Wynn Paul.

It is a most impressive record!

### **US Nationals (37 Nats appearances):**

37 times in the Top 20

26 times in the Top 10

12 times in the Top 5

Five Walker Trophy Wins: 1966, 1968, 1974, 1975, and 1979

### **USA Team Trials:**

19 appearances

17 times in the Top 10

11 times in the Top 5

8 times in the Top 3 (withdrew from the team in 1979)

### **World Champs (seven appearances):**

First place 1974

Second place 1970

Third place 1968, 1976

Other placings 5, 6, 9

### **World Champs Team Wins:**

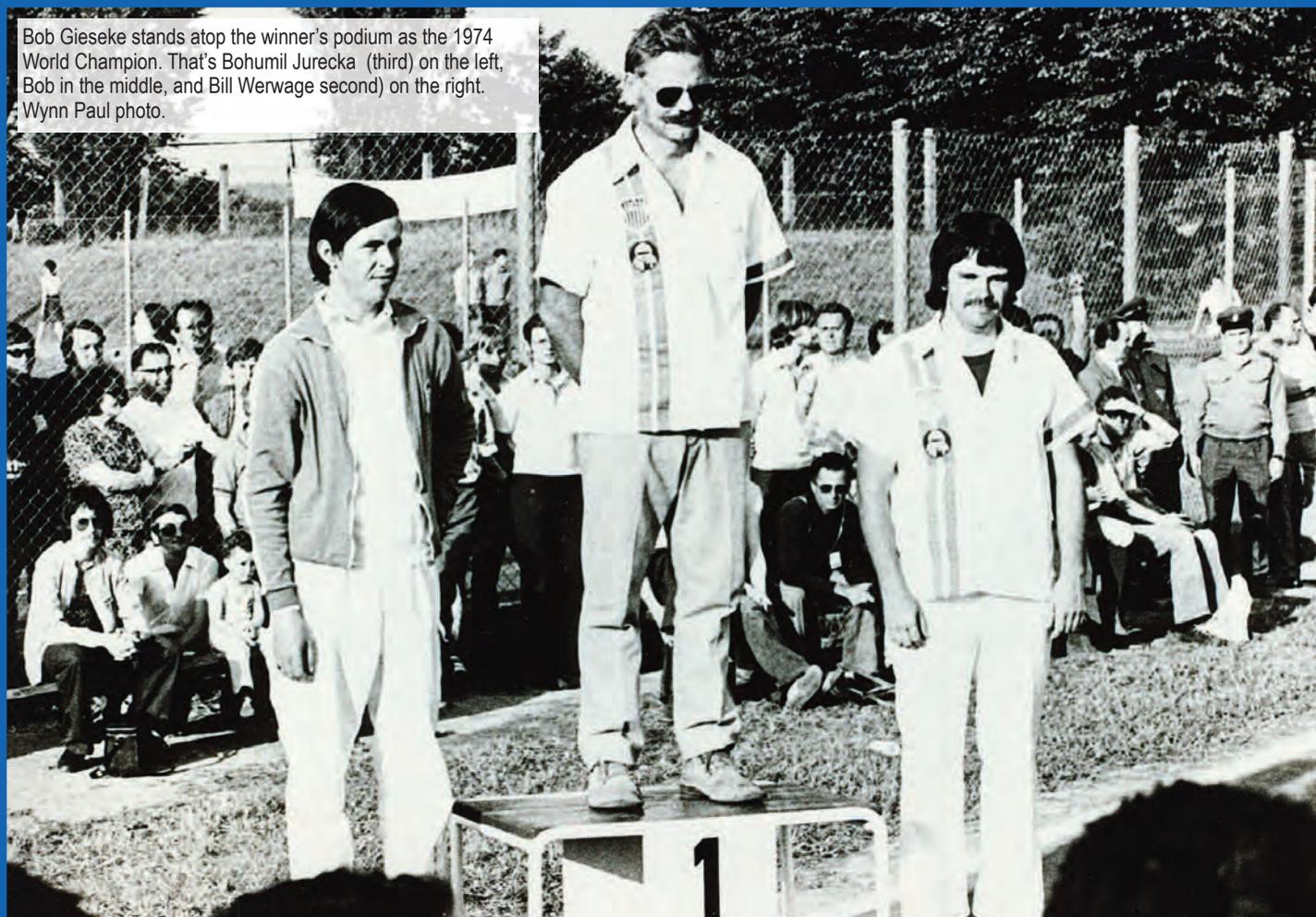
Seven for seven!



The winning USA team at the 1964 World Championships in Hungary. This was Bob's first trip to the World Championships. That's Bob Gialdini on the left and Lew McFarland on the right. Wynn Paul photo.



Bob Gieseke stands atop the winner's podium as the 1974 World Champion. That's Bohumil Jurecka (third) on the left, Bob in the middle, and Bill Werwage second) on the right. Wynn Paul photo.



Bob Gieseke won the 1974 USA Nationals in the Open Division and the Walker Trophy for a clean sweep of the year. Wynn Paul photo.



Was he a fierce competitor? Yes! Was he an exceptional builder, always striving to make it “better?” Yes! Was an absolute hammer as a judge? Yes! In fact, many will attest to this, but he was fair and consistent. (He and Mike Scott once wrote all 10s

and 11s on one of my score sheets and turned it in, I was shocked when they wrote 153 or something on the score board... it was awesome!)

Was he a modest man always thinking of others? Yes!

## Remembrances

Following are some stories from many of those who knew him. And while his record is outstanding, I think what you will find in the stories and comments below are the same underlying theme over and over about what kind of person he really was.

### Christy Hallford

My Dad

My earliest remembrance is Daddy running across the yard, with that second-place trophy raised high in his hand, as he came to show Mother and me a win from a local contest. We were all so excited. The year was 1959. I was five. It was the Ozzie and Harriett Age...

Every summer we would all pile into the car and go to most of the local contests in Texas, and one or two in Louisiana and Oklahoma. The beginning of the summer usually started with the contest in Longview on Memorial Day and ended on Labor Day at the “Southwest” contest at Hobby Park in Dallas.

In 1963, Daddy qualified for the team trials for the FAI competition that was to be held in Budapest, Hungary in 1964. While at a local contest before the trip, a bystander at the contest “walked into the circle” while Daddy was flying.

The outside wing clipped the person’s shoulder and the airplane was heavily damaged. In order for Daddy to repair the plane prior to competing in Hungary, he worked “around the clock” and got as much practice in a short time as he could. His fellow co-workers at Braniff covered all of his shifts so that he could do this.

The family soon started going to all of the Nats. During the mid-1960s the Nats rotated every year to one of four Naval Air Bases - Dallas, Philadelphia, Chicago and Los Angeles. After that (starting in 1973) the Nats were held at various locations across the US.

When we traveled as a family (six of us) it was a tight fit in our four-door sedan. The airplane was put in the trunk, with our clothes packed in plastic bags and gently placed around the plane. After the contests were over, we would always take a vacation to a nearby site—Washington D.C., Wisconsin Dells, Hoover Dam, etc.

Much like being an Olympic competitor, Daddy trained in the off season—situps, running, bicycling. During flying season, he practiced all the time. A word he has written on his wall in the workshop: Think!

Who nicknamed my dad “The Bear?” During one of the international competitions that he attended, Billy Werwage gave him that name because he thought Daddy sounded like an old bear when he snored at night.

These are just a few of the many memories I have of my dad, our travels and the lifelong friends he made. Only the fondest of memories...

—Christy

### Chris McMillin

I knew Bob from when I was a little boy through my Dad, Jerry McMillin’s participation in Stunt. I met Bob in the 60s and would see him every year at the Nats. It was a time when the Nationals were a real big deal and people would renew their friendships every year as they came from all over the country to compete.

When I flew in the Nats as an adult in the 80s I renewed that friendship easily, mostly because of Bob’s easygoing style. He was a fine man, willing to give and had a nice disposition.

One of the greatest times I recall for me in my Stunt flying was when I was flying well at the 1992 Nats and Bob Gieseke, Dave Geirke, Jim Silhavy and my Dad were all hanging around after the contest flying was finished watching me and my friend Dave Eyskens practice flight after flight.

These guys just hung out for hours telling old stories and enjoying themselves as they watched us practice like they used to do, but relaxing and cutting up because they didn’t have to anymore. They smiled and laughed, and when Bob was leaving he said to me that he thought I was going to, “do some good tomorrow,” that being finals day. It impressed me that he would say something so nice, and boost my confidence.

I had a similar thing happen at VSC some years later where he had watched me fly an official flight with a borrowed model I hadn’t flown before and commented on my doing such a fine job with it. I was always so pleased and filled with pride when Bob complimented me because of his enormous accomplishments in CL Stunt. It made me happy to know him, and want to be around him.

My father judged at the team trials for the 1972 US Team and Bob won a berth on the team. Dad was an airline pilot and respected Bob very much in his airline dispatcher profession. I think also because dad and Bob were from southern Illinois (we’re from Lawrenceville) and moved on to the “Big City” (wherever that may be for each man...), they had a lot in common.

I always enjoyed the stories about that Team Trials contest (I could not go because of school), and there will always be a place in my heart for Bob Gieseke because of these and many other stories.

So sorry your grandpa is gone, Nathan; we all loved him. Please tell the family our deepest sympathies are with them.

—Chris

## Steve Moon

I don't really even know where to start with my "Mr. Bob" stories; there are so many. He was a true gentleman, friend, mentor, competitor, motivator, and legend. I am truly saddened by his passing.

When my brother Doug and I first started going to Hobby Park in Dallas on a regular basis in the early 1990s it seemed like Bob was always there, pounding in flight after flight. We didn't really know what he was doing, but we sure knew it looked cool. I knew who he was from reading the model airplane magazines as a kid, and I couldn't believe he was right there.

Years later, after becoming friends, Bob told me (with his quiet chuckle, of course) that he always got a kick out of watching Doug and I because, as he said, "Those Moon brothers are a hoot." I'll never forget that.

He taught us more than we could have ever hoped to learn about this hobby/sport/passion. When I am building a plane - no matter the type - I always ask myself, "How would Bob do it." Because, in my mind, if Bob did something a certain way, then it was the right way.

As I've progressed over the years in my building and flying skills I've still always asked myself, "Is this good enough for Bob?" If I have built a plane or flown a pattern that Bob approved of, then I have accomplished something. At my first Nats in 1996 I was so nervous on my first flight that my hand was shaking and I actually left out the level laps after takeoff before going right into the wingover.

Over the years, with the countless contests, and the thousands of flights, that nervousness had disappeared, unless Bob was watching... I so badly wanted to perform well in front of Bob that I would have to make a great effort to control my emotions. It even happened this past year at the Nats, my 19<sup>th</sup> consecutive. After putting up many practice flights and a few officials Bob came out to watch us fly on Thursday evening.

I was just getting ready to start my motor when he and Christy came walking up. He casually set down his chair and then settled in. By the time I got out to the handle my hand was shaking. I managed to calm myself and put in a decent flight and Bob gave me a couple of pointers, but said he thought it was overall a good flight. Whew!

At the 2013 Nats Bob, Christy, Doug, and Mike Scott were all watching my first official flight. Of course I was a bit nervous with Bob there, but I was able to concentrate and put in what I thought was a pretty good flight. I was actually smiling as I took my plane off the circle. When I finally got up the courage to walk over and ask Bob what he thought I couldn't believe what he said, "That's the best flight I've ever seen you fly!" Hearing that felt great!

My proudest moment in this long journey happened at the 2010 Nats. I was judging Open and Advanced that year, as my new plane was not ready. I did fly in Classic, though. And, of course, I flew a Gieseke Nobler. Powered by a reworked Thunder Tiger 36, this was a great-flying plane.

After a tough first round flight in air so still I think we may have been in a vacuum I was in second place, but about ten points off the pace. In the second round there was just enough wind to clean up the air and I was able to put in a very good flight. My son Jake and my Dad were there and they both said was a great flight. I managed to prevail and won the contest.

And, in second place was Allen Goff flying a ... Gieseke Nobler. A Gieseke Nobler—one and two! Allen and I later took a picture with Bob and our Gieseke Noblers. Bob signed a copy for me, and I still have it on the shelf right by my dining table.

You'll be missed Bob.

—Steve

## Bill Byles

At the '98 Nats, Bob Whitely and I were out on the L-pad in the evening for some practice and Gieseke was flying. When he landed, Whitely said to me that I should go ask Gieseke if I could pick up his airplane, that it was really heavy.

So I walked up to Bob and asked him if it was OK to just pick up his ship. He looked at me, and then at Whitely, smiled then said go ahead. I bent over expecting that it would be, as Whitely had said, pretty heavy.

Well, I put way more effort than needed into picking it up so as to overcome the "heavy" weight and just about hit myself in the face with it. It was super light! Whitely and Gieseke got a good laugh out of that and I found out what a truly lightweight airplane was.

—Bill

## René Berger

My name is René Berger from Switzerland. (Maybe you remember me from Tucson.) I met Bob Gieseke the first time at the Worlds 1972, in Helsinki. (I was a member of the Swiss aerobatic team.)

I was thrilled about Bob's plane and his flying. Impressed I was by Bob, not only by his performance, but also by his kind behavior. Helping and giving advice to everybody who was asking him.

At that contest Bob was flying his Nobler in a superb manner. I guess he finished second on that occasion, behind Billy.

I didn't fly CL again until the mid-1990s. Coming back to this great way to fly models I qualified to go to the Worlds in Shanghai. Unfortunately I couldn't make it, due to professional reasons. So I missed the opportunity to meet him there.

The next time I met Bob was in Tucson. The VSC from 1996 on till 2012 was for me, and after I retired, it was the place to be for me, so I bought a house there and spent my summers there.

I had the chance to meet him there again and to admire his Gieseke-Nobler. In his company I had always good moments. I am deeply sorry he is not anymore with us, in this wonderful CL community.

I will keep Bob in my heart, like I remember him during his best times.

—Rene

## Dan McEntee

You don't grow up at the time I did and fly control line models and not know who Bob Gieseke was. Like lots of people I always saw his name and picture in the magazines in coverage of the Nats and the World Championships. In almost every sport or competitive endeavor there are people whose name and face are considered icons of the event. I think that describes Mr. Gieseke perfectly.

I got to meet him when he first made a trip to VSC in Tucson, and he would sometimes stop in St. Louis on his way to the Nats to put in some flights at Buder Park. I think he had some family in the area here?

Bob and the "Texas Gang" came to our Broken Arrow Stunt and Scale contest one year, and that really made the weekend. Bob was truly a gentleman and role model for all of us.

I wish I could have gotten to know him better. In thinking about him after learning of his passing, I concluded that if there was one person who was responsible for setting the bar a little higher and taking the event to the next level on its evolution to where it is today, it would have to be Bob Gieseke.

Bob exemplified the relentless passion and pursuit of perfection and setting standards of what it would take to reach the pinnacle of the event, and was still loved and revered by everyone that picked up a handle and tried to put in a decent pattern. I am very glad I got to meet someone like that.

—Dan

## Mike Keville

One of the nicest people it was ever my pleasure to meet. I will always remember the year Bobe came to the VSC and entered OTS with a borrowed model. Even though he was unfamiliar with the pattern, he practiced all week ... and won the event!

—Mike

## Lou Dudka

Hi all. Bob hadn't been doing too well at recent Nats a while back, and decided that it was time to give up the Fox 35/Nobler combination. So he asked Glen Meador and me to make him a wing and stab for a "60 Nobler."

Bob sent us the original hand-drawn Gieseke Nobler plans (which we copied and distributed—many of you might even have a copy, Ed Cap now has the original), and also a tracing of the root and tip templates that he used for building the wing.

When they arrived we immediately set to work. We had his templates photographically enlarged (no digital/computer stuff in those days). Upon inspection we noticed there was a  $\frac{1}{8}$ -inch difference in symmetry between the two halves of the template.

We called Bob to ask him what to do. We figured, heck, he'll send us the "right" tracings ... or something. Bob's reaction: "Aw, just take the average."

Bob flew the 60 Nobler for less than half the season—it just didn't work out and he went back to the Fox .35.

He asked Ken Purzycki (who is a master chemist) to run a full chemical analysis on his "favorite batch of fuel." It turned out to be 40% Castor!

—Lou

## Curt Contrata

So much has been already said about the Bear, but the common thread that seems to run through all our memories is that not only did we all love the Bear, but he loved all each of us as much as he did the hobby, his models, and his dog.

I will spare all but one special memory of mine. It was when Doug and I were in the Top 5 flyoff at the Nats. He was so proud of us both. He leaned over to me and said to me in an emotional voice, "I don't know which of you to cheer for."

Still feeling the loss.

—Curt

## John Grisby

Where to start... I've known Bob since the 90s. He used to come into a hobby shop I worked at then, and we met and became friends. I started going to Hobby Park in Dallas to see him fly and met all sorts of characters like, the Moon brothers, Mike Scott (Bob's flying buddy), and many others. All this led to me getting to know him quite well.

We (the shop) started getting really light balsa wood from Sig at the time. We started ordering some for him. He liked it so much that he named it LTA wood. That stands for "lighter than air." Even Sig put that name on our orders.

I started flying control line around that period and would go fly with everyone at Hobby Park. Eventually I learned the pattern and would occasionally fly with Bob (which intimidated me because I was really bad at it).

One day I noticed he would come over to watch every time I went up. I knew he was a World Champ, and could not for the life of me figure out why this man did this? Finally I worked enough nerve to ask him.

He looked at me from his chair, smiled and said, "You know John, when you fly, I just never know what's going to happen!" and then busted out laughing very loud, as did everyone there. Made me feel like a million bucks that he cared and was having fun with me!

Years later, I became a Nats judge and he told me many times how proud he was and what a good job he thought I was doing. I will always remember that along with the wry smile, the pipe, and Bob's never ending quest to fly a perfect pattern. In his word's, "God couldn't fly a 40-point maneuver."

He was quite a legend for all of us in Dallas and I will miss him forever! Maybe God will let him have his 40-point perfect pattern in heaven. God bless you, Bob!

One last thing: I got very sick at the Nats one year, and Bob stayed with me for a long time in my motel room until I finally went to sleep. You just can't put words on that, but that's how special he was! A brilliant human being!

—John

## Glen and Karen Meador

My fondest memory of Bob was one of the years I was trying unsuccessfully to qualify at the Nats. After the first day I was convinced the judges hated me, and I was getting screwed. Gieseke by then was friends with my wife, Karen, and she talked to him about my flying. I was laying in my hotel room sulking and probably drinking and in stormed Gieseke.

He looked at me and said one line, "You have 100 horsepower in that airplane and you're using 10 of them; you're flying to slow and soft."

Then he walked out. Then, the next morning after carefully balancing my coffee, nicotine, and beer intake, I took out a little nose weight, cranked the needle in and said I'll show them. I flew a 566, the highest I ever scored on a Nats flight. I still have the faded score sheets.

Karen was his scorekeeper when he judged at the Wilmington, Ohio Nats in 1980. She was all of 20 and intimidated by being around Bob the legend, but this Southern gentleman treated her like a queen. Every time the wind shifted and he moved he would first pick up her chair and carry it to the new spot without taking his eyes off the flight. They were lifelong friends after that.

Bob and big Art actually stayed at my house on the way to the Worlds one time. I'll never forget walking down the street with Bob and he kept looking up. I said, "What are you looking at?" And he said, "The trees" (they were big old oaks). He told me there were no trees where he lived.

At one of the Massachusetts Nats I was standing with Bob and he looked up at one of the big US flags flying at the military base. He said to me, "I figure that's a 25-knot flag, when it stands out straight, we stop flying."

I agreed, but said it was more likely I would stop with a 15-knot flag. Every time I see a big flag to this day I think about that and try to figure out how many knot flag it is. My kids will hear me say, "Now that's a 25-knot flag" and they look at me like I'm crazy.

Those are just a few of many stories about Bob that I could share. He called Karen last summer and said he was getting a ride to the Nats, and that it would probably be his last. He asked if we could we come out. How prophetic. We had other vacation plans and couldn't change them; now we're kicking ourselves.

—Glen and Karen

## Doug Moon

A few years back, before I had won the Nats, Bob was coaching me pretty hard one summer. We had been out flying many nights in a row. He turned to me and said, "You know if you really work hard at this you are going to do really well, I mean really well!"

He was looking me right in the eye when he said it and he wasn't smiling. I was picking up what he was putting down. But at the same time we had really been flying a lot and I thought to myself, "How could I do more? Do I need to test more or build more or what? What does that mean?"

My wife was working evenings then and I pretty much lived at the field. Mike was there every day, too, with his son Jeff in tow.

We had that conversation at the end of a flying session. About two hours later he called and with his usual quick to the point style and said, "Doug, I thought about what I said. You don't need to press this, I wasn't trying to put pressure on you to do more. Don't get your life out of whack over stunt. Keep your priorities straight put family first. Okay?"

I said, "I certainly will keep the family first." Then he said okay and hung up. He somehow knew what I had thought or thought about the work so far and knew I needed to hear that.

—Doug

## Dennis Adamisin

I first met Bob Gieseke in the mid 1960's. To me as a "kid," Bob was one of those impossible to match fliers, who happened to be a very approachable and easy to talk to – but I only saw him once or twice a year at competitions.

Bob was not one to talk about his accomplishments – of which he had many he could have bragged about. He won in the Navy era, he won in the PAMPA era, and with his last victory, he put on a clinic for flying in the wind at Lincoln, Nebraska.

It took me a very long time to appreciate not just his excellence as a stunt flier, but also the gentlemanly grace by which he conducted himself.

Stunt fliers can be such divas! Bob was one of the exceptional few who won with class, and competed with grace.

—Dennis

## Dale Berry

I spent my entire youth wanting to fly stunt, but it wasn't until I was in my 30s that I actually got to fly in contests. I met Bob in 1990 at Derek's first Nats, and I'll never forget the first thing he said to us.

He watched Derek fly a pattern and came over and asked Derek where he lived, Derek said, "Georgia," and Bob said, "Too bad, if you lived in Texas I'd get your name on the Walker Cup." I'll never forget that.

It's only in the last ten years that I really got to know him and I wish I had more time. Those evenings at the Nats in Randy Smith's room with him and Les McDonald and Billy Werwage telling stories of Worlds trips was priceless. I just wish I'd had a video camera going, it was unbelievable.

He's one of the most incredible people I've ever been fortunate to know. Bob, you will be missed.

—Dale

## Will Hinton

What a privilege to have gotten to know Bob and to call him friend! He was the kind of gentleman who treated everyone as though they were the top of the heap. He expressed his passion for stunt once when four of us took him along to the ranch out west of Muncie to practice on the paved circle there.

As we joked and prodded each other while unloading the planes, one of the guys asked Bob if he had ever considered remarrying. His answer was priceless. He said he had seen a few ladies who were nice, and one in particular was a very close friend. However—and this is the way he told it—“She called me one day and suggested we go somewhere that day and I told her I couldn’t, I was going flying. When she said, ‘Didn’t you just do that last week?’ I knew that just wasn’t going to work out!”

We all just about rolled on the ground! He had that wonderful little boy smile and glint in his eye that just broke you up when he said it.

Another time I treasure was when he nailed me, once again with that glint and smile. I was flying my first PA .65 after flying a .61 for quite some time. I was extolling how I really liked the .65 so much over the 61 because of this and that, but then commented that I really couldn’t nail down one particular reason why I preferred it.

Are you ready for this? Remember, the glint in the eyes and smile was there as he said very simply, “It’s called horsepower, Will.”

I had many chances at several Nats to hang out and visit with this wonderful human being and treasure the knowledge that I could call him friend. I just wish more people could be like Bob; many of this world’s problems would be solved!

—Will

## Bob Hunt

Tom Niebuhr called me on a Sunday evening with the devastating news of the passing of Bob. It took me a couple of days just to process that information and fully realize that we now live in a world without Bob Gieseke.

Bob was a constant in many of our lives. He set standards which many of us would strive and struggle to achieve. And, those standards were not just for perfection of model airplane flight, but rather for the whole package. Bob was first and foremost a gentleman’s gentleman. He set standards for courtesy, helpfulness, decency, fairness and humility.

As a flier he set standards for work ethic, style, diligence, poise, grit, and longevity in a sport that often favors the next “new thing.” Bob’s “act” rarely changed, and it played well for more than four decades. My impression of his flying the first time I watched him go through the pattern until the last time I saw him fly remains the same—professional. No one had a more distinctive flying style than did Bob.

Bob set standards for insuring the future of the event by helping anyone and everyone who would but ask. The flying sessions I had with Bob over the years at the Nats, and at the World Championships we attended as fellow team members, were like advanced classes in stunt flying. He never forced his opinion on me; he always asked if I wanted to hear what he had to say about something in my pattern before offering advice. I always accepted! And, his advice was always spot on.

I learned a lot from Bob about presentation, pace and flow of the pattern. In recent years Bob was delighted that one of his protégés, Doug Moon, attained the mantle of National Champion. I think he was more proud of that than of his own five Nats wins. I saw the absolute joy in his eyes when Doug was presented the Walker Trophy in 2012.

And, I remember Bob standing right next to me for more than an hour during the last round of the World Championships in Woodvale, England in 1978. He was not in contention for the win, but I was leading and there were a couple of fliers who had a mathematical chance to beat me. Bob knew they really didn’t have that chance and wanted to be the first to congratulate me. I told him that it would have

to wait until the last score was in. He stayed glued to my side until the last score was tallied and posted and then gave me a huge “Bear” hug.

Bob would watch everyone’s patterns. When he saw a good one, he always would go over to the pilot who flew it and praise the flight. When he didn’t like the pattern, and was asked about it by the pilot, he would be equally honest about its quality... Bob’s praise was genuine when given.

Back when I was producing video programs I called and asked Bob if he would agree to me stopping by and shooting a segment with him. In true Bob Gieseke manner he questioned if anyone would be interested in watching that.

He really didn’t think he had anything to offer ... It was a wonderful segment that was shot with harsh light (my bad) on his living room couch. Once I got him talking about his favorite subject, stunt, the information and the great stories just flowed out of him. I plan on watching that segment again soon.

Bob was never political. He disdained any discord within the event. However, when asked in private about his thoughts, he was not shy to show his displeasure with something that annoyed him. He just never acted on those feelings in public. He had tremendous reverence for the sport and never wanted to disrupt the harmony.

One of the most pleasurable things for me in remembering Bob is the close friendship that he and my son, Robby, had together. Robby eventually started calling Bob his “second father.” I think Bob thought of Robby as a third son ...

Truly, if this event were ever to have a single icon to represent all the values it encompasses, it would in my mind be the image of Bob Gieseke. And, in my opinion, the word “Champion” could well have been invented just to describe this gentle and amazing man.

Godspeed my old and dear friend; I will miss you constantly, but I now choose not to mourn you, but rather celebrate your life and your life’s accomplishments. You were, and always will be Stunt.

—Bob

## Paul Walker

Like others, Bob was one of my boyhood heroes and idols. When I started flying at the Nationals, Bob was usually there. I totally enjoyed seeing him fly as well as he did with those Fox 35 powered planes. Most impressive! In the '82 Nats, I was flying for a shot at my first Top 5 finish.

There were several other competitors watching my last flight, and it was good until the clover. A gust of wind caught the plane and sent it way off course. That mishap cost me a Top 5 spot and I ended up eleventh. I was very disappointed.

I had barely rolled up my lines and there was Bob to tell me how good I was flying and how sorry he was about what happened. I was very touched that he would so quickly come to my side when he barely knew me. I really appreciated that act.

Then the next year, I did make my first Top 5, and finished second, and beat Bob as a result. I was setting off to the side when all of a sudden there was Bob sitting beside me. He proceeded to tell me how impressed he was with my flying, and he knew that I was going to win some day. Once again, just the right words at just the right time.

Later on, at the '92 Nats at the exact same site, I had won my fifth Nats, equaling Bob's record. I was on cloud nine. Then it was Bob who suggested that we take a picture of the two of us together with our signature planes.

That was real class. I didn't think I could get any higher, but Bob had done it again. I was scheduled to go the world championships a month later. Bob knew this and then instantly started telling me all about the site we were going to. It turns out that is where he had won in '74.

He told me that I was going to win there as well. I kept that in the back of my mind and did end up winning there. There was no doubt in my mind that his pep talk helped me out. Thanks, Bob!

As the years passed, when I would see him at the Nats he would always have something positive and spot on the subject to tell me. I always appreciated his "talks." I will miss seeing and talking to Bob. He was and still is one of my heroes.

—Paul



## Don Gieseke

Hey, guys! This is Don Gieseke, Bob's brother. I started spending summers with Bob when I was about 10 or 11 and he taught me how to fly control line. I really had a hard time learning to fly inverted. I dinged up many a trainer and that really frustrated Bob.

Not too long ago he was kidding me about it and I had a good reply. I told him that I did eventually figure out how to fly inverted but after all these years he still hadn't figured out how to do a respectable overhead eight! He laughed.

I'm going to miss my big brother. And many of you guys! Bob loved ya'all!

—Don

## Derek Barry

It has taken some time for me to process the loss of such a great friend. Having known him for most of my life I always looked at Bob like another father figure, even though I only saw him once or twice a year. He was always very supportive of me and we had many long discussions sitting on the L-pad watching other people fly.

He always made a point to watch me fly and I would either get a thumbs up from him or he would, in his own way, let me know that I had not met his expectations and that I needed to get back out there and show him a good pattern.

I have so many fond memories and stories from my time around Bob, but I think some of my favorite things were just being around him when he was flying. His routine of throwing his tach and battery after he started his plane always brought a smile to my face.

I enjoyed having to track them down after launching him; sometimes they were 10 to 15 foot outside the circle. I always thought that one day he would take out an innocent bystander with a wildly thrown battery. Or the time he was flying and put his pipe in his back pocket without checking to see if the embers were out. It only took a few laps for him to realize that his back pocket was on fire ...

Bob was known for his witty one-liners and could almost always be counted on for a laugh. As many people have said, he was the true champion of control line stunt and he will be forever missed. I hope they have plenty of fuel in heaven, God knows they will need it now. Godspeed Bob!

—Derek

## P.J. Rowland

Bob was so very humble. When I competed in the US Nats in 2011 I was flying a stock '69 Gieseke Nobler, painted in Bob's version of his 2004 Bear.

I had a .61 rear exhaust in that ship and flew well enough to qualify for the Finals (Top 20 day). Bob was a judge for one of my qualification flights, and I was so nervous flying his design that I'd shoehorned a big-bore engine into. I was afraid he'd think I had tainted the intention of the original in some unforgivable fashion.

However it was the exact opposite: he loved the concept and execution (Bob always loved more grunt!). He privately told me I'd improved on the design and he would have won a few more Nats if this technology had been available when he was competing. He told me that he wanted to build exactly what I had.

We exchanged information and I gave what advice I could on how to proceed (which is like telling Michael Schumacher how to drive ...). I doubt anything I said was useful; he was so skilled.

He told me last year that he was sorry his health had prevented him from being able to build one and he seemed genuinely sad in some way that he had not been able to build something he said he would or "experience that plane with that motor," which he was so familiar with.

Bob was proud at the time that his little red '69 design was still able to put up a good show, telling me that the last guy to make the Top 20 with a Gieseke Nobler was himself. He added that he won it that year and don't let him down!

I didn't win but developed a friendship and unique bond, he signed the wing and it sits on my wall with a photo of us both standing together. I debated whether to fly it again, but I know Bob would always want a plane in the sky. So I will continue to fly it at contests and think of him each time I take off.

Take care, mate. George is waiting to settle that score ...

—P.J.

## Mike Scott

Bob and I were meeting most mornings about 6:30 or 7 a.m., but we lived across town from each other. One particular morning we took the freeway exit at the same time.

He was a few cars in front of me. All of a sudden his flashers came on and he jumped out of the car in a real hurry.

There was a guy walking down the road with his wife and kids. My first thoughts were that they must have thrown something at him and it was a good thing I was there.

He walked over to them and gave them \$100. He saw how distressed they were and was just trying to help. I felt really bad about my thoughts.

Thanks to Bear it all turned out great. He was that great of a person.

—Mike

## Robert Compton

The first contest I ever saw was in 1968 in Shreveport, LA. I knew the name Bob Gieseke, but had never seen a picture. I saw a red Nobler flying and asked this guy who was flying this white with blue trim Bearcat if the man flying the Nobler was Bob Gieseke. It was.

I was in total awe. (A year later I found out I had asked Al Rabe, who was unknown to most at the time.)

At 12 years old, I was too scared to try and talk to him. It wasn't until I picked up CL again in 1993 and started going to contests that I saw Bob again. I first talked to him in Dallas in 1994, the same year that I met the Moon brothers.

I got to talk to Bob many times at the contests and asked questions. I remember asking which World Championship was the best one he attended.

I was thinking that he would say he liked this country, or this one was organized best, but his response was pure Bob. He said that the best one was the one he won (With a big grin on his face).

He may have been called "The Bear," but one he was one of the nicest gentlemen that I ever had the pleasure of knowing.

—Robert

## Ted Fancher

Like so many, the news of Bob's passing was like taking a slice out of the majority of my life. As a mentor, a competitor and a friend, Bob excelled like few others in the hobby. I've noticed while watching and reading that I had seen glimpses of a great deal of Bob's life as well, although we never spent the hours together that have others who were blessed to be truly close to him.

Shultz's picture of Bob, Dick Mathis, and Bart Klanski (I know, I know ... it's Klapinski but ... we're talking about friends here, so there's a certain amount of latitude that just comes naturally) at the 1967 Nats was also a snapshot of my first opportunity to watch the great flier fly.

That I would eventually compete against him with occasional success was the farthest thing from my mind at the time, trust me. He wasn't yet a legend, but legends start with their first chapters and I had seen that.

I'm enclosing a photo which is one of my favorite airplane pictures that included Bob. He was picking up my Temptation sometime back in the late '80s—probably the first year I competed with it as it still had the original ST .46 in it. The picture is special to me because Bob had probably picked up a couple thousand different stunt ships by this time of his career, but this was the first time he had picked up one of mine to just look at it.

That he took the time to do so meant a lot to me then and I look now at the weathered original of this picture on a sliding cabinet door in my sloppy shop the last week or so with just a bit of sadness mixed with my fond remembrance of the event itself.

Typical of Bob, he had a nice comment about the Temptation, tempered with a dry wit. Not visible in this photo, but the Temptation was the first of my airplanes to utilize dual air exhausts in the top of the fuse ostensibly to "cool the crankcase." Bob's comment was: "Yuh know, Ted. Those two holes are worth at least 20 points!" They weren't, of course, but what a nice way to say "nice ship" with a wink. Bob was good at that.

—Ted Fancher



Bob approvingly examines Ted's Temptation at a Nats in the late 1980s. Photo by Ted Fancher.

## Bill Little

I first met Bob, in person, at the '93 Nats in Lawrenceville, Illinois, at about 10 p.m. at the motel. He was in front of his room with his pipe. I had been helping Al Reed replace a speedometer cable in the parking lot when I saw Bob. He was all I thought he would be from talking with him on the phone, the consummate gentleman!

My fondest thought is actually from 1996. My oldest son was flying in his first Nats with a new model that had about a dozen flights on it. The engine kept cutting off just before entrance to the Reverse Wingover. We changed everything from the plug to the tank! Everyone was being helpful! I finally talked Aaron into swapping to a backup engine. We got to the L-Pad and set up at a circle, waiting in line to see if that would cure it.

The next thing you know it was Bear's turn. He was aware of the whole story and did something truly unique. Bear called over and signaled to Aaron to get on the circle!

Of course, no one questioned Bear's move. He didn't have to do it and that made a real lasting impression on me as to just how great a man Bob Gieseke was. Doing something very nice for a totally unknown young man! A memory I will carry forever.

We all miss you Bob, and will continue to as we go to the Nats and other places we saw you. You were always willing to take the time and help someone with your awesome knowledge.

I only wish I had known him better. RIP Mr. Bob "Bear" Gieseke.

—Bill

## Robby Hunt

One of the really great parts about stunt is that we not only get to see our heroes in person, but we actually have the opportunity to get to know them. Growing up, as far back as I can remember, names like Les McDonald, Bill Werwage, and Bob Gieseke (among others) were regular figures in stories I would hear from my Dad.

Before I ever met them they were already larger than life. At that time I never imagined I would fly stunt, yet they were already inseparable from my life.

I was deeply saddened to hear the news of Bear's passing. In the years since I was child, I had gotten to know Bear and consider him to be like a second father and close friend. In fact, my Dad would always say that when he talked with Bear, he would always ask about me by saying, "How's my boy?"

Knowing Bear, as many do, being a competitor was at his core. I think there was always a part of him that would question each year if he should keep competing once he was past his prime.

I only hope he knew half of what it meant to have him there year after year. His presence at the field was invaluable, and I dread the next time I go to a contest that he would normally be at, knowing he won't be there.

Like most people in this event, I have so many memories of Bear. The happiness in his smile the time Bill Rich brought Frostys to the field for Bear, Curt, Randy, my dad, and me.

The really windy Nats, a decade or so ago, when he had a chance to make the Top 5 after the first round of Top 20. Bear would always say he wanted to make the Top 5 one last time, and all of the sudden it seemed possible. I remember looking at the first round score with him under the pavilion and the realization and excitement that came with it.

He gave me a little smile and raised his eyebrows up and down with look of hmmm ... I later remember the second round flight when he ended up tripping and losing the opportunity; never have I felt so devastated at a contest.

I always remember how happy he was when his brother, Don, was at a contest as his coach. I remember watching a Team Trials finals with him just sitting on the little hill by the racecar track at Muncie. I also remember a time I flew into Muncie for a team trials and was coaching my dad. I was only there a short time, and we were rushing around to practice and trim.

I finally saw Bear as we were in the middle of all of that, and there wasn't much time to talk. I think Bear knew I felt bad that I couldn't chat longer, but he just said, "Go, you have work to do!"

The last letter I received from Bear was a few years back. Although he was frustrated about his inability to look up to fly overheads, he couldn't be more proud of Doug's Nats win, and I don't think even winning himself would have made him happier.

I think Curt's comment about a huge emptiness in his heart is spot on ... I know exactly how he feels, and have been choked up more than once since I heard the news of Bob's passing. Damn I'll miss him.

I'd like to personally thank Mike Scott for letting me send a get well card to Bear care of him, and especially for making sure it got to him before his passing. I really, really appreciate it Mike!

I'll miss ya' Bear ...



Robby Hunt and Bob Gieseke had a close relationship. Here they are together at the 1991 Nats in Lawrenceville, Illinois. That year Bob broke with his own tradition of flying red Gieseke Noblers and painted one yellow! Robby poses here with Bob holding his Europa design. Photo by Bob Hunt.

—Robby

## Bill Zimmerman

At the 1991 Nats in Lawrenceville, Illinois, Bob was flying a yellow Gieseke Nobler instead of one painted in his usual red scheme. During one of the first rounds of qualifying while I was judging, Bob and his brother, Don, had been watching from behind where I was standing.

After the flying had finished, Don said that he noticed that I wore bifocal glasses, and asked if the top part was prescription also. I said, "a little." He told me that Bob needed glasses to read, and thought he was having trouble seeing things in the distance, and that was the reason for the yellow airplane. He asked if Bob could try my glasses for a flight, and I said, "Sure!"

Bob put them on and then looked down the runway towards the parking area that had yellow stripes painted on it. He said, "Gee, I thought I was weird; those lines had fuzzy edges."

At another Lawrenceville Nats, Bob was watching the Top 5 Fly-Off from directly behind me at my judging station. After one of the former Nats champions put up the last flight that contained the worst inside and outside loop shapes I had ever seen him fly, I turned around and asked if I had been seeing things in regards to those awful loops. Bob said, "No, they were terrible, with pointed tops and bottoms that made them look like a football tee'd up for kickoff!"

—Zim

## Jan and Allen Goff

Bob was my idol, my coach, my friend, and my brother. Bob was Jan's (my wife) favorite people. One year Jan cooked a great meal for some of the guys at the Nats and she was impressed with Bob. She said, "What a gentlemen."

This praise has and will be mentioned many, many times in the life of this thread. Bob was a gentle man as well as a gentleman. I will miss you Bob, especially at Nats time. Your family is in our prayers. Blessings.

—Jan and Allen

## Matt Colan

Unfortunately, I only got to meet Bob twice. I met him for the first time at the 2011 Nats, where he judged me during the qualifying rounds. I remember thinking to myself, "I really need to burn in a good flight to impress Bob."

I also remember him standing with Les McDonald telling stories of previous Nats and Worlds out on the L-Pad one evening during practice. I got to meet him again later that year at the Team Trials where he judged once again.

The biggest comment I remember from him is him saying I had one of the best 45s out of anyone at the Team Trials. I remember many of those flights from that weekend and I try my best to get my tops at that height every time.

It's too bad I got into the hobby about 10 years too late to really get a chance to know him.

—Matt

## Chris Cox

This is very sad news. I was actually looking forward to hearing that Bob was recovering enough to go home so that I could call him and chat. Another tough lesson is to always keep in touch with good friends, as we never know when we may no longer have one last chance.

Like so many others, Bob was a childhood hero that I would read about and could only imagine what it would be like to be at the top of one's game. I met Bob at the Tri-Cities Nats where I actually got to speak to him and no doubt said many embarrassing things. After all, it is not every day one gets to speak with a legend.

In the latter part of the 90s, frequent business trips took me to Dallas. I called Bob on the off chance he might remember me from the Nats, and whether he did or did not, he invited me over to the house to visit. This was the beginning of many visits to Bob home.

He was always the first or second call I would make when in town (Don Hutchison the other), and the call would pretty much always go like this, "Hey Bob, it's Chris." To which Bob would reply, "Are you in town?" Me: "yup." Bob: "Let's go for dinner!"

Dinner for Bob was the nearby Denny's, where he would invariably order the liver and onions. Who eats liver and onions anymore? Bob loved them. I was okay with them, and can probably honestly say the last time I had liver and onions, was with Bob.

Anyhow, the business trips came to an end, and so did the frequent visits with Bob. I'd call him from time to time to say hi. My calls were always answered by Bob with, "Are you in town?"

I'll miss you my friend. I'm sure you are enjoying a plate of liver and onions in Heaven (assuming they have such a thing in Heaven).

One last thing—how many people reading this have ever visited the junk room in Bob's house? The airplane rubble and history piled up in that tiny room was worth the price of admission. He would point out carnage, and say something like, "That was the airplane that won the \_\_\_ \_\_\_ (fill in the blanks)." I suspect it is still there, never cleaned out to this day.

—Chris



Bob Gieseke  
Walker Cup Winner  
World Champion  
8-31-95

Right: Here's Bob Gieseke's signature for the 1974 chapter in Wynn Paul's book on the history of the stunt event.

It is very evident Bob just had that ability to talk to you from the first moment you met him like you had been friends forever. That comes from a truly honest and humble man. We will truly miss you Bob. Thanks for everything. *sv*

—Doug Moon



Bob Gieseke and his Bear at the 2005 US Nationals. This was his last competitive appearance. From the Wynn Paul collection.



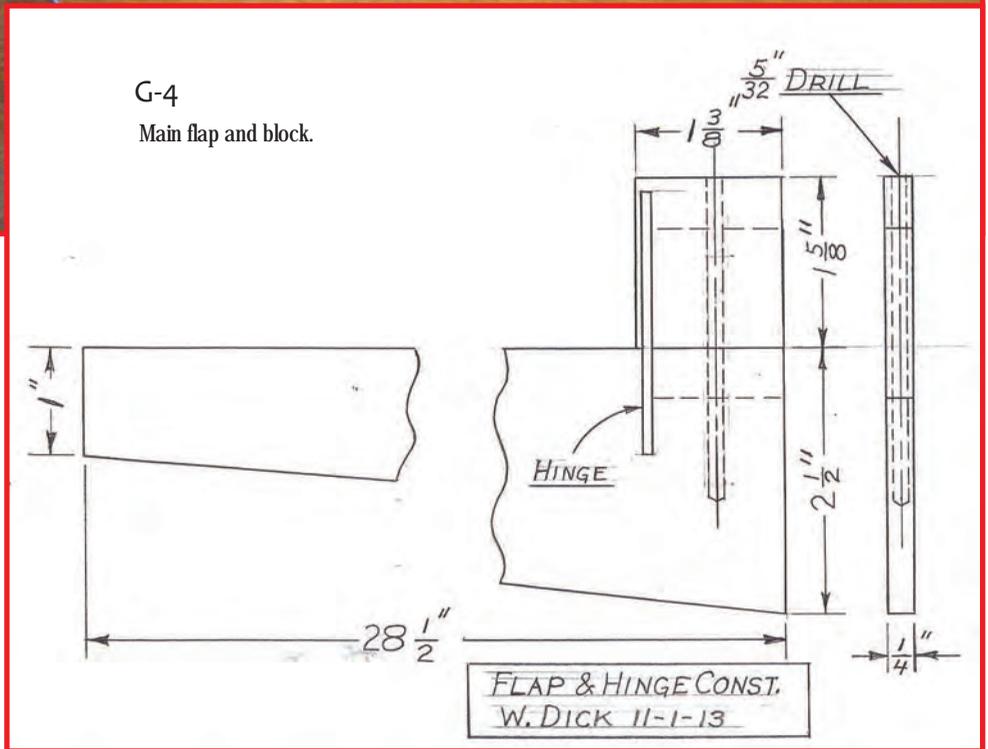
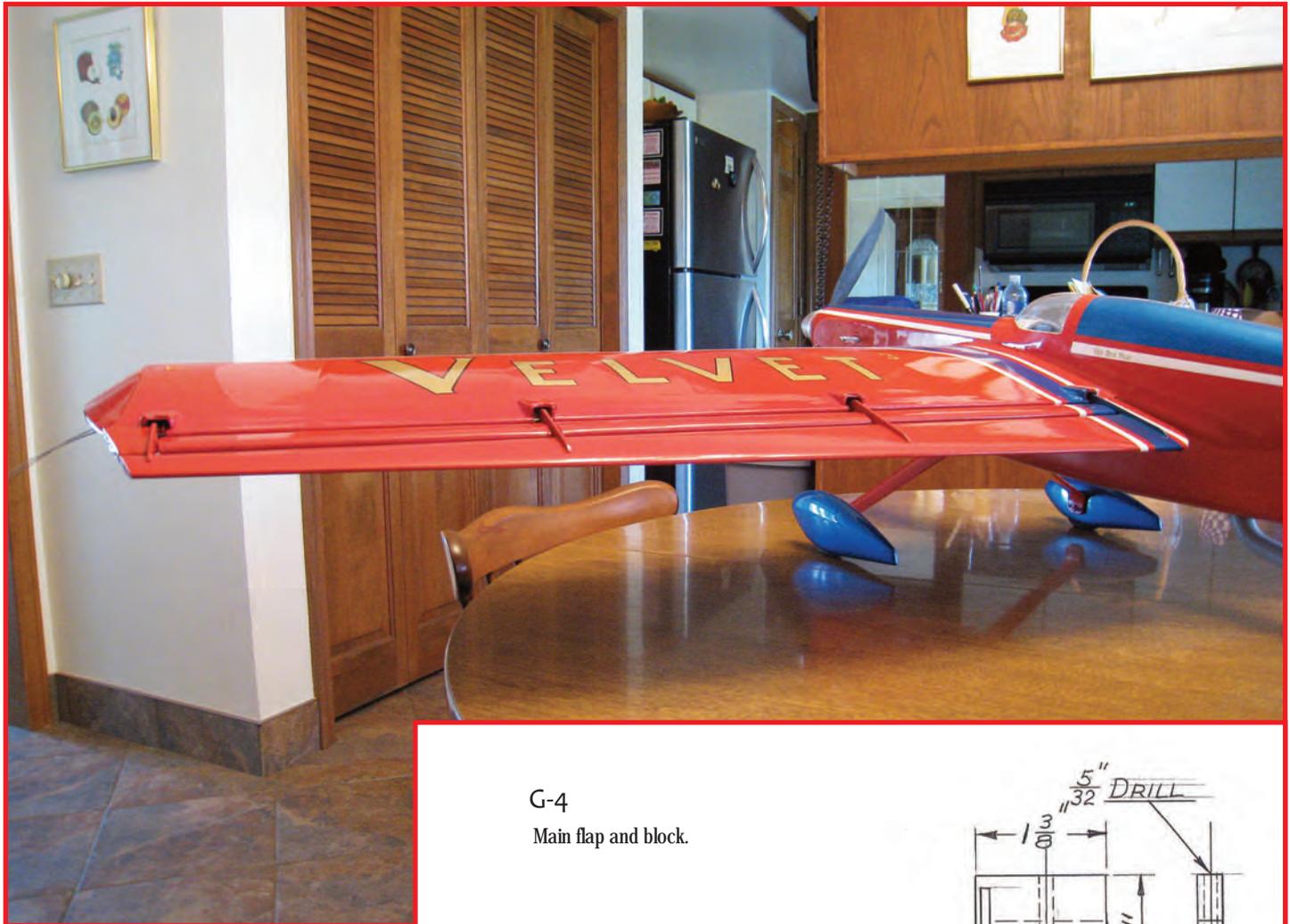
Bob takes a moment at a PAMPA banquet with Shareen Fancher and Marie Adamisin. Ted Fancher photo.



This photo was taken at the 1967 Nats. Left to right are Bob Gieseke (third place), Bart Klapinski (first place), and Dick Mathis (second). Photo by Don Shultz.

# Building Velvet

## Part 2



*In the last issue of Stunt News, we presented the first part of the story about Wes Dick's very innovative Velvet 3 design. This model features what Wes calls "Bi-Directional, Slotted, Blown Flaps." A concept as unique and complex as this one required a lot of photos and diagrams, and that meant a lot of pages! Wes finishes his explanation of this interesting concept in this issue. Hey Wes, close the venetian blinds, will ya'?*

—Bob Hunt

### Making the Main Flaps and Slat Flaps

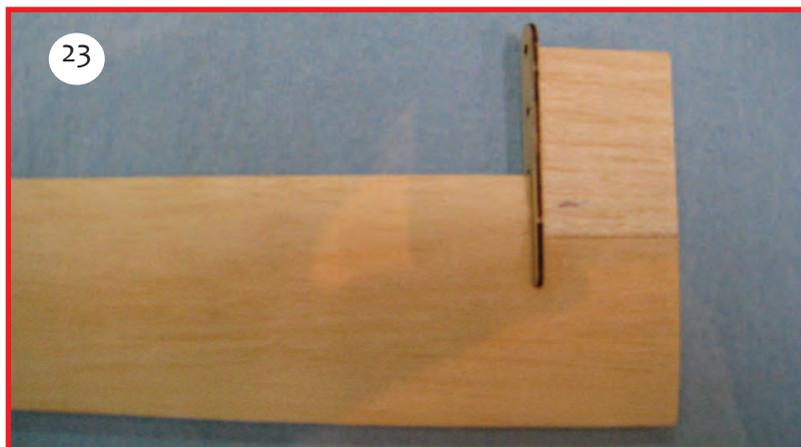
The next thing to do is to make a main flap. First, cut a blank out of 1/4-

# et 3

by Wes Dick

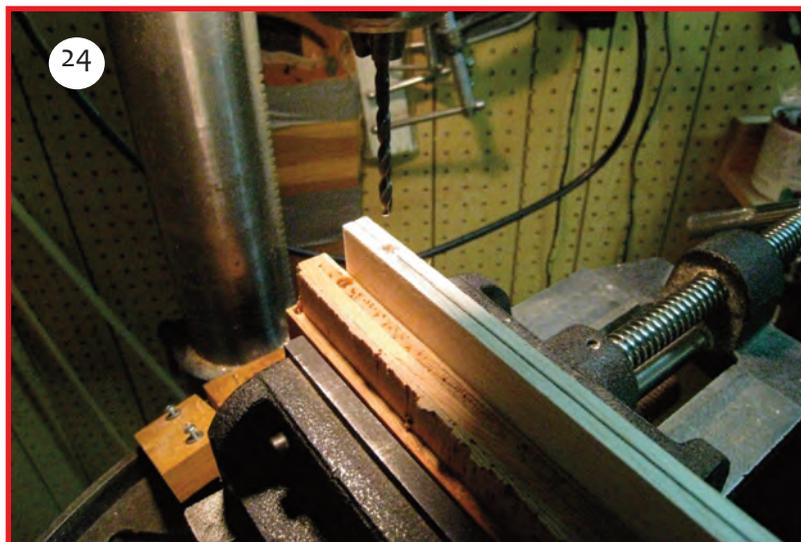
inch-thick balsa. Also cut a rectangular piece of 1/4-inch balsa 1<sup>3</sup>/<sub>8</sub> inches by 1<sup>5</sup>/<sub>8</sub> inches with the grain running across the short side. This will be used to complete the wide end of the flap where it attaches to the control horn (see graphic #4).

The block is made wide enough that it can be trimmed to fit with the adjacent main flap hinge when the control horn socket is inserted. It is also made long enough to be trimmed to just clear the main hinge tube. Note that it will be defined by the front and rear dashed lines, and by the inside of the hinge. The inboard end of the flap will end up looking like the one shown in photo #23.



Inboard end of main flap.

Set the flap up in a drill press vice (see photo #24) and drill the control horn hole using a <sup>5</sup>/<sub>32</sub>-inch diameter drill bit. Make this hole 1<sup>1</sup>/<sub>2</sub> inches deep. Also drill the block using the <sup>5</sup>/<sub>32</sub>-inch diameter drill.

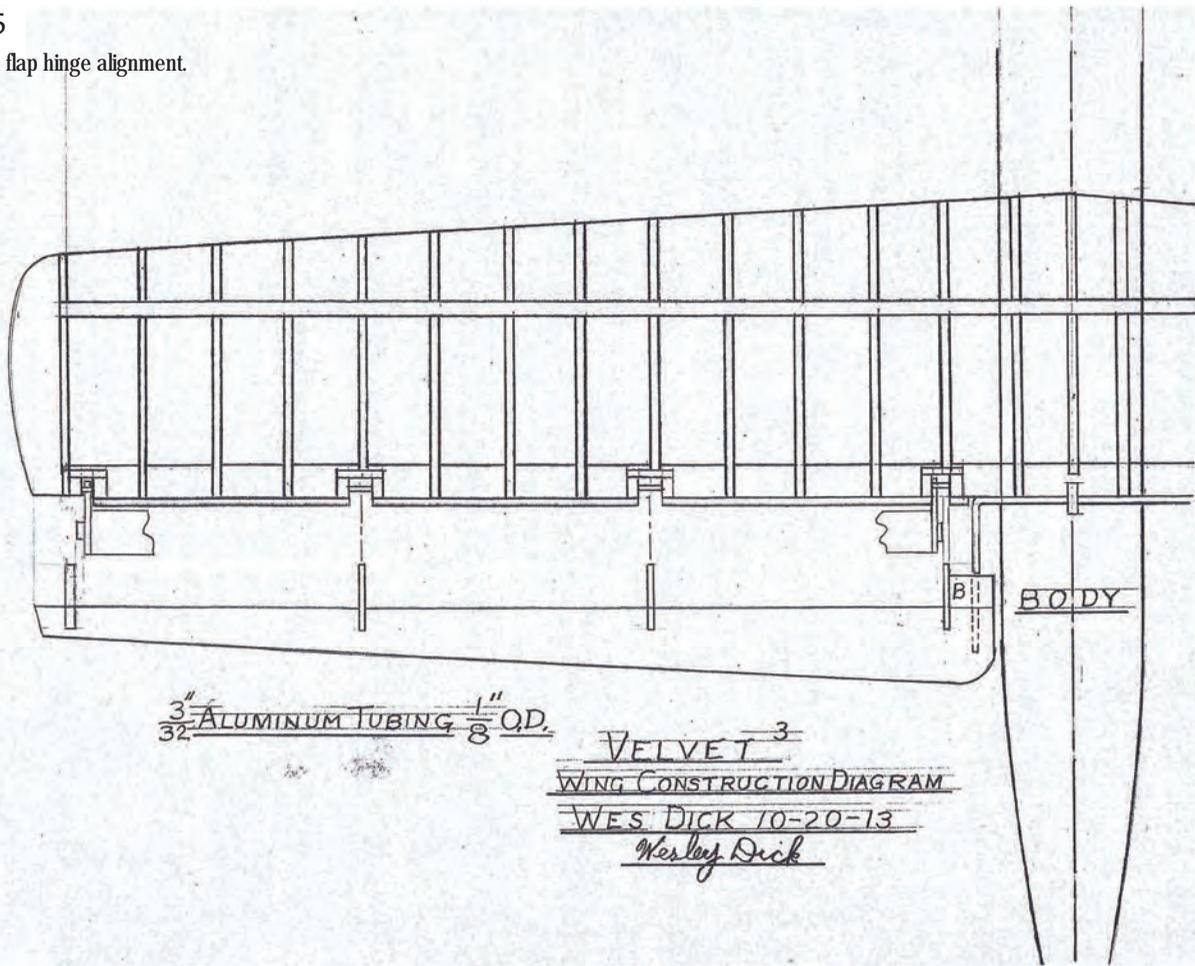


Drilling main flap for the control horn.

The first  
Stunt model  
with  
bi-directional  
double-  
clotted blown  
flaps

G-5

Main flap hinge alignment.



Sand the flap airfoil so the leading edge fits with the main hinge notches, and taper the trailing edge to a thickness of  $\frac{1}{8}$  inch from about halfway back on the flap. Next, insert a  $2\frac{1}{4}$ -inch length of  $\frac{5}{32}$ -inch OD x  $\frac{1}{8}$ -inch ID aluminum tube into the flap so that 1 inch protrudes. Position the flap with the wing and the tube engaging the control horn (see graphic #5).

Do not use the block yet. This step is to position the hinges relative to the wing hinge pin slots. The inboard hinge is positioned so it will clear the inboard edge of the slot by about  $\frac{1}{32}$  inch. The two center hinges are positioned exactly in the center of their respective slots. The outboard hinge is positioned about  $\frac{1}{32}$  inch outboard of the tip slot. Carefully mark the position of each hinge on the flap, and tack glue them in place.



Dremel setup for cutting slat flap groove.

### Making the slat flaps

Start building the slat flaps by making 12 blanks from 1-inch x  $\frac{1}{8}$ -inch x  $9\frac{1}{2}$ -inch balsa. (They will be trimmed for length later.) Cut a groove with a  $\frac{1}{16}$ -inch radius down the center of each blank. This can be done nicely using a Dremel-type router table with a  $\frac{1}{8}$ -inch diameter spherical cutting tool (see photo #26). (The groove can be cut in by hand if you do not have a similar setup.) Photo #27 shows a slat flap half after cutting the groove.



Grooved slat half.

Glue six sets of blanks together so there is a  $\frac{1}{8}$ -inch diameter hole running down the center (see photo #28).



Completed slat flap blank.

Mark the assembled flap blanks, front and rear, with two lines that are  $\frac{1}{16}$  inch apart, and top and bottom with two lines  $\frac{1}{4}$  inch apart as shown in photo #29.



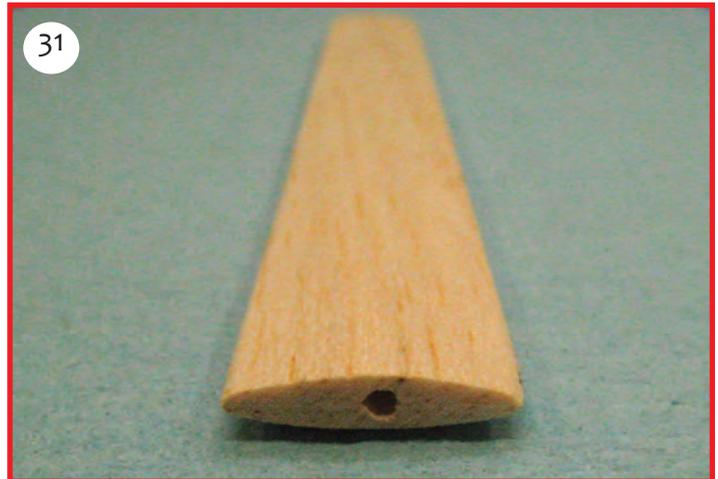
Flap blank marked for sanding.

The lines will aid you in shaping the flaps to the desired airfoil shape, as shown on a slat flap hinge in photo #30.



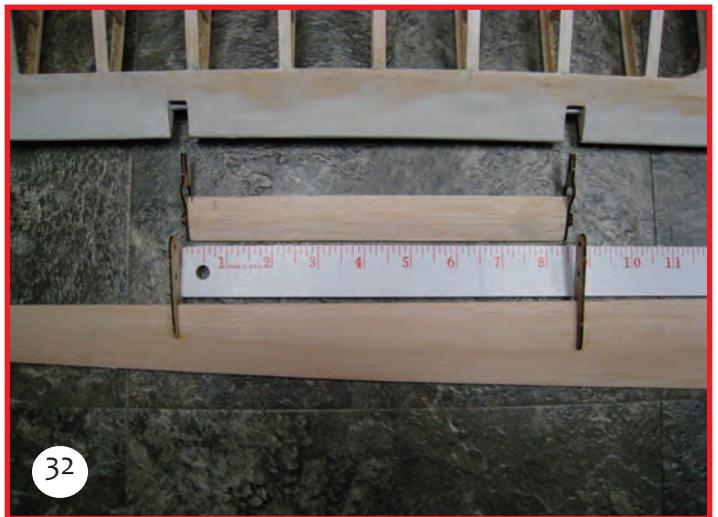
Rough sanded shape of slat flap blank.

Now finish sanding the blanks to the airfoil shape shown on the slat flap hinge. Photo #31 shows a completed slat flap blank with the airfoil sanded to the proper shape.



Finished airfoil of slat flap blank.

For each flap, measure the distance between the two main flap hinges where it is going to be placed. (All six slats will be a slightly different length.) To determine the length to cut each flap, start with the distance between the main flap hinges. Subtract  $\frac{1}{4}$  inch ( $\frac{1}{16}$  inch for each slat flap hinge and  $\frac{1}{16}$  inch for each washer), then add  $\frac{1}{32}$  inch for clearance and cut the blank to length. Glue on the hinges and washers making sure the hinges are lined up with the flap and each other. (See photo #32 showing both the method of measuring and a finished slat flap.)

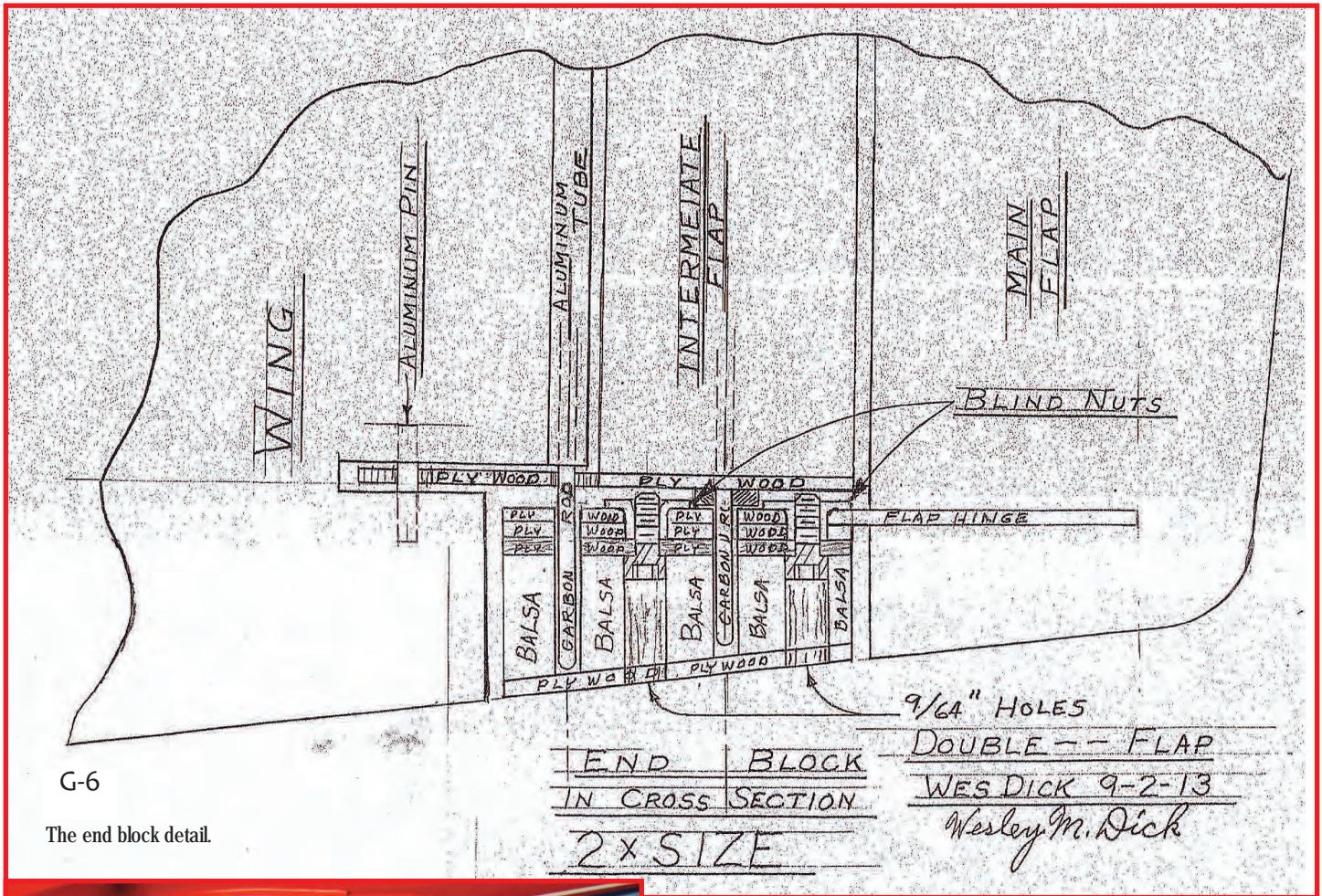


Measuring to determine a slat flap length.

Photo #32 also shows the positioning of the center slat flap and the relative positions of the hinges in the wing slots.

After completing all of the slat flaps, assemble everything to the wing. When this is done, permanently glue on the main flap hinges.

Now you can use the main flap filler block (reference graphic #4 and photo #23). Cut and trim it to line up the control horn hole so it also can be glued to the adjacent main flap hinge. Cut away the leading edge of the main flap adjacent to the body so there is a continuous airfoil. Trim the leading edge of the block to mate with control horn. Glue the control horn socket (aluminum



G-6

The end block detail.

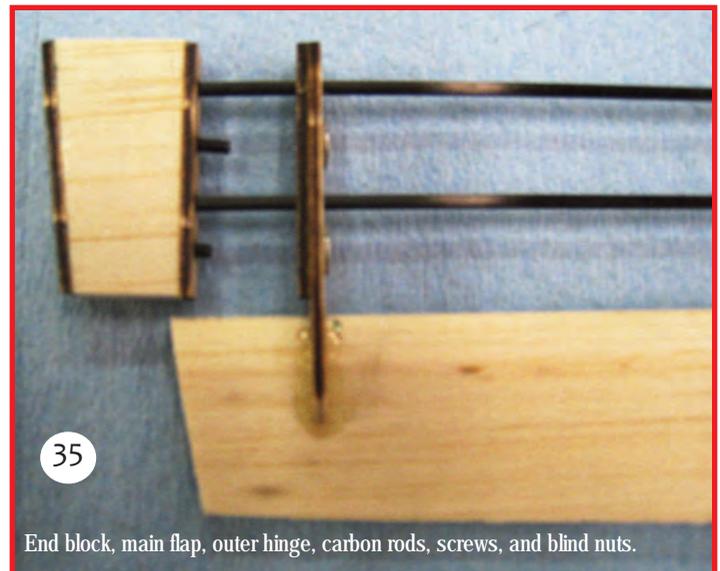


A completed flap system.

tube) in place. Finally, trim the inboard end of the flap for the desired clearance with the body. The inboard end of the completed flap system at this point will look like graphic #4 and figure #23.

#### Completed Flap System

The system is now complete from the body to the wing tip as shown in photo #33. The intermediate flaps or slats, and the end block are laid out on the table. The end block holds the whole system together. (The end block detail is shown in graphic #6.)

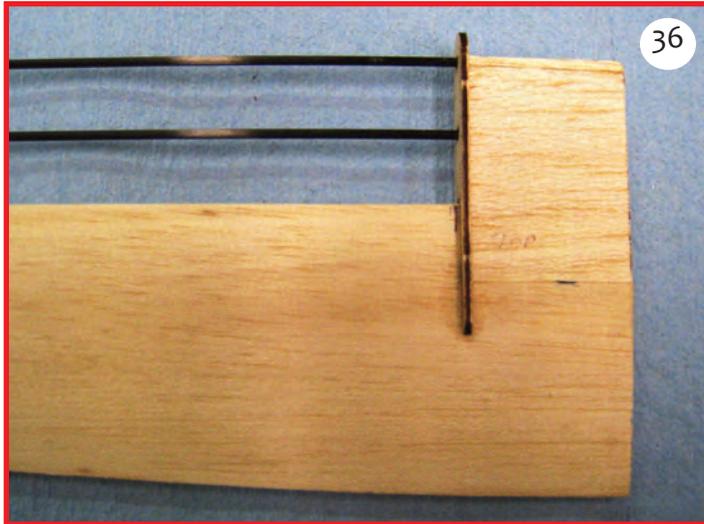


End block, main flap, outer hinge, carbon rods, screws, and blind nuts.

## The End Block

Photo #35 shows the end block and its function of holding both the long carbon fiber hinge pins in place. It is attached to the outermost main flap hinge with two 2-56 screws. Blind nuts are mounted in the flap hinge to receive the screws. The screws are cut to length so they extend through the blind nuts by only about  $\frac{1}{64}$  inch.

The slat hinge pin is trapped between the end block (photo #35) and the control horn socket, as shown in photo #36.



Inboard end of main flap.

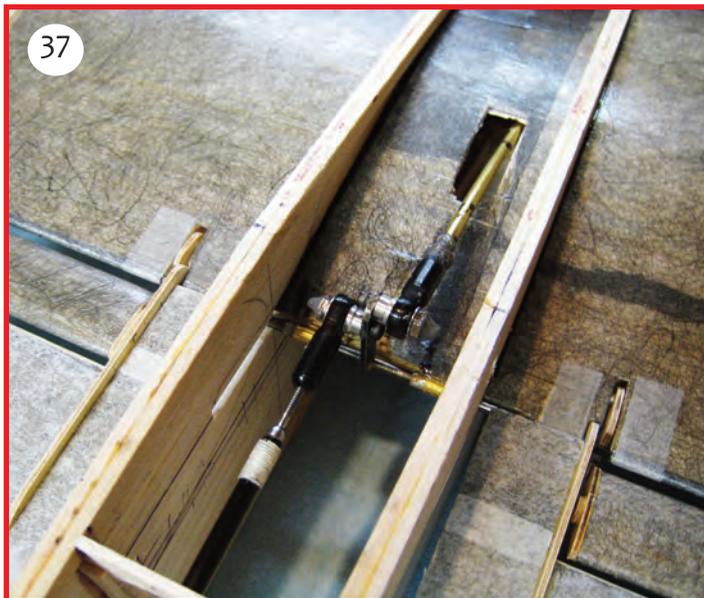
## Making the rest of the plane

The body, engine mounts, cowling, gear mount, pipe cover, rudder, stabilizer, and elevators are very conventional. For this reason no detailed explanation will be offered.

Since the flap system is totally removable, it is recommended that you also make the elevators removable to facilitate trimming.

## The Control System

Sources: Brodak, Tom Morris, and Control Line Central, for all control mechanism parts. A 4-inch bellcrank with a 1-inch



View of control system.

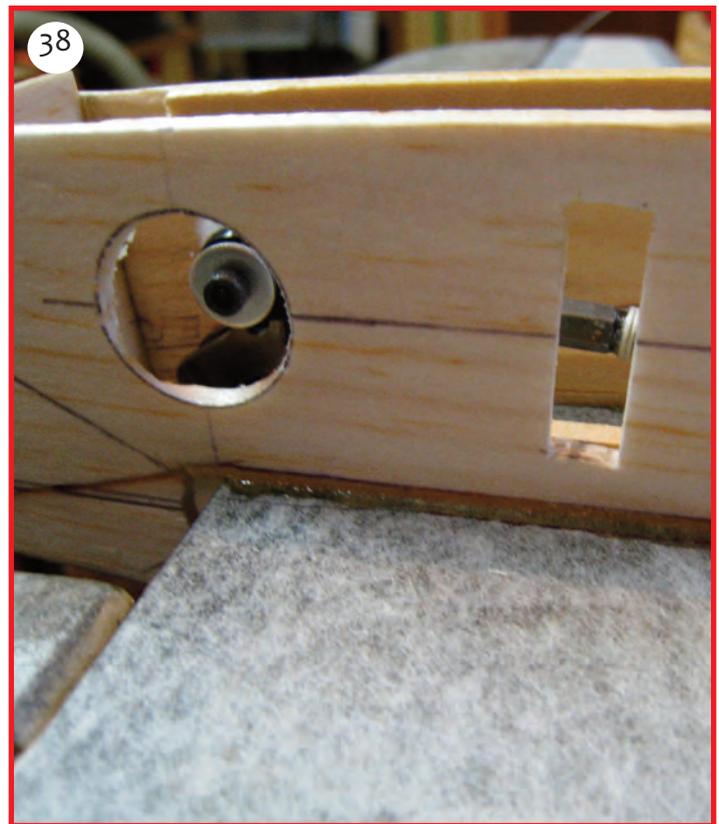
radius pushrod hole is recommended. The flap horn should have two pushrod holes: one at  $\frac{1}{4}$ -inch radius connected to the bellcrank pushrod, and one at 1-inch radius connected to the elevator push rod (note photo #37).

The elevator horn should be adjustable from  $\frac{3}{4}$ -inch radius to  $\frac{1}{4}$ -inch radius. Ball link/carbon fiber-type pushrods are recommended. The pushrod from the flap horn to the elevator horn should be adjustable, as in the Tom Morris system.

Adjust maximum flap travel to  $35^\circ$  each way at the time of building. There will be no provision for this adjustment once the model is completed.

The adjustable pushrod from the flap horn to the elevator horn allows the elevator to be trimmed up and down relative to the flap. This will allow the feel of inside vs. outside cornering to be adjusted.

Adjusting holes will need to be made in the body under the stabilizer and elevator. Round holes can be cut on either side to allow adjustment of the elevator control horn. A slot will need to be cut to adjust the flap horn to elevator horn pushrod (see photo #38).



View of control adjusting ports.

The best ratio of elevator-to-flap movement may still need some research and might be different for different pilots, much as it is with standard flaps. After some trim experiments, Velvet 3 has been set up with  $28^\circ$  at the main flap and  $14^\circ$  at the slats, with the elevator at  $30^\circ$ . With this setting the plane is very stable in level flight and turns corners noticeably sharper than Velvet 2, which had standard single flaps.

The above arrangement will allow for a reasonably wide range of trim adjustment in the control system.

Good luck with your building and flying. Your comments and suggestions for improvement will be appreciated. *sw*

—Wes Dick

# Flying

by Paul Walker

**Welcome back.** This was started as a flying column, and so far I have held to that with the discussion on trimming. However, this time I will take a slight departure from that subject to talk about how a part is constructed in my plane. Remember back to step one of the flow chart: Get the wings level. There have been different methods to accomplish this by way of different materials in the flap horn, or by using the Bob McDonald socket head bolt adjusting dual flap horn. I have one of those horns in one of the B-17s. It works well but still left me thinking about my dream system.

After numerous trips overseas for the World Championships and having something cause the wing flaps to need adjustment, and not having time to do the traditional hit-and-miss adjustments, I needed something better. My requirement was to have an adjusting screw that would move the flaps a set amount per revolution, and this way the adjustment is quantifiable and repeatable. A few years ago the light bulb went on and the idea germinated (finally).

It starts with the flap horn. In this design there are “two” flap horns. Well, more like one and one half. It starts with two identical flap horns. On the outboard horn the leg is cut off just to the inboard side of the horn upright, and the inboard horn is cut just outboard of the upright. This is shown in Figure 1. This

creates two independent horns that actuate each flap, independently. They are then attached to the wing trailing edge with three bushings, as shown in Figure 2.

The key element is the pushrod that connects the “flaps” to the elevator. Figure 3 shows that geometry. Note that this is shown with ball links, but other clevis configurations could be used. The pushrod on the left side is identical to any pushrod with fittings glued in. The difference is the second bolt on the right side that connects the pushrod to the outboard flap.

The bolt simply rotates freely in the block it is mounted in, and is constrained from moving fore and aft in that block. Thus when turned, it moves the ball link fore and aft. This is where the quantifiable and repeatable aspect comes from. To adjust it once in the model, a guide tube is installed through the fuselage side, a ball driver installed and the screw turned. This makes leveling the wings (usually) a short three-flight effort.

Start with the initial setting and take a short flight to check the wing level condition. Once this is ascertained, move the adjusting bolt one half turn in the direction needed. Then recheck the wing level. Now, knowing how far off it was on flight one and flight two will allow you to estimate (okay, it’s an easy calculation) how much to turn the bolt before the third flight. It is usually right on at this point. Later in the trimming process, you might



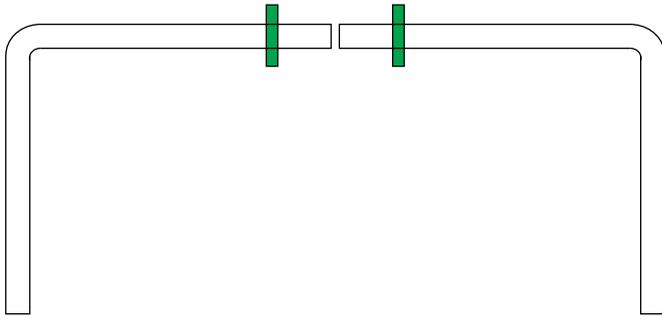


Figure 1: Flap Horns showing break in middle

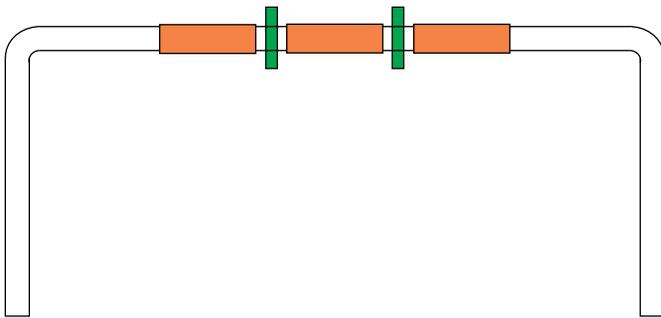


Figure 2: Flap horns with bushings installed

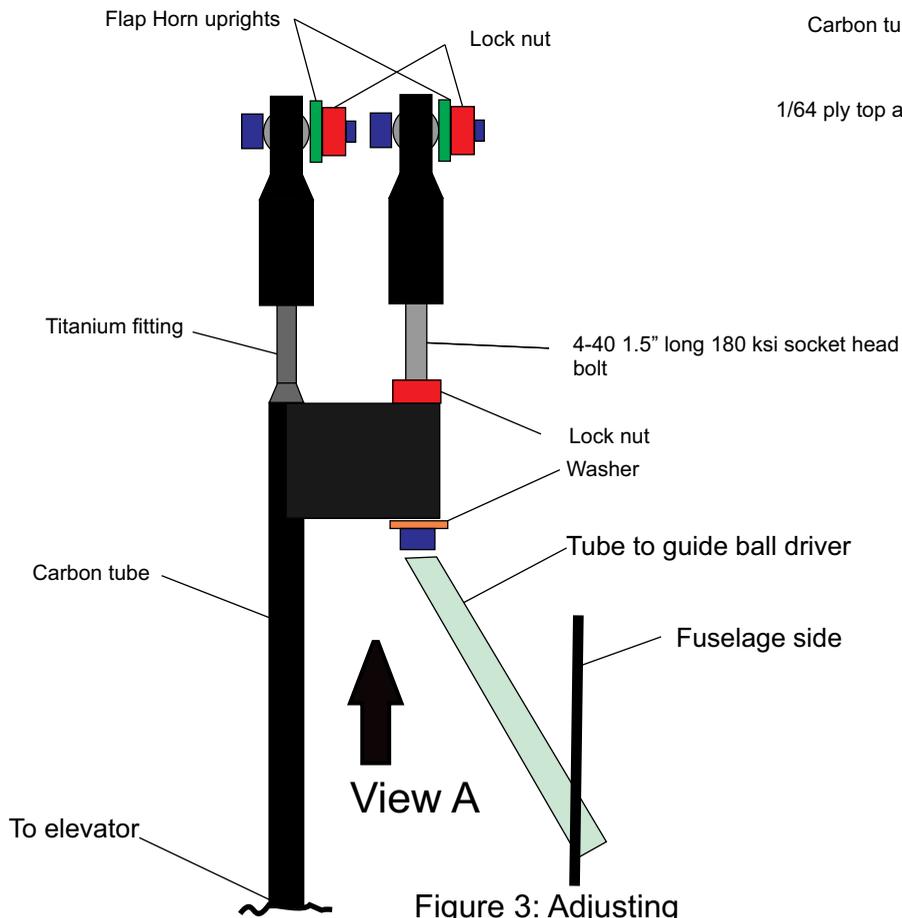


Figure 3: Adjusting Mechanism

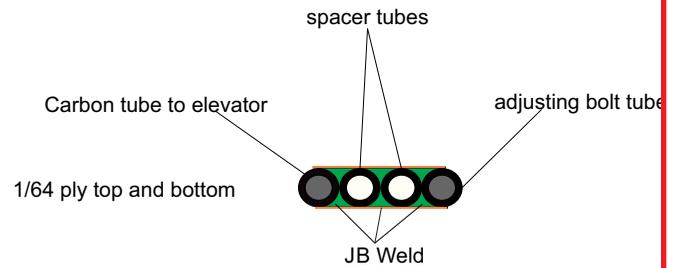


Figure 4. View A

want to adjust the flaps one again. Now that is simple and measurable and can also be undone to the original setting if needed.

A few words are needed for a successful assembly. The *most* important part is the pushrod. It *must* be a carbon tube with high longitudinal stiffness and bending. Why is that? Since the offset for the outboard flap exists, it produces a bending load on the pushrod. The only way to react that moment is with a lateral force on each end of the pushrod. The problem comes with using a “wimpy” pushrod. It will flex too much. Yes, it will still carry the load, but the flexure will create a differential flap motion that you don’t want.

This can be seen by looking down on the system as seen in Figure 3; it will rotate under load in the plane of the drawing and cause the flaps to deflect differently. Making the pushrod rigid will effectively eliminate that issue.

The gap between the two flap uprights is where the twisting is generated. It is important to minimize this distance to minimize the twist. That is not easy to do with the ball links and bolts holding them to the flap horn uprights all in that tight space. I have been able to get mine about 0.65 inch apart using ball links in the system. So where do you get these parts? I purchased mine from Central Hobbies in Billings, Montana. The part number for the pushrod and end fitting combination is CHMPRS36T4.

The block that supports the adjusting bolt can be made of various materials. Alan Resinger has used this system and had this block machined from aluminum. I simply create it from some of the same tube material as the pushrod in a 1/64-inch plywood/tube/1/64-inch plywood sandwich. It is seen end on in Figure 4.

It is glued together with J-B Weld. This way the end hole for the adjusting bolt is already in place. Note here that the bolt I use is a 180 ksi (grade 8) 4-40 bolt 1½ inches long. These are not available from your local hobby shop. I bought mine from the local high-strength bolt supplier in town. This is not a part you would want to scrimp on.

When installed, make sure the retaining nut (self-locking nylon type insert) is snug but not so tight the bolt can’t turn. This needs to turn easily enough so that the adjustment can be made, yet any

slop here will be felt in the outboard flap, which you don’t want.

One tip here is to add a guide tube so that finding the Allen head with the ball driver inside the plane is “possible.” On the first several versions I didn’t extend the tube to the bolt head and just had a hardened hole in the fuse side to insert the ball driver. Finding the bolt head was problematic and did lead to several choice words. What resulted was a “Duh” moment.

Simply move the flaps to the full up position which moves the bolt head all the way aft and position the guide tube so that is almost touches that bolt head. This is seen in Figure 3, as well. I add a support brace of balsa on the tube to keep it in place, and then adjusting is really simple. Just move the flaps to the full up position, insert the ball driver, engage the bolt head, turn the desired amount, and you’re done! Why didn’t I think of that sooner?

There are a few other details worth noting. The flap horn really should be drilled and tapped for 4-40 bolts. Tom Morris has horns already drilled and tapped. The bolts I use for the ball links are also 180 ksi grade 8 bolts. The astute observer will note that per the drawing in Figure 3, installing the bolt attaching the ball link to the flap horn looks impossible because of the inboard flap upright. If you tried to make that the last connection it easily could be.

I install the outboard flap ball link to the upright before any of the other parts are attached. I then attach the inboard ball link that is attached to the elevator pushrod next. Then simply move the outboard flap horn upright forward and then engage the bolt in that ball link fitting, and using your ball driver turn until the flaps are even with each other. At this point there should be enough threads left to move the outboard flap down more if necessary.

Before installing either threaded portion into ball links, make sure the two ends of the threaded rods are even in a fore/aft direction. Then, when installing the pushrod rod end into the ball link, only insert it about half way into the socket. That way when the outboard flap threaded rod is installed halfway, the flaps will be close to even and still have enough room for adjustments either way.

The accompanying photo shows the system Alan Resinger used in one of his planes. It is similar to what I described but with his flare. The black joiner is machined from aluminum and anodized black. It has a wider spacing than I use, but his elevator pushrod was stiff enough to prevent any issues.

There is one last important item to consider. Because this system creates a lateral force on each flap horn, there needs to be a way to react that force so that the flap horns don’t move laterally. If the flap horns are located in the flaps in the “traditional” way of drilling a hole in the flap and then installing the flap onto the horn with a forward motion, you are set. However, if you have flaps that slide onto the flap horn laterally with slots in the end, there is no natural way for this force to be reacted and the flap horn will move laterally under load. The flap horn will need a washer soldered to it for the bushing to ride against. Also glue a washer to the horn rod up against the upright to give the bushing a nice face to ride against. Now the bushing is trapped in-between two washers and the bushing that is attached to the trailing edge of the wing. Now the side force will react from one of the washers to the bushing to the wing. Problem solved.

Once you use this system, you will be surprised how easy this becomes, and you will not want to go without it again. *SN*

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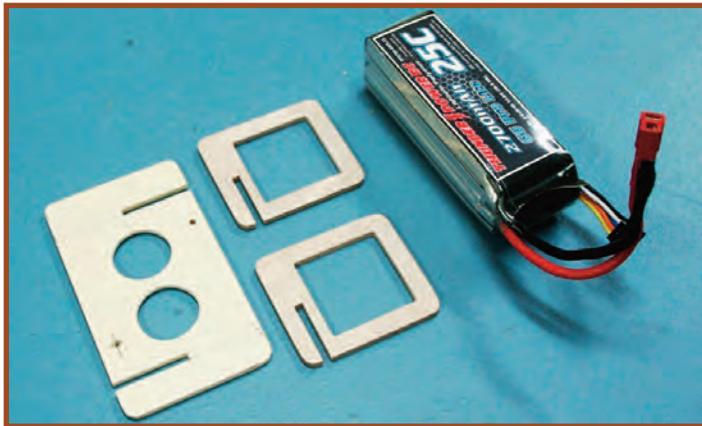
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## Battery Mounting, Part 3

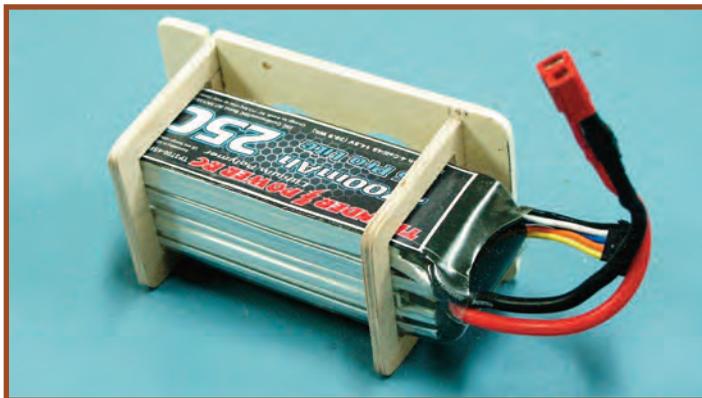
**This will be** the third and final part of the battery mounting series. I have a nice series of pictures from Bob Hunt that shows how he mounted his batteries on the Joe Nall Cadet; Crist Rigotti shows us a really good Velcro method that he uses on his Thundervolt; and Tim Stagg sent me some beautiful pictures of his latest Pat Johnson P-51B model.

It will show a very quick and easy way to mount the batteries with hooks and rubber bands. This is not the prettiest or neatest way but is fine for ARFs or sport flying. I will also show some pictures from a few others that I have in my personal collection.

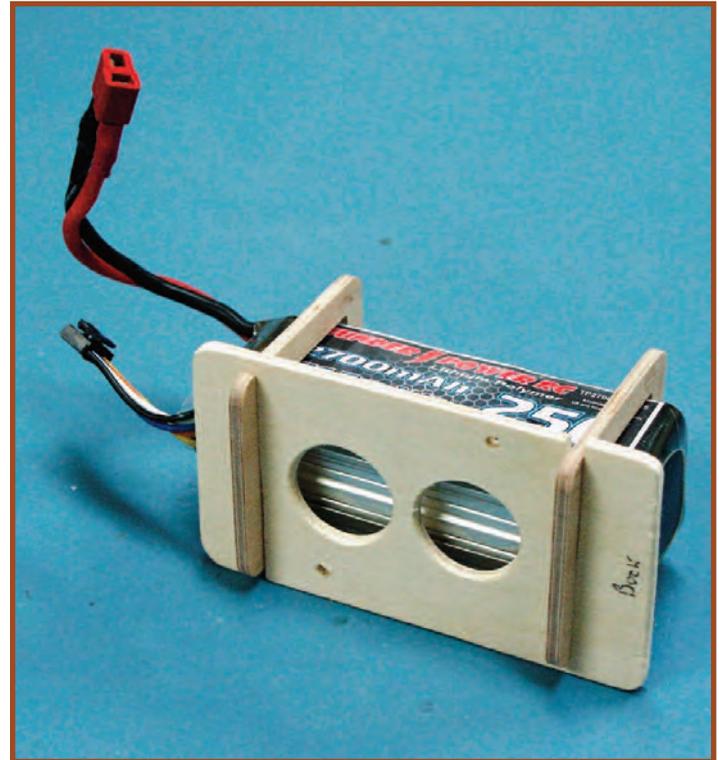
The first one that I want to show is the Joe Nall Cadet. Bob and his dedicated crew of helpers built five of these planes for the Joe Nall gathering in 2013. As usual, Bob came up with a unique and bulletproof way to mount the batteries. Bob makes a plywood frame from three pieces of 1/8-inch thick birch plywood and then secures the frame and battery to the plane with 4-40 screws. Bob's plane will never throw a battery using this method. It is also simple, as the plywood pieces interlock for easy battery changes. The following photos should explain this method clearly:



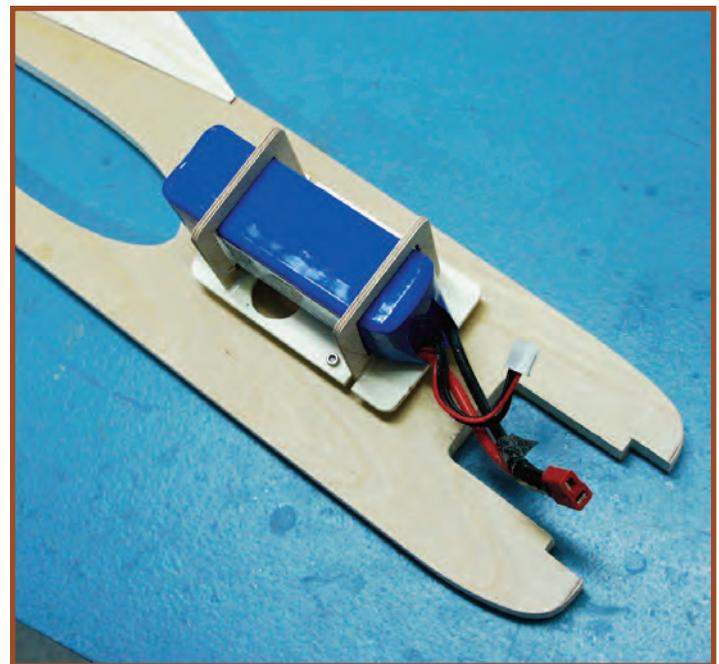
Bob Hunt's profile battery-mount design is simple to construct, is light, and is very secure. He makes the holder from three pieces of 1/8-inch plywood that interlock to form the mount. Photo by Bob Hunt.



Here's Bob's battery mount fully assembled and holding a Thunder Power 2,700 mAh battery. Hunt photo.



This backside view of Bob's mount reveals some cooling holes and the interlock joint between the baseplate and the battery holders. Hunt photo.



Here's how the mount attaches to the profile fuselage. Two 4-40 bolts are used, and there are two 4-40 blind nuts embedded on the other side of the fuselage. Hunt photo.

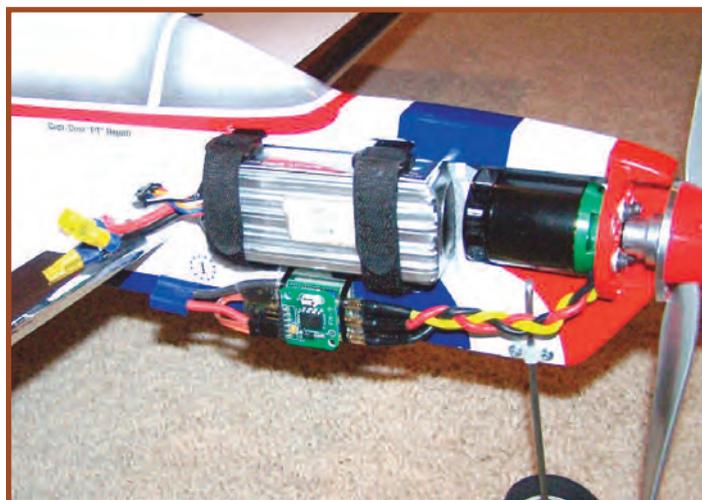


Here's the mount on a ready-to-fly Joe Nall Cadet. It's a very clean look! Hunt photo.

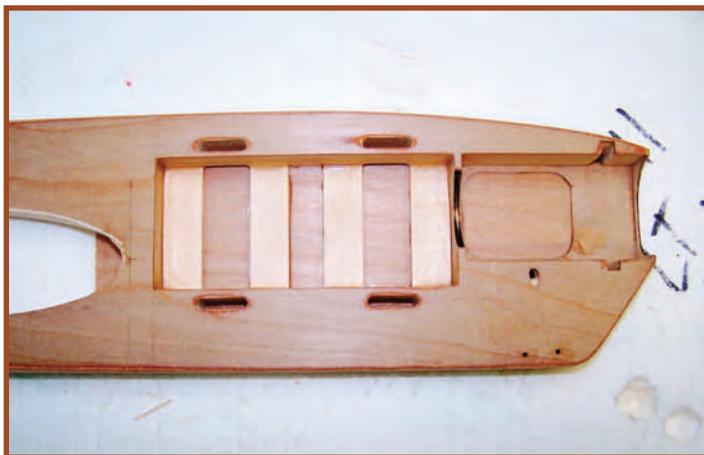
Crist Rigotti shows us the strap method he uses in his Thundervolt. This is very innovative, as the battery is partially mounted into the fuselage. Crist uses an inboard cheek to hide the battery straps on the inboard side. This method is also very secure and easy to do.



Crist uses an inboard cheek cowl to allow for a very sleek appearance to the inboard side of his original-design Thundervolt. Rigotti photo.



On Crist's ship the ESC and the Hubin timer mount below the battery on the outboard side of the fuselage. This is a very neat and businesslike arrangement. Note also the front-mounted Cobra motor. Rigotti photo.

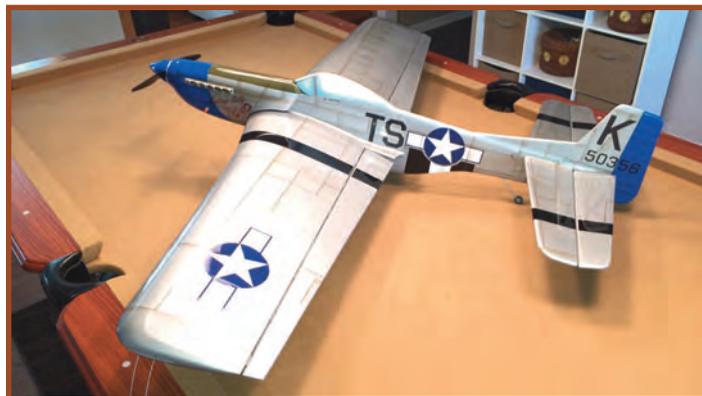


Crist Rigotti's profile battery-mount design features a recess in the fuselage side to allow the battery to be partially enclosed. Note the plywood slats that allow cooling to the backside of the battery. Photo by Crist Rigotti.

Leave it to Tim Staggs to constantly come up with some of the nicest electric control line planes, be they built-up or profile. His Pat Johnston P-51B Mustang is one of the nicest profile models I've ever seen. This profile ship uses an inboard cowl to totally hide the battery and is one of the cleanest setups I've ever seen on a profile. This setup not only hides the battery but also the speed control and the timer.



Here's a closer look at the battery nest in Crist's profile ship. Note the slots for the Velcro hold-down straps. Rigotti photo.



Tim Staggs's ultra-clean, Pat Johnston-designed P-51B features a removable inboard cheek cowl that hides the timer and the ESC from view. Note that the cheek cowl is fully detailed with scalelike exhaust stacks! Photo by Tim Staggs.



In this photo we can see how the cheek cowl on Tim's P-51 detaches. Tim left some clearance between the cheek cowl and the wing to allow for cooling air to exit the plane. Great thinking! Stagg photo.



With the cheek cowl in place, it's hard to tell that this model is a profile. Note the interesting nose art and the beautiful panel line detailing. Stagg photo.



Here's Tim's P-47 that he kit-bashed from a Brodak P-40 ARF. This ship features a Velcro battery mount.

The model in the next photo is also by Tim Stagg. It's a kit-bashed Brodak P-40 ARF that he turned into a P-47. This one shows a Velcro mount that goes through to the inboard side of the fuse. Note the piece of Velcro that keeps the battery from sliding or shifting. Tim no longer has this plane.

If you are just looking for a really simple and fast way to mount your batteries to a profile plane, then maybe the hook-and-rubber band method is for you. This is especially easy if you are converting an already-built glow model to electric and just want to try it out.

I usually put the batteries on a slight angle so that they can be moved forward or back to adjust the CG. The next photo shows one of Neil Beekman's Profile Nobler conversions with a battery that is just staged in place for the photo. This plane used to be glow.



The battery shown here in Neal Beekman's Profile Nobler is just staged to show the rubber band and the hook arrangement. For actual flight Neal uses more rubber bands and stretches them tighter. Photo by Neal Beekman.

The last photo shows a Twister built with the battery set up on an angle as described above. This allows me to move the battery fore and aft to achieve the proper CG point.



Using an angled mount, as shown on this Twister, the battery can be shifted fore and aft for proper CG positioning. If you opt to use rubber bands to hold the battery in place, be sure to use enough to do the job and then some! Change the rubber bands often to prevent fatigue. Photo by Will DeMauro.

I would like to conclude by again asking for photos of electric-powered control line planes and your suggestions for topics you may like to see me write about in future columns. Anything you have can be sent to my email at [demauij@verizon.net](mailto:demauij@verizon.net). <sup>SN</sup>

—Will DeMauro

# Wheel Pants

A Stunt News How-To

by Bob Hunt



The addition of wheel pants to almost any stunt model will enhance its appearance, and improve its flying qualities. Here's Bob Hunt's Crossfire Extreme flying in the Top-5 fly-off at the 2012 Nats. The wheel pants certainly give this model a sporty look! Photo by Steve Fitton.

**In my humble opinion,** nothing dresses up a stunt model more than adding a set of sleek wheel pants. I also firmly believe that wheel pants make any model with fixed gear fly better.

My CL Stunt mentor, Bill Simons, was the first to introduce me to wheel pant construction, and many of his outstanding models were fitted with great-looking pants. The actual carving, sanding, and hollowing of a set of wheel pants is not really a difficult chore for the average modeler. Attaching them accurately to the model can, however, be tedious and difficult.

I have been contemplating a wheel pant how-to article for several years, but doing the work and taking the photos at the same time to show all the steps was a challenge. In recent years, I've gone to retracts in my models, so a wheel pant article seemed unlikely.

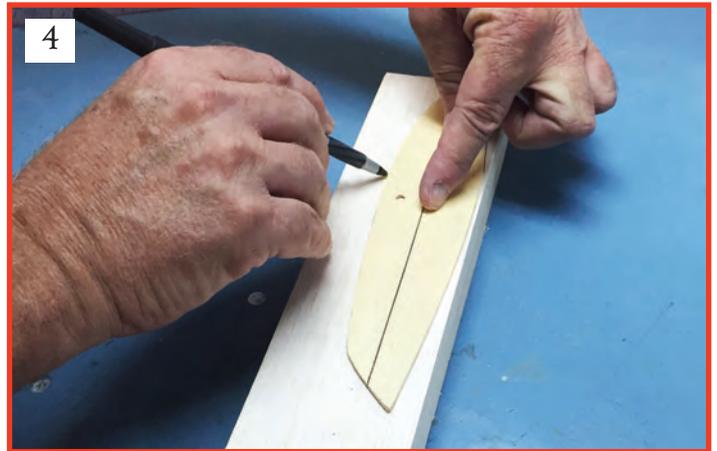
This past week I received a call from my very good friend and our *Stunt News* "E-Stunt" columnist, Will DeMauro, asking if I could help him make a new set of wheel pants for his Voltron design.

I couldn't pass up the opportunity to finally document the process I use to make and install pants on a model. My thanks go to Will for the opportunity and for taking the photos for this article.

## Making the pants

Because most of the people reading this article are already accomplished model builders, I am going to let the photos tell most of the story. The first step is to determine how wide the





of  $\frac{5}{8}$ -inch thick balsa that, when tack-glued together with medium CA, yielded a  $\frac{1}{4}$ -inch wide pant "blank." We made sure that the raw balsa stock we used was long and wide enough from which to make two pants.

We used one of my existing pant templates. That template has a centerline on it that will be transferred to the actual pant blanks to allow us later accurately align the pants to the centerline of the model. The template also has a hole that corresponds to the desired axle hole, and two marks that depict where the front and rear edges of the wheel opening will be. We traced the side-view shape of the pants onto the balsa using this template. These described steps can be seen in photos 1 through 4.

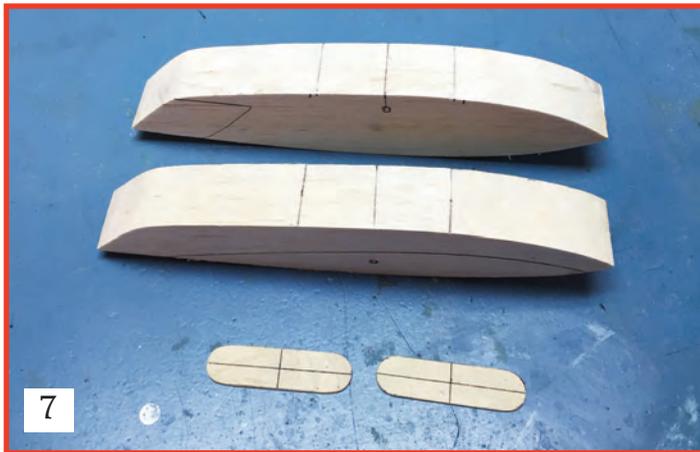
wheel pants will need to be to house the desired wheel and still leave enough room for a collar or soldered washer to retain the wheel. The tendency when making a first set of wheel pants is to make the pants too narrow.

For Will's wheel pants, we decided to start with two pieces

The next step is to carefully cut out the pant blanks using a scroll saw. I have recently purchased a new Porter Cable Scroll Saw, and I highly recommend it! When the pant blanks have been sawn, use a sanding block to smooth the edges. See photos 5 and 6.



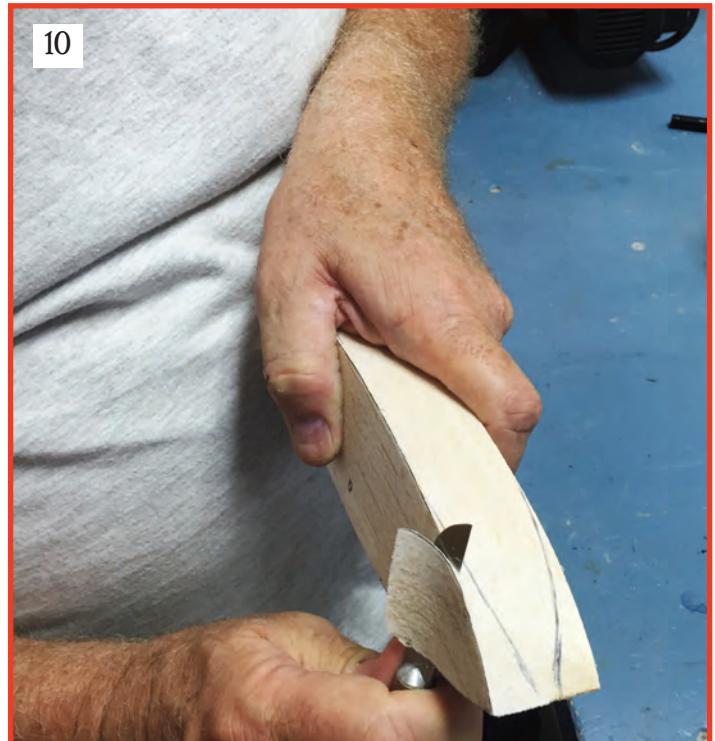
Make two wheel-opening templates from  $\frac{1}{32}$ -inch thick plywood. Tack-glue one of these templates onto the bottom of each pant blank, being certain to align them perfectly on the pant blank centerline. See photos 7 and 8. These plywood templates will allow you to carve and sand to the edges of the templates and leave an undisturbed area for the wheel opening.



Next, carve the wheel pants to near-finished shape. On the top of each wheel pant blank, draw the approximate front and rear tapers. This will give you a guide when carving and sanding the pant to top-view planform shape. I prefer to use a #26 X-Acto "Whittler's Blade," fitted in a #2 X-Acto handle for the initial carving of the pants. See photos 7 through 9.



Begin the shaping by carving the top view planform shape of the pant with the knife. When you are satisfied that the shape is close to what you desire, use a sanding block to smooth the sides of the pant blank. See photos 10 and 11.



Next, begin to carve the curved shape into the sides of one of the pant blanks. Carving is an acquired skill, and requires a lot of practice to become proficient. Here's a tip: Start with a small angled cut, and then remove the two high points at either side of the cut. Carving a rounded shape is essentially a process of making a cut and then removing the adjacent "peaks" that are left. Keep removing the high points and soon your pant will



11

After both pant blanks have been carved to approximate shape, use sanding sticks or small sanding blocks to smooth out the contours. Work carefully and accept nothing less than the shape you envisioned. You can use a piece of hand-held #220 grit sandpaper to make the shapes perfect, but be careful to not sand in any flat spots while using the loosely held sandpaper. See photos 14 through 17.



14

begin to take the desired shape. Work slowly and try to visualize the shape you want to achieve. See photos 12 and 13.



12



15



13



16



17

For the hollowing process I prefer the old fashioned method of using X-Acto gouges and routers. I work carefully so as not to “go through” the pant wall as I work. To help with this, I use a strong light attached to my bench. By holding the pant half between me and the light, I can hollow the half to a very consistent, nominal 1/8-inch wall thickness. The light will show through the wall as it approaches the correct thickness. See photos 19 through 21.

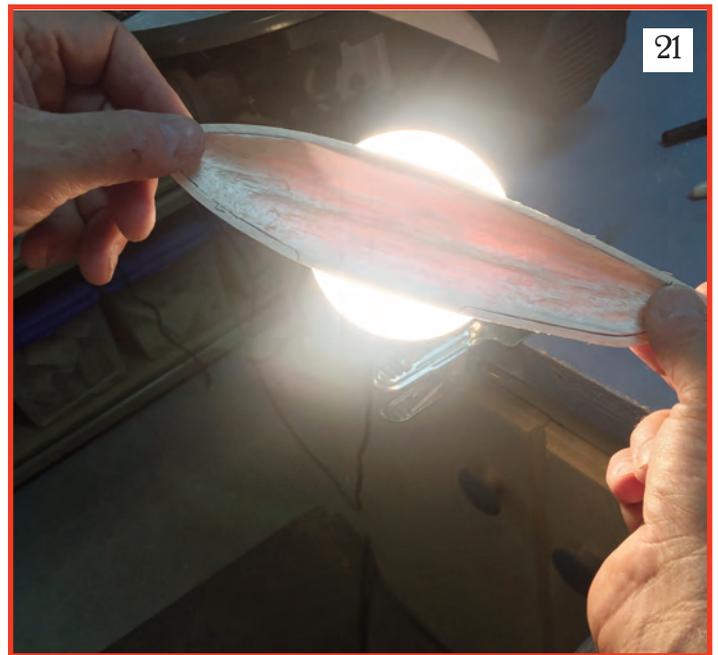


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After you are totally satisfied with the pant shapes, split them apart. I find that a thin razorblade edge will easily cut through the tack-glue “dots” and cleanly separate the halves. After the halves are separated, mark a guide line for hollowing around the inside of each pant half using a ball point pen. I find that by using the pad of my finger as a guide, I can draw a line 1/8-inch in from the edge all the way around the pant halves. See photo 18.



18



21



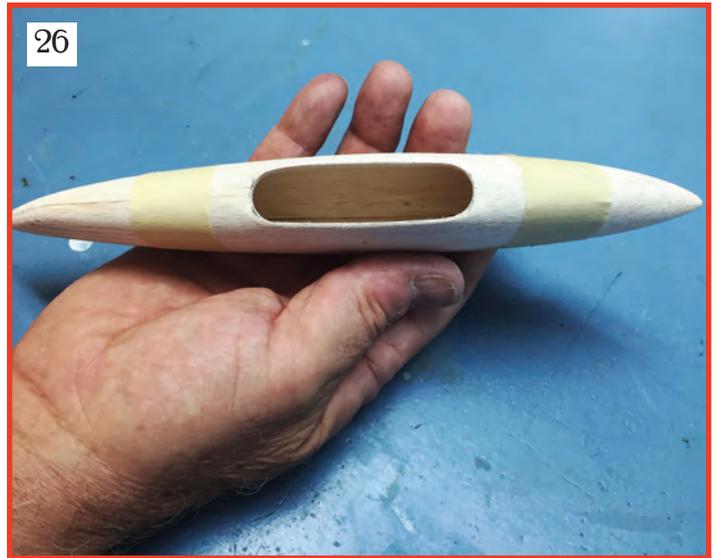
19

The next step is to open the areas where the wheel will extend down and out of the pant. For this operation I use a piece of brass tubing of the appropriate diameter. I sharpen one end of this tube by using a #11 blade to “skive” the inside edge of the tubing. Before I cut the openings, I tape the two pant halves together. Using a twisting motion, the sharpened tube makes a very clean hole.

Cut a hole at each end of the wheel opening, being very careful to center the tubing on the pant centerline. Use a straightedge to cut between the holes to finish the wheel opening, and then clean up the opening using sanding sticks and round sanding drums. See photos 22 to 26.

#### Mounting the pants

The actual mounting of the pants to the model is where



many get frustrated. It is difficult to ensure that the parts are aligned in all three axes without some sort of alignment fixture. Over the years, I've tried many different types of alignment fixtures, but the process presented here has yielded the best results.

Make two fixture plates from  $\frac{1}{8}$ -inch thick by 4-inch wide balsa stock. The fixture plates should be a couple of inches longer than the pant halves. Make a cutout in each of these fixture plates that is just slightly wider than the wheel opening in the pant halves. Draw a centerline on the fixture plates. See photo 27.

Next, use the template to transfer the centerline of the pant to each outside pant half. Then align one of the pant halves on one of the fixture plates, being certain the wheel opening area matches, and pin the pant half to the fixture plate. See photos 28 through 30.



back. Drill two more holes in the top of the plates to allow better gluing surface.

Sand the surface of the plates bright so they will easily accept solder. Bend the edges of the plates slightly to allow the plates grip into the balsa pant halves. Align the single-hole edge of the plates with the axle hole in the pant halves, and glue them in place using 15 minute epoxy. Be very careful to not let any epoxy get on the surface of the plate near the axle hole. See photos 31 through 34.



Cut two solder plates from thin tin stock and drill a  $\frac{1}{8}$ -inch diameter hole in each plate near one edge and centered front to

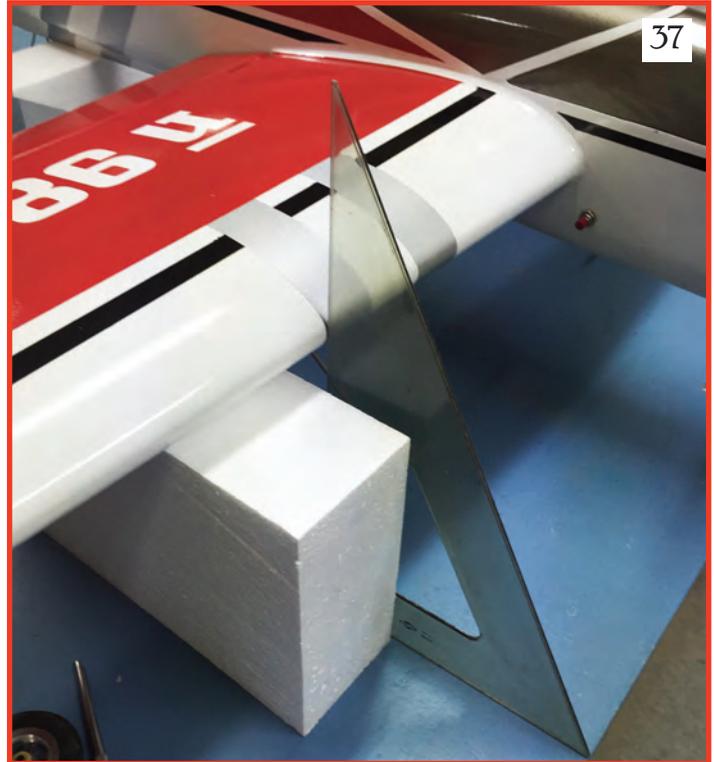


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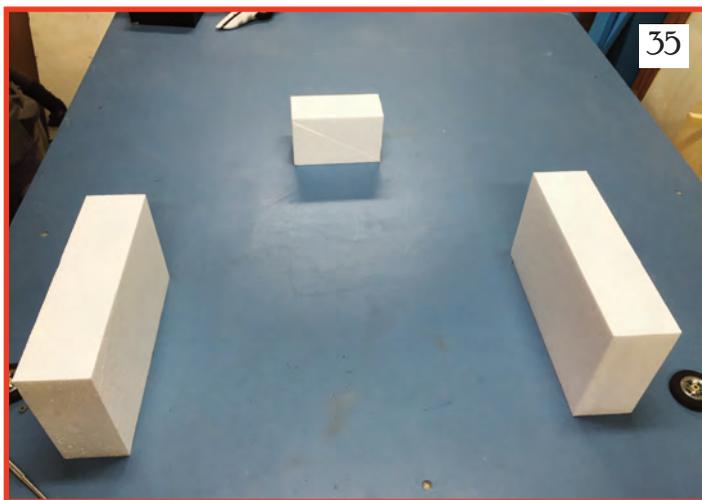
Set the airframe onto the blocks. Measure out from the side of the fuselage approximately 10 to 15 inches on either side and place pieces of masking tape at those points. On Will's plane there were paint trim bars at the proper location, so we skipped the masking tape.

Using a 30-60 triangle, position the wing equidistant back from the edge of the bench at the tape marks. This will ensure that the centerline of the fuselage is 90° to the edge of the bench. See photos 37 and 38.

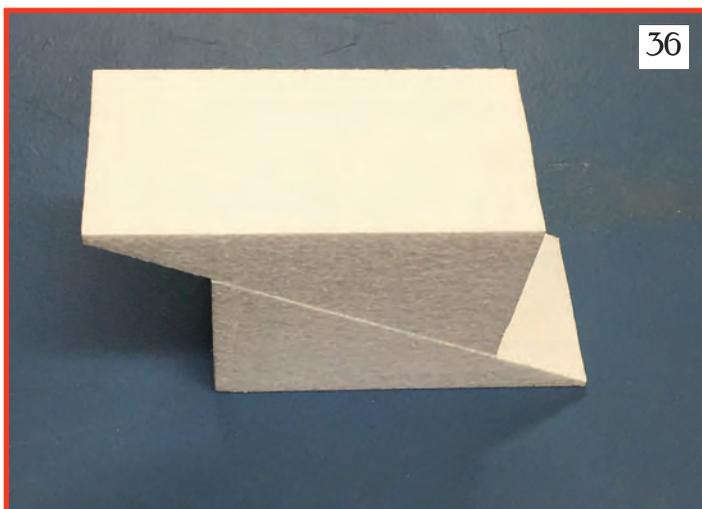
The next step requires that the airframe be positioned several inches above the workbench. It must be high enough above the bench that the plate with the pant half and solder plate can be slid in place over the axle of the landing gear strut. I use two pieces of 1-pound EPS foam cut to the same thickness, width, and height to support the wing, and a third piece of foam that has been cut diagonally to make a sort of "die-block." See photos 35 and 36.



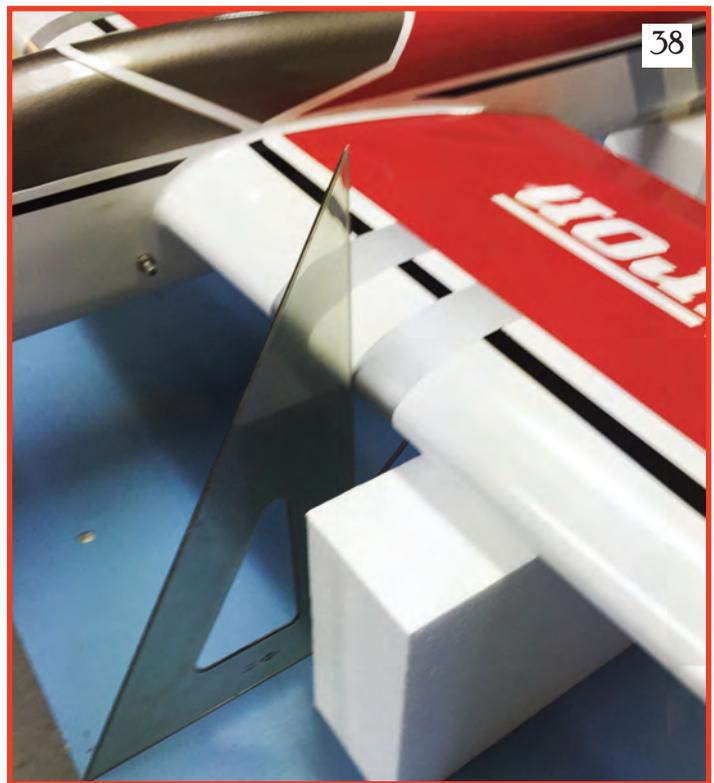
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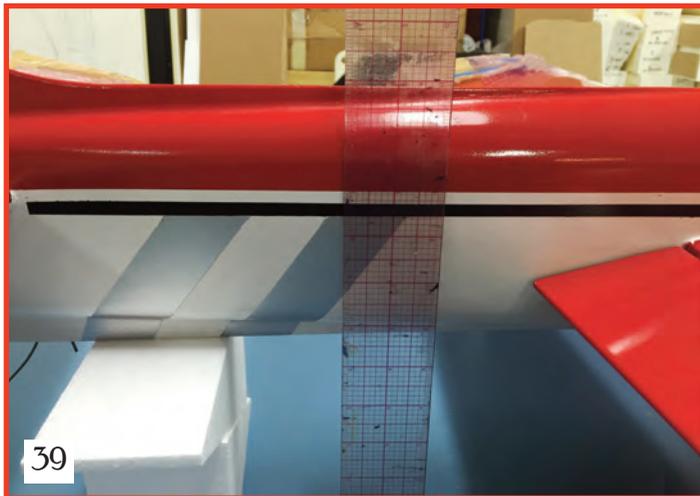


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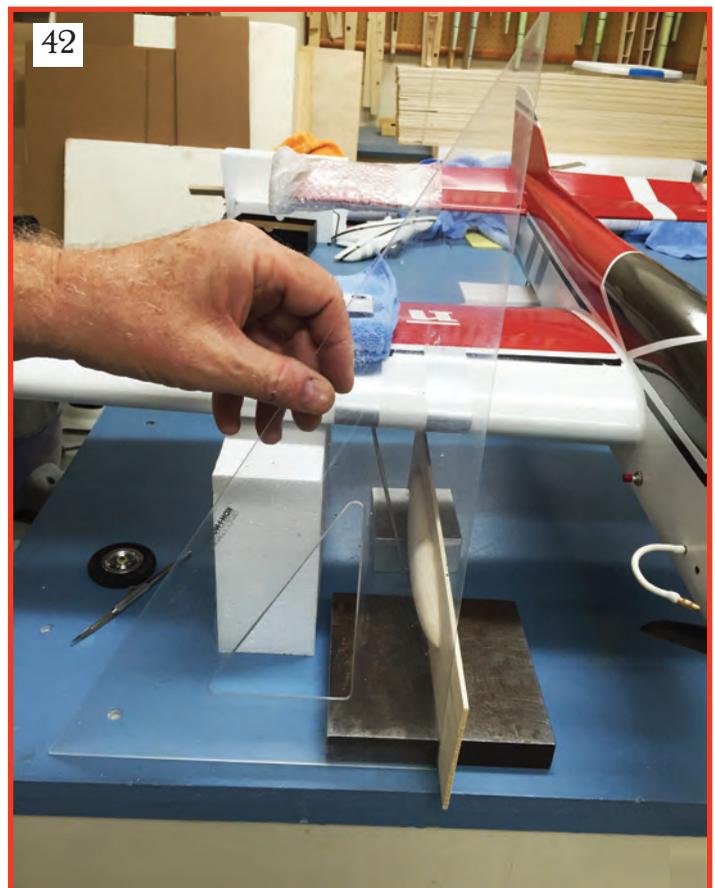
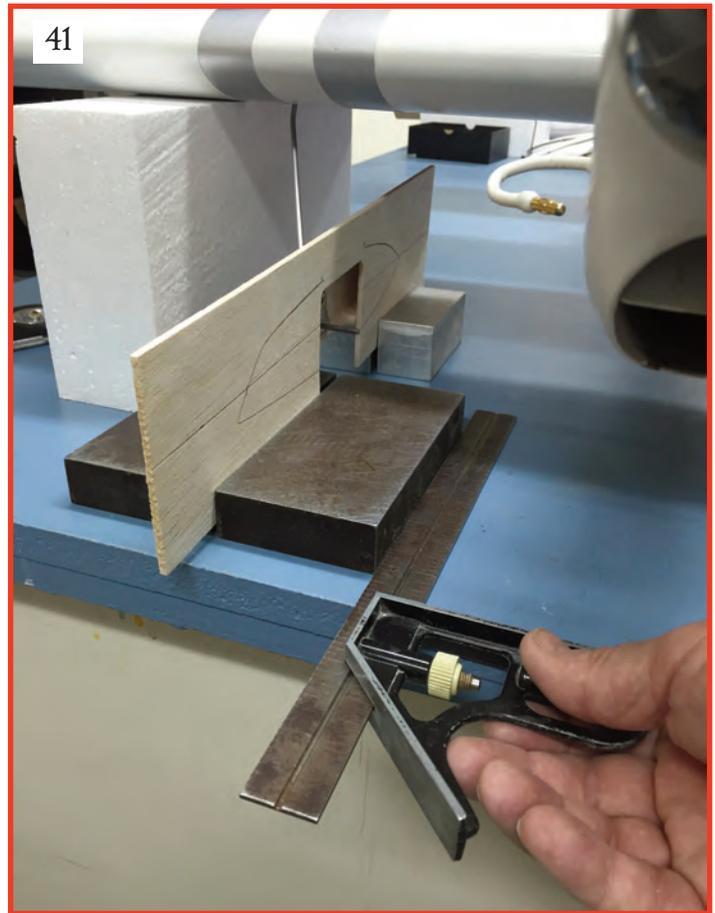
Next, measure from the bench top to a line on the model that is parallel with the table top. Do this measurement in front of the wing and behind the wing, and slide the die-block foam pieces together or apart as needed to make the measurements match. Now the thrustline of the model is parallel to the bend top. See photos 39 and 40.



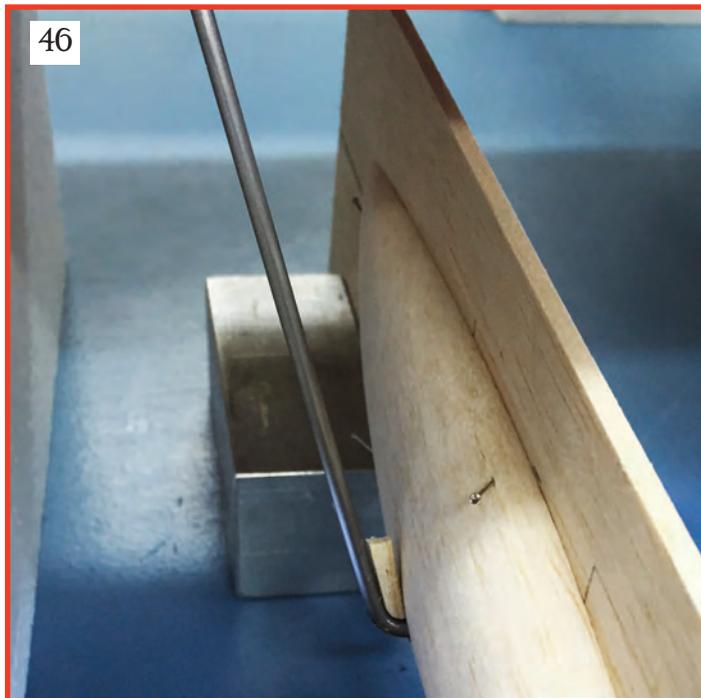
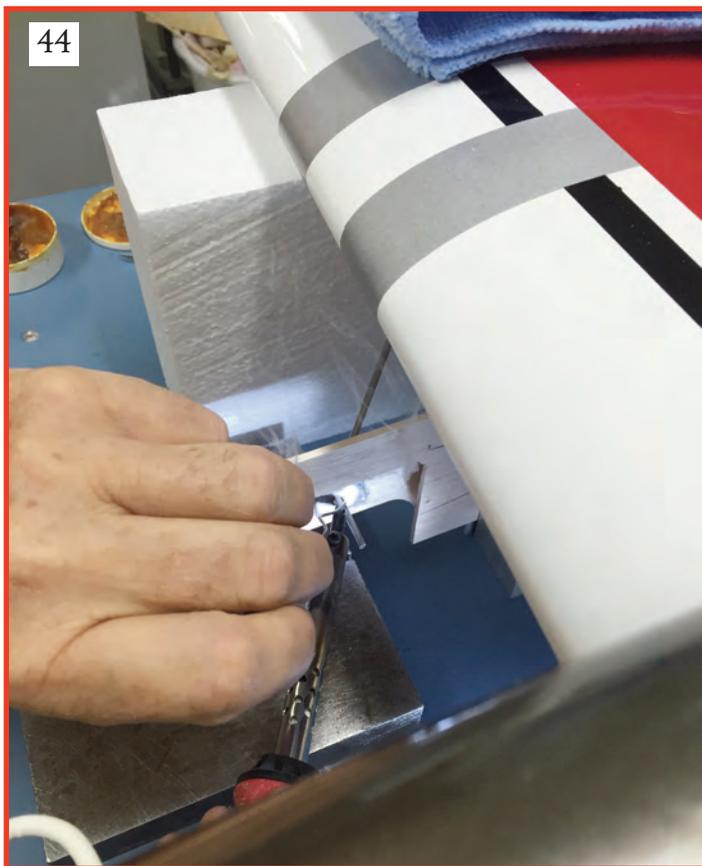
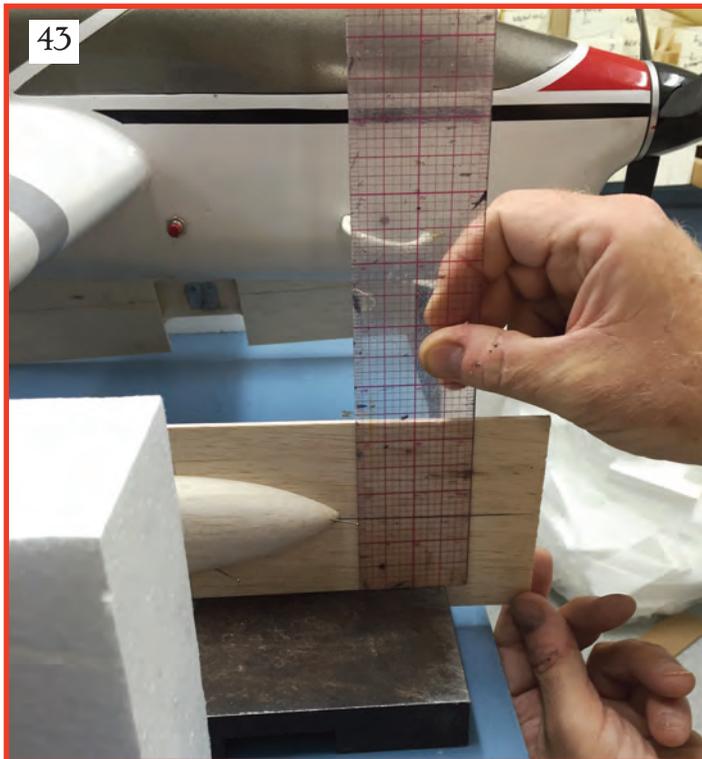
Using pieces of metal bar stock that have sides that are parallel, clamp the fixture plate as shown in photo 41. By clamping the fixture plate in this manner, the plate will be square to the tabletop. Using a combination square, adjust the metal bars until the edge of one of them is square to the edge of the table. Again, reference photo 41 to clarify this step.

At this point, you should double-check the fixture plate's alignment. See photo 42. The next step is to make the fixture plate's centerline parallel to the tabletop. I use a transparent plastic C-Thru scale to do this step. The scale has lines on it that are graduated in  $\frac{1}{16}$ -inch increments and those lines are square to the edge of the scale. By rotating the fixture plate up or down I can match the centerline on the fixture plate to one of the lines on the scale and ensure that the plate is square in all axes and aligned perfectly to the model. See photo 43.

Double- and triple-check all of the measurements before proceeding to soldering the axle to the tin plate on the inside of the pant half. Make sure that when you solder the plate to the

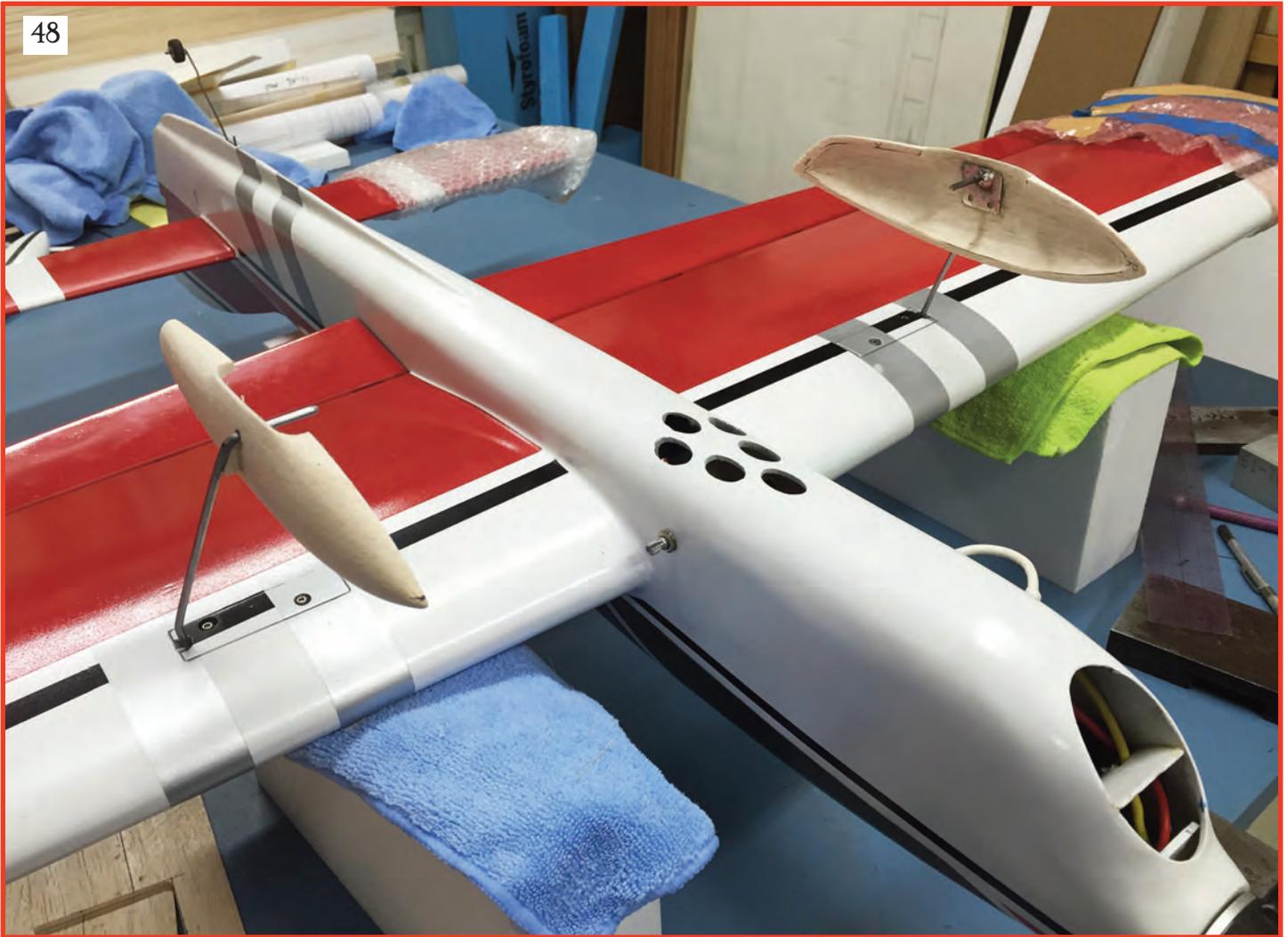


axle that you don't move the assembly. See photos 44 and 45.



At this point, the pant half is attached accurately to the landing gear strut's axle. To be certain that it doesn't move during the next operations, cut and fit a small piece of balsa between the strut and the outside of the pant half. When satisfied with the fit of this piece of balsa, glue it in place permanently with some medium CA glue. See photos 36 and 47.

48



49



Attach the other pant half to the other strut and then remove the clamping weights. The pants are now ready to have the balsa struts fitted, glued, and shaped. Everyone should be able to easily accomplish that task. See photos 48 through 51.

After the fairings have been installed and shaped, you can fit the wheels and align them with spacers to ensure that the center of the tires match the center of the pants. Solder a retainer onto the strut and then glue on the outer pant half.

When the glue has dried, sand the seam between the pant halves smooth. I like to install a fillet between the pant and the strut. I use and recommend Super Fil material for this fillet.

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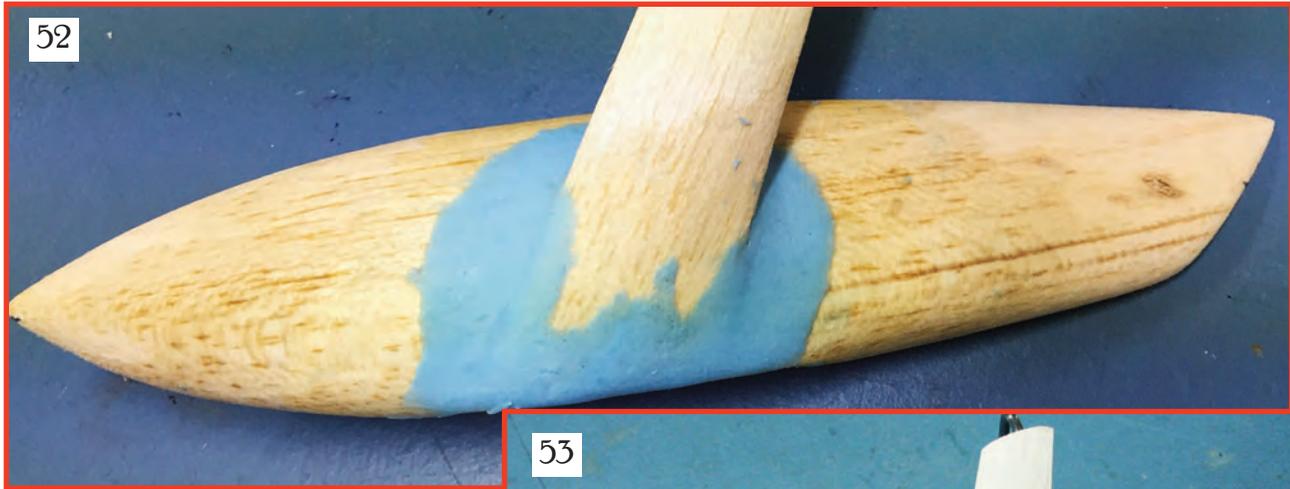
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Super Fil can be purchased from Aircraft Spruce and Specialty or from Brodak Manufacturing.

Before installing the fillet I brush a coat of Z-Poxy finishing resin onto the area of the pants where the fillet will be installed. This coat of resin will toughen that area, allowing





52



53

filing and sanding of the fillet material without “dishing” the surrounding balsa. See photos 52 through 55. sv



54



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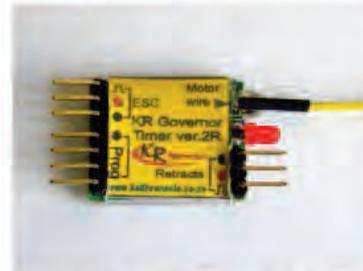
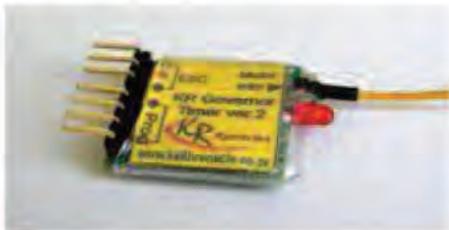
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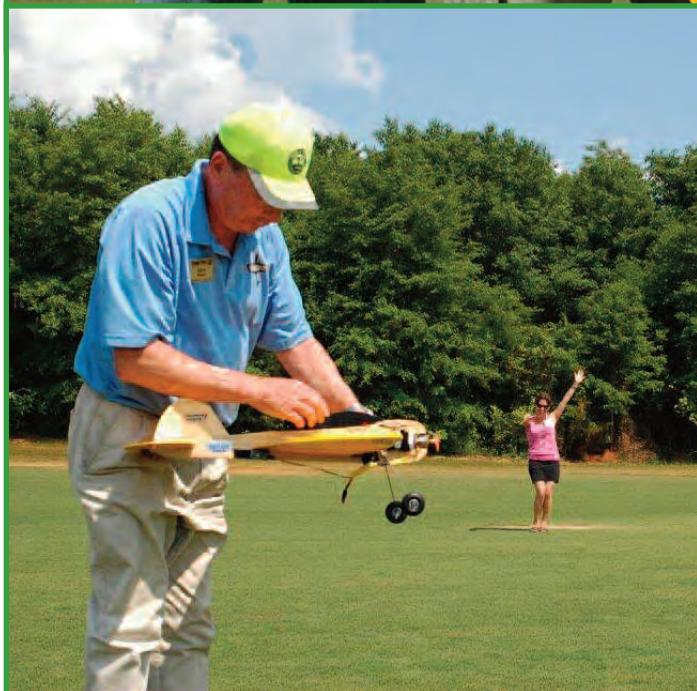
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# 2015 Joe Nall and Bob Shaw Stunt Championships

by Mark Weiss



New friends: Allan Perret (L), took newcomer Alex West under his "wing." Great camaraderie.



**It has taken** a few years for us, the Green Hat Gang, to get it just right at Triple Tree during the Joe Nall Week. Getting it right means we take turns in the circle—with now more than 1,700 students trained—and give them an enjoyable CL experience.

It also means we know what tends to break, so we assemble efficient repair kits located just outside of the training circle. It also encompasses keeping track of many, many battery packs and having enough charged at all times so that no one has to wait to enjoy a training flight.

It also means we have been able to conquer our biggest single headache—having hundreds of those little O-rings flying off the prop hubs into oblivion. A friend suggested cutting and using ¼-inch pieces of surgical tubing as a substitute for the O-rings, and they were a Godsend.

So what do you do if you think you have finally mastered the student flying at Triple Tree? Easy! Add an event that you have never personally directed before! This year, we added the Bob Shaw Stunt Championship, an AMA sanctioned CLPA event for the four PAMPA skill classes. And when did we schedule the event? That's right, the Saturday immediately following seven full days of our student teaching. Who needs rest anyway?

I have to tell you that it was all worth it. We had about 365 attendees try CL in our middle circle from Saturday, May 9, through Friday, May 15. While many helped, the majority of the training was done by Bruce Jennings, Dave Wenzel, Will Davis, Wayne Robinson, Merry Phelps, and me. It is incredibly satisfying to bring these folks into the circles, give them a short

Top: Our 2015 Star New Pilot was Savannah Brewer. Surrounding her from left to right are Mark Weiss, Dave Wenzel, proud dad Leonard Brewer, his friend Jennifer, and Wayne Robinson.

Above: The Green Hat Gang's prodigy, Alex West, teaching his mom Lisa to solo on the RingRat.



This little pilot says it all with his RingRat and shirt. Okay, so we did run out of his size. Still looks great!

ground school, and watch their faces change from total anxiety and fear to wraparound smiles 60 seconds later. Some are intent on flying by themselves, while others are very happy to have a second hand on the lines.

What we all look for each year is that small group that comes back for several flights, for they are totally enjoying the experience. We have returnees from all three previous years, and that is growth for the CL community. They have their own airplanes and are now ready to enter basic contests.

And this year we had our shining new star, Savannah Brewer, from Ohio. Once she came and tried the handle, her dad Leonard told us all she wanted to do was fly CL and go fishing! She soloed on her third attempt, and before the week ended, we presented her with a completely ready-to-fly Stevens Aero RingRat 250, the same airplanes we have had such success with for four years. She was speechless and overwhelmed. Her dad had tears in his eyes. So did I; it simply does not get better than that.

When Pat Hartness decided to provide the three wonderful circles four years ago, the idea of letting attendees fly CL planes was not in the equation. For whatever reason, it was my idea and would have been impossible to implement without the Green Hat Gang and our sponsors. The Gang got their name from the bright green caps I had made that would stand out and let folks know who the instructors were.

Those caps have become dear to us. Anyone wearing one is a true giver, an individual who is spending their personal time and money to be at the circles for an entire week (in some cases) just to let others experience the magic of CL flying. The next time you see someone wearing that bright green cap with the Triple Tree logo on the front and CL on the back, please thank them for



The man himself, Pat Hartness personally handed out all 12 awards. Here, First Place in Beginner was Dave Wenzel. Dave actually had Pat sign his contest shirt. Very cool.



Last year, this beautiful pavilion was added adjacent to the Expert circle and was busy for the contest, full of spectators and competitors.



The Top 3 in Beginners (L-R): Charles Barnes, second place; Dave Wenzel, first place; William Brewer, third place.



Top 3 in Expert (L-R): Gene Martine, second; Derek Barry, first; Mike Scott, third.



Top 3 Intermediate (L-R):  
Wayne Robinson, third; Jim  
Mynes, first; Taylor Gunder,  
second.

their devotion and commitment to our sport.

There is nowhere else at the nearly 500 acres at Triple Tree Aerodrome where someone without any flying experience can fly an airplane provided by others. The formula works and I believe we need to add it to every CL function we have around the country. Contests alone do not bring new people to our hobby. Taking the handle with an experienced pilot does provide that special experience.

Adding the stunt contest did something I really had not thought about. As we were training during the previous seven days, we told each student that we were having a contest that following Saturday, and they were invited if they were still going to be at Triple Tree. Well, many did come, and it was easy to see that they could make the connection between what they experienced in 60 seconds and what it could look like after much practice. That blending is everything, in my opinion.

The Internet was full of comments regarding the upcoming stunt contest at Triple Tree. Some were incredibly supportive while others chose a different path. No one who had ever visited us or helped during the past three years had anything negative to offer.

Interesting, isn't it? The contest was my idea, not Bob Shaw's and not Pat Hartness.' I made the decision after talking to a lot of pilots at the Brodak event last year. I asked why they thought we were not getting more experienced CL pilots to attend the Joe Nall. They told me a contest would draw the crowd, not a fly-in. Will Davis, Wayne Robinson, and I also had talked about a contest.

Why were there more CL pilots at Triple Tree during Joe Nall week? Pat and Bob have given us three world-class circles complete with their own sprinkler systems. They gave us a beautiful pavilion complete with fans and electrical outlets. Three exceptionally clean port-a-potties were ours and cleaned every day. They are giving us the opportunity for a permanent CL site and we want folks to see it for themselves.

Both Pat and Bob started in CL and have a deep fondness for



We had a crew of wonderful judges. In the photo, Beginner and Intermediate judges were Bob Zambelli and Ken Armish. Also judging were Dale Barry and Craig Gunder (Advanced) and Stan Powell with Dave Wenzel on the Expert Circle.

Right: Second Place in Intermediate was first time contest entry Taylor Gunder with Pat. Father Craig was very proud of his little fellow.

this mode of flying. I am not ready to say that in 20 years CL will be dead. We can keep it alive but it may take some work and folks like Pat Hartness and Bob Shaw.

### The Contest

As Saturday neared, I questioned my own sanity. I was not the only one. One week of instruction is wonderful but tiring. Shutting that down and running a contest the next day was a tall order. As I am now much closer to age 70 than 69, that reality set in a few times, but I did my best to dismiss it. So did the rest of the Green Hat Gang.

One complete uncertainty was just how many pilots would come. Will and I thought that five entrants

Below: Top 3 Advanced (L-R): Don Ogren, third; Mike Waldron, first; Allan Perret, second.





Our site with those three great circles and part of the 450 acres in the background. What's not to love?

in each category would be a reasonable number for a first-time contest. I must have checked my email 20 times each day to see how it would play out. It played out very well indeed.

Although a few contestants decided not to enter for a variety of reasons, we had 31 pilots enter this year! The largest group was Advanced. We combined Beginner and Intermediate because that total was close to the totals of the other classes.

As contestants started coming, arriving in larger numbers, the reality set in that we had to deliver a great experience. Thanks to the Gang and the Metroliner CL Club volunteers, the contest was a success.

We learned a lot from our own observations and the feedback from the pilots on how to make next year's even better. That work has already started while the details are fresh in our minds. The contest was a success because:

1. The facility puts a smile on everyone's face.
2. Providing special T shirts for all pilots made for an event that had some closeness.
3. The awards were very attractive and everyone wanted to take one home; 12 did!

4. The contestants were terrific.
5. The judges did a great job.
6. Will and Melissa Davis served up a great lunch that was also free to attendees and their families.
7. I would like to think that those of us who ran this thing did it with dignity and respect to all.
8. Finally, everyone wanted this to be successful.

The pilots' meeting was started a little after 9 a.m. with flying beginning about 15 minutes later. After all four classes had completed their first round, lunch was ready under the huge tent provided by Pat and Bob. The food was great and everyone appreciated what we had planned for them. About 45 minutes later, the second rounds began and we were finished around 2 p.m.

The terrific administration crew that included Howard Shenton, Jim Duckworth, and many others, got the final scores posted quickly, and we all met under the tent for the awards. I had asked Pat if he would personally congratulate each winner. As their names were called, I gave the winner their awards and Pat and each of the winners had their photo taken together.



The pilots' meeting was held in front of the big tent, Command Central, and eatery.



Above: It's Bob Shaw!



Above right: Third-place winner in Expert, Mike Scott, enjoying his award and a moment with Pat Hartness.

A special prize was given to Will Davis and the Metroliner club for their vital support. They received, compliments of John Brodak, a Super Clown ARF, electric version, complete with the

entire power package, a battery, and a charger. They deserved this!

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### What's Next?

Everyone associated with this year's inaugural Bob Shaw Stunt Contest wants the same things added for next year: Make the contest a two-day affair and offer Classic and Old Time Stunt, at a minimum. We also need to fix a few things that will make next year's event even more enjoyable and comfortable.

As for the timing of next year's contest, that is a major topic of discussion. We would like to have the event positioned in the stunt calendar where more people could attend without conflicting with their regular annual contests. I know that is really a difficult (and maybe

Gene Martine getting down low.  
He finished second to Derek  
Barry.

impossible) mission  
statement, but we are  
looking at it right now. Of  
course, running a contest  
not during the Joe Nall  
week brings its own set of  
problems and challenges.

The results of this first  
contest at the Joe Nall can  
be found in the "Contest  
Report" section of this  
issue of *Stunt News*.

So, the future looks  
bright from both  
perspectives: Students  
keep coming for their 60  
seconds of joy, and the  
addition of the Bob Shaw  
contest has added a  
wonderful perspective and  
opportunity.

Stay tuned for further  
information. *sv*

—Mark Weiss, CD



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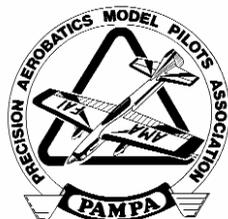
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# PAMPA News & Reports

## Vice President's Report

by Matt Newmann



everything in between. This is healthy for the hobby.

With this diversity there can be some problems. In the past, I have mentioned on several occasions what a good bunch of modelers we generally are. There have been several times that I have written about some of the extraordinarily good things that modelers have done. It often seems that modelers have gone way out of their way to help a fellow modeler. Unfortunately there can be a few black sheep in the family, although most of the time I am sure their intentions are well meaning. Unfortunately, I will say that these modelers can inadvertently be a detriment to the modeling community.

Once such case recently came up on a popular Internet forum. On this occasion, someone was asking a question about an electric setup. I am not going to go into great detail, but instead of giving some advice, someone posted a rather negative response about electrics in general. On the other hand I have also seen posts where modelers do not like the older engines and planes because the "latest and greatest" is the only way to go and give a bad comment toward older technology in a similar manner.

Now I am not going to go into a debate over the positives and negatives on any one setup. My "sermon" this time is to caution about such negative responses. The only way to take them in some cases is extremely negative and sometimes even hurtful. These can undo any and all progress the aforementioned good deeds have accomplished. Actually one really well-placed bad comment can undo several good deeds. I think we can all agree that this is not in the best

**What does time** and technology have in common? They both march on. As time passes, technology progresses. This is just one of the facts of life. Both are unstoppable.

Now, does this mean that we ignore the past? No! As a saying goes, "If you don't learn from the past you are doomed to repeat it." Many people like older things. Older things certainly have a charm all their own. Just look at all the planes from the past and see the different fads that have come and, in some cases, have gone.

You can certainly see where we have come from and also where the progress technology is taking us. Knowing this some modelers just like the do it the old-fashioned way because the older equipment is certainly some modeler's cup of tea. They are learning from the past. This is a good thing.

However, today we have a huge selection of modern technology at our fingertips. We have electrics that can satisfy the modelers who love electronic gadgets. We also have the latest and greatest IC engines—both on a pipe and muffled. We also have some new space-age building techniques that just were not available to the general public just a few years back.

Because we have this great abundance of diversity, we can have a plane that is using a Fox .35 sitting next to an electric and

interest of our hobby.

Sure, we are all allowed to have our opinions. I am certainly not saying we can't, but watch how you state things on any forum and/or in person. If you see or hear one of these responses, how you respond can go two ways: it can be equally as bad, which will make things worse, or if phrased correctly, it can defuse the situation. So think before you respond.

To paraphrase Windy Urtnowski, who has said something similar to this many times: A good engine/motor run is a good engine/motor run. It does not make any difference if you are running a Fox .35, Super Tiger .60, PA on a pipe, or an electric. As long as you are having fun running a (fill in the blank), then by all means go for it. Help your fellow modelers get the most fun out of what he (or she) has. That is what this hobby is ultimately about—having fun!

Also remember what your mom probably told you, "If you can't say anything nice, good, or helpful, it probably is best not to say anything at all."

Have fun and help others have fun. Don't put down other modelers just because you may disagree with what they have. *SN*

—Matt

# District I

by Steve Yampolsky

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

This month's "The Great District I Dictator's Rant" will contain some history, some pleading, and some hopefully inspirational stuff. Which section you will find the most touchy-feely depends purely on how close you live to those nuts from District II (we love you guys!).

## Some pleading

I did not submit a district report for inclusion in the last issue of *Stunt News*. Quickly! Ask me why? The answer was simple: *No one* sent me any pictures or notes on what they are working on. Yet, everyone wants to read the district report to see what others are up to. This cannot work unless everyone shares a little about their CL activities (boy, howdy! –Ed). It doesn't take much time to put together a small email with a picture or two, but it will give such a big boost to other District I members. It might even inspire someone to finish that model that's been sitting half-built for the past three years. And if you don't share, I will begin publishing my collection of haikus. Here's one:

Frozen pond  
Stupid frog  
Splat!

## History

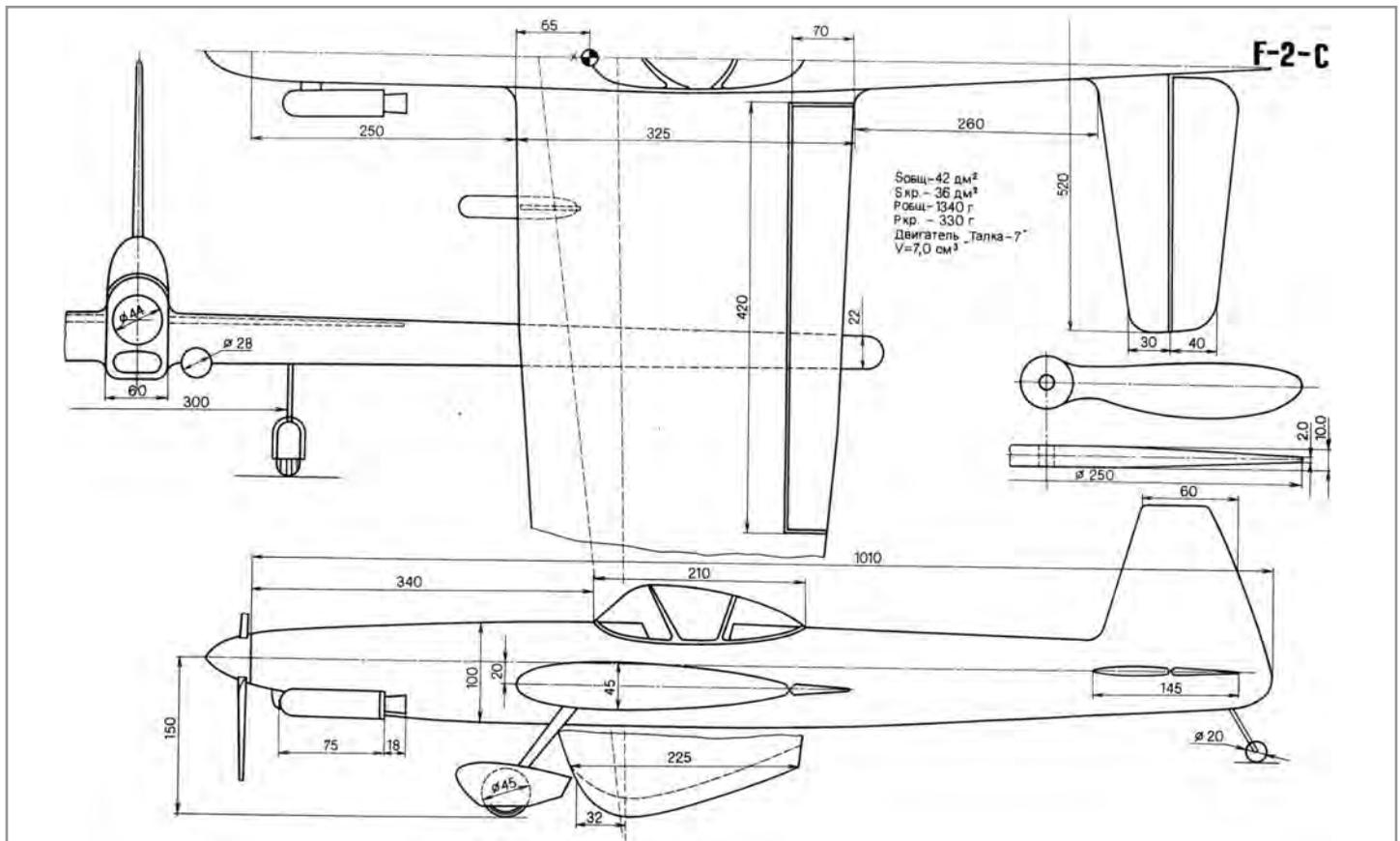
PAMPA is a grass-roots organization. It means that those who join want to participate in the stunt community. Part of the participation is going to contests, meeting other members, and exchanging ideas and tips.

Our district is full of interesting individuals! Some are amazing builders; some have a golden hand; some are wise and some are wisecracks. And then there are those who spark curiosity that leads us down a path of wonderful discovery.

Steve Buso started me down the path of most unusual discovery when he called me to see if I could help translate some Russian drawings into English in hope that those drawings could be made available to PAMPA members. Steve was going through his father's papers and found four 8 x 11 drawings that were given to him as a gift by Soviet team members during one of the World Championships.

As I started on this journey, I thought it was going to be quick work. Boy, was I wrong! When the drawings came, one look at them and I felt goose bumps on my skin. In front of me laid the exact drawings I saw as a kid in the Soviet Union. Back then I thought they were the most beautiful models I'd ever seen. Those drawings are a big reason why I've fell in love with Stunt. I had to find out more about the people who designed those models. Here's the picture of one of those designs:

The designer of the model, Vladimir Yeskin, was a prominent member of the national stunt team at the WC from 1968 until 1976. He could have continued to compete at WC level, but some bureaucrat in Moscow decided to stop supporting the F2B team at the World Championships. Vladimir, a simple factory worker, could not continue competing on his own, got discouraged, and completely left the sport. Today, unable to live on the pension provided by the



government, Yeskin, already into his 80s, continues to work as a cab driver.

Around the March timeframe, I had an opportunity to speak to Mr. Yeskin on the phone. I asked him which was his most memorable flight. To this day, Mr. Yeskin remembers how the sun was setting during 1974 WC as the beautiful red Gieseke Nobler took to the skies. In his opinion, it was the most perfect pattern he has ever seen!

Another thing that impressed Mr. Yeskin was how beautiful American models looked. USA team models always stood out from the rest with their impeccable build quality and amazing

paint finishes. When asked about his models, Yeskin admitted that he was a big fan of the Jet look but switched to a different look (as seen below) in mid 1970s. The model pictured was flown in active competition from 1974 through 1978 when he quit the sport.

This model represents the quintessential Russian Akrobat look that's been copied by so many others. I have converted the drawing into CAD format, and while it could be used to print plans, it is nowhere near the quality of a drawing done by a professional (I'm a self-taught non-engineer). I am now looking for someone to help me finish the drawing in a professional way.

If you know anyone willing to help, please contact me at (syampolsky@hotmail.com).

### “Inspiration” or “How to get dizzy real good!”

Summer is here (I assumed it would arrive, eventually) and everyone is spinning in circles trying to find that perfect groove, that fleeting moment when everything comes together and a perfect aerobatic ballet is flown. Skill level does not matter; the moment comes to all who try.

Don't look for excuses not to fly! Do go out there and fly and find that moment that you will remember for the rest of your life. We don't remember the mundane things we did last week, but we *do* remember those special moments when everything came together and you flew your best flight! Go! Fly! *sv*



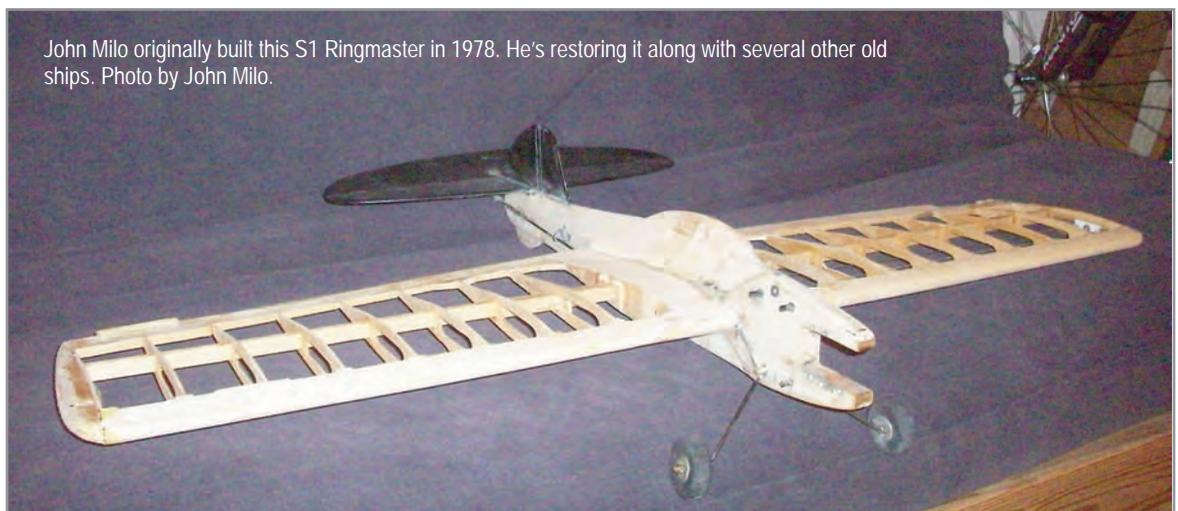
## New Jersey, New York

**Hi, everyone.** I didn't receive too much in the way of photos or stories from our district this cycle, so this column is going to be a short one. I really need for all District II PAMPA members to contribute so that this column will be as meaningful and interesting as possible.

I did receive a few photos from John Milo. John is a long time District II flier who has been inactive in recent years. He's also an avid fisherman but has decided to come back to flying for at least a while.

John is in the midst of refurbishing his fleet of old CL models. Among the ships that he is restoring are a Gene Schaffer-designed Stunt Machine, a Genesis

40, and two S1 Ringmasters. It looks as if he's done a lot of paint and tissue stripping and is now ready for some recovering and paint work. We are looking forward to seeing John on the contest trail here in the East soon.



John Milo originally built this S1 Ringmaster in 1978. He's restoring it along with several other old ships. Photo by John Milo.

## District II

by Buddy Wieder



Here's another SI Ringmaster being refinished by John for the son of the original owner. Milo photo.



Here are a few more models in John Milo's air force. Looks like John will have plenty of models to fly this year. Welcome back, John! Milo photo.

### GSCB Profile Fun Day

The Garden State Circle Burners hosted a Profile Fun-Fly and tailgate swap meet on May 17. They had a great turnout and all had a good time. GSCB club President, Ron Testa, sent along a few photos of the action on that day. Two of the photos depict District I PAMPA member Rick Huff's new Pathfinder Profile Twin. Rick's ship is electric-powered and features a set of E-flite tricycle retractable landing gear that turn 90 degrees as they fold. Lots of innovation going on lately...



John's Gene Schaffer-designed Stunt Machine has seen many flights, and now it gets a facelift. The airframe still looks very solid. Milo photo.



Sarah Huff hoists hubby Rick's new Gordan Delaney-designed Pathfinder twin for a neutral check before a flight at the GSCB Profile Fun-Fly. Photo by Ron Testa.



John cooked up this very original but effective holder to allow him to work on the side of his planes. We just hope that his wife doesn't mistake his treasure for trash... Milo photo.



No, the landing gear didn't fall off. They retracted! Rick used a set of the 90° rotation E-flite 10-15 electric retracts on his electric-powered twin. Testa photo.



Tom Luciano prepares to start his Top Flite Combat Streak. Tom fitted it with a set of wing gear to turn it into a nifty sport stunt model. The ship features a beautiful silk covering job. Testa photo.



Here's the Mark 1 in flight. Testa photo.



Tom's Combat Streak looks great in the air with its transparent yellow, silk-covered wings. Tom is a quickly improving East Coast stunt competitor. Testa photo.



A number of GSCB regulars came out to watch and fly at the GSCB fun day. Testa photo.



Pete Huff launches an RSM Mark 1 for his brother Tom. The Huff brothers are getting active after a 40-year hiatus from modeling. They are making great progress, having tons of fun, and are a delight to be around! Testa photo.

Ron Testa also sent along a photo of his new Vector 40 on the paint stand. It is nearing finish here and should be trimmed out and flying well by the time you read this.



Ron Testa's new Vector 40 is nearing completion. Here it is shown on the paint spit ready for a coat of clear. Testa photo.

My latest project is an electric-powered twin design that features tricycle retractable landing gear. To be honest, it has been putting up a battle, but I will win the war. During the second

test flight I had a motor problem. Luckily, the problem flared up on the ground just before takeoff and my very able pit crew (Bob Hunt) was able to disarm the system, and it didn't cause any problems other than a burnt motor.



Buddy's new Ryan's Twin sits all buffed out and ready for the flaps and elevators. Note that his wife, Betty, allows him to keep his model in the living room of their house. She's a keeper! Photo by Buddy Wieder.



This is not a small airplane! It spans 63 inches and has just less than 700 square inches of wing area. The wing is a built-up, fully sheeted component with swept-forward trailing edges and Mustang-like cuffs inboard of the nacelles. Wieder photo.



The ship features a blend of classic and new wave styling. Wieder photo.



Ryan Wieder (for whom the ship was named) likes dad's handiwork. Ryan lends a bit of perspective, revealing just how big this model is! Wieder photo.

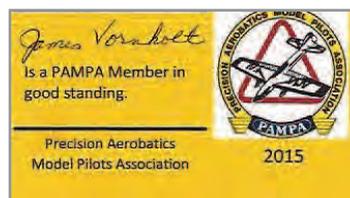
I am using Cobra motors in this model. When I got back from the flying field, I called Lucien Miller, the owner of Innov8tive Designs. He was super helpful and more than willing to go the extra mile to make sure I got a new motor quickly. He didn't have any of the exact electric motors in stock that I needed, but he hunted around and found one that was sent by the manufacturer as a prototype for them to test.

Before I knew it, Lucien called me back and told me that he had mailed the motor out via second day mail, and he even paid for the shipping, knowing that I was trying to get everything sorted and trimmed out as quickly as possible.

Lucien then informed me that the replacement motor that I needed would be arriving in less than a week, and he would send me the new one as soon as possible. All I have to do at that point is to return the prototype. I've had a lot of good luck dealing with the online hobby distributors, but dealing with Lucien Miller at Innov8tive Designs has been the best. If you fly electric, please consider trying either a Cobra or a Scorpion motor from Innov8tive Design in your next new ship.

That's all for now, but I promise that my next column will be longer, if you'll promise to send some stuff to me for the column. <sup>SN</sup>

—Bud



Support your organization. Contact Membership Secretary Mike Strand to purchase your PAMPA membership card.

## Ohio, Pennsylvania, West Virginia

# District III

by Ken Armish

**Here we are**, two months beyond writing the last column, and the bad weather continues with a vengeance. I hope by the time this gets into print we begin to see some good flying weather in the Northeast. Since there is no flying to report on, I will continue the progress being made on some winter projects.

As I showed in the March/April column, I used Bob and Robby Hunt's method of assembling the fuselage and molding the top and bottom decks for the Rounder. It created what I feel is a superior method of producing a light and very straight fuselage. I wanted to make a couple of small changes to the Rounder design (so I can fib a little and call it my own), so I asked Mr. Hunt to cut me a foam wing core with the changes I proposed.

Since the plane will have wing-mounted landing gear, it was necessary to install the plywood spar before we could cut the slots for the plywood ribs which hold the landing gear plates. The rest of the wing, which included cutting out the aforementioned plywood ribs, molding and installing the leading edge, and sheeting the rest of the wing, I did in my shop. I also had a foam stab core from Robin's View left over from a previous project that I cut down and modified to fit my new project.



Ken's Rounder, short the nose-block and tail-block, but coming together very nicely.



It is amazing how well everything fits together when you follow Bob and Robby Hunt's Tru-Fit Fuselage Construction CD manual. Every builder should have this in their library.



The Rounder wing ready for landing gear plate to be installed.

As I am sure you have guessed, I like to build. As the pictures indicate, the basic structures for the new plane are all coming along quite well. If you are or know someone who is new to scratch building and want to learn to build at a very high level, I suggest you start to collect all the articles written by the expert builders.

As I have mentioned in other columns, I have used a number of Robin's View CD manuals to raise the quality of my building. Even if you do not aspire to be the next National Stunt Champion or be in the 20-point appearance row at the Nats, building manuals, such as those put out by Bob Hunt and Tom Morris, or videos like Sparky's on "Stunt Hanger," can be used to raise your level of building whether you are a competitor or sport flier. One thing is for certain: If you build planes with better alignment and reduced weight, it will help your flying. Of course, that last statement must be sprinkled with some practice.

As you will see in the photos, my flying buddies, Alan Buck and Dennis Lipsett, have been busy, as well. I think Alan has taken it upon himself to build a complete air force of Randy Smith-designed SV22s. Not a bad choice for a competition plane as evidenced by the success that Alan and many others have had with this design. Alan's three SV22s will all be powered by PA.61s or PA.65s on a pipe. Alan is also finishing up a Walter Umland-designed Edge 540 profile, which will be powered by a ST .51. I think Alan could be a real threat in Advanced Profile with this new bird. Now if we could just get him to retire from the 9 to 5 thing, we could all get more flying in!



The construction facilities at the Alan Buck Aircraft Factory: Two SV22s, one Gypsy, one Allen Brickhaus Buccaneer, one Vector, and one Profile Limitation.



Alan's shop.



Are you starting to get the feeling Alan needs to finish a few planes? Alan, the flying season is coming quickly...



Alan's Walter Umland-designed Edge 540 Profile, awaiting its turn in the spray booth. It will be ST.51 powered.

Dennis is just about ready to cover his new Oriental and get some paint on it. Dennis will probably power this new creation with a Brodak .40. At this stage of construction, the Oriental is showing signs of coming out fairly light. Go easy on the paint, Dennis! Although I have no pictures of it, Dennis is working on an Ed Southwick-designed Skylark, which we have re-engineered to be electric powered. I predict this combination will get Dennis out of Intermediate and into Advanced in short time.



Dennis Lipsett's Oriental, awaiting covering. Dennis, just slip it into Alan's factory, and he will finish it before he even knows it's there.



Mr. Lipsett himself. We may look as though we've been to the flying field, but we are just waiting for the Jerseytown Pub to open.

In the January issue of the Capital Quotes from the Capital City Controlliners of Columbus, Ohio, there are several pictures of Mark Messmer's Stunt Machine, a Gene Shaffer design. Mark has a very neat landing gear mount for his new bird.

Mark, if you, or any club member for that matter, are working

on new projects, I sure would like to get some pictures forwarded via email. From the newsletter, it looks as if there are some really good-looking, high-quality planes to come out of Ohio. Just remember, anyone who sends emailed photos, in order to get them into Stunt News, the photos should at least 300 DPI at 5 x 7 inches in size. It takes a photo of this quality to give us a good print in the magazine. Besides, work like Mark's and others deserves to be seen. Mark, I hope you will make it to Brodak's this year, as I would love to see this bird in its finished form.

From the North Coast Control Liners of Cleveland, their newsletter has several pictures of Bob Hudak's Legacy 40. Bob says the new Legacy will be powered by an Emax 2826 with a Castle 50 ESC, Hubin FM9 timer, and Thunder Power 3300 Prolite G8 batteries. Bob, I like the setup and the Legacy is

looking very, very good. Bob is definitely going to be more trouble for those of us in the Advanced class. Bob, we are all looking forward to seeing you and the new ship at Brodak's.

A heads up on upcoming contests: The Dayton Buzzin Buzzards are having a two-day event August 8-9, 2015. Classic stunt will be held on Saturday with a very good payout to the first three places. PAMPA stunt will be flown on Sunday only. This looks to be quite an event. Look for the flyer on Stunt Hanger website or do a search on line for the Dayton Buzzin Buzzards.

Well, I need to get this column to Mr. Hunt for his perusal. Until next issue, please keep sending pictures and descriptions of your projects. *SN*

—Ken Armish  
karmish@ptd.net

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

## District IV

by Scott Richlen

**Springtime** is "new airplane time," and we are seeing the results of our winter building in District IV! Let's start with a report from the Norfolk Aeromodelers.

Every year the Norfolk guys have a building contest. If you have been a club president and have tried to get this to happen in your club, you know how difficult this can be. Most clubs probably have about 25% of their members who never show; 25% who only come to the meetings to yak about old times but are never otherwise seen; 25% who once in a while actually come out to the flying field with something dragged out of the attic; and 25% who are active and who actually build a new plane once in a while.

It ain't easy to run a building contest! But the Norfolk guys do every winter!

This year they had a three-way tie, with the winners being Jimmy Welch, John Tate, and Abram VanDover. Jimmy Welch brought in his new Bosta fast combat plane; John Tate built a Krispy Kreme Legacy; and Abram VanDover built a Sig Shoestring racer:



Above: Here's a close-up of John Tate and his Legacy.



Left: Results of Norfolk Aeromodelers winter building contest.

Northern Virginia Control Line members have also been very busy building their weapons for the 2015 flying season. Dick Houser built a new Smoothie this past winter. It's named Miss Virginia.



Jack Jackson always does beautiful work.

Dick's Smoothie has a classic red, white, and blue paint scheme.



And, what's a classic stunt ship without a classic babe on its wing?



Here's a view from behind Jack's Stuka.



Dick's selection of pilots quacks me up...Quack! Quack!

But that wasn't the only building going on at NVCL. Here are a few photos of Jack Jackson's beautiful Stuka Stunt.



Jack's crew of mini-fig pilots appears ready for a new mission.

NVCL member Eddie Alfaro has his new P-51 B/C in final stages of fabrication. Eddie is one of the NVCL guys participating in a group build of the Pat Johnston-designed and Tom Morris-kitted P-51 B. This is the same design that Tom

Dixon has been campaigning so successfully. This is the first control line kit that Eddie has ever built, and he is doing a marvelous job!



Eddie Alfaro is developing into one of those meticulous builders who produce fantastic results.

We don't want to forget the twins. I managed to find plans for a twin .020-powered P-38 in an old December 1959 American Modeler, and Paul Gibson (another NVCL stalwart) couldn't resist building it. But frankly, who could?



Sometimes you just gotta have a twin!

Here's John Murphy's new modified Cardinal. I think it looks terrific! We angled the battery mounting so we could shorten the nose and avoid adding a lot of tail weight. And, no, the electrons don't run out if the battery isn't level!



You can also see that, in addition to shortening the nose on John Murphy's modified Cardinal, we have added substantial side area.

I have saved the best for last! If you have seen any of Tim Stagg's previous builds, you know that he has achieved a level of craftsmanship not often equaled. If you haven't seen his workmanship, you are really missing something!

Tim flies with the Eastern Shore club in Maryland, and his flying talents match his building talents. Here are some photos of his new Mustang.



This Mustang by Tim Stagg is yet another Pat Johnston design.



Can't wait to see this one fly!

Of course, with the weather slowly warming, we are starting to get out to the field. *sv*

—Scott Here is Joe Colly flying his Ringmaster.

## District V

by Don Ogren

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

I was hoping to have some news from around the District, but nothing has come in. Come on, guys. I really need your help. This is your chance to tell all of PAMPA how great District V flyers are and what we're doing for fun this year. (Without your input, I'll have to ad lib.)

As time has proven, we seem to get "too late smart, and too soon old." This month, I'll try to touch on a subject that we don't address too often. What I'm getting at is something that Steve Fitton related to in his District IV column in the Nov./Dec. issue.

Here's what he wrote about: "...letting bad habits creep into your flying." This really made me stop and think about why I zonked my profile Cardinal at the KOI on a practice flight, and why my Legacy 40 bit the dust after the 2014 Nats, also on a practice flight. Sure enough, I unearthed some bad habits. So let me try to explain what I think is pure *fact*.

Competition flying is different from a practice session, which no one can deny. So where did my "bad habits" show up? Or should I say, "Where did my good habits go?" I'll note some of my bad habits that have surfaced.

- 1) During practice (bad habits)
  - a. I hardly ever give my "flying system" a pull test.
  - b. I neglect to inspect the lines and handle often.
  - c. If a maneuver isn't the prettiest, I may repeat it, thus using up some of the very vital "after pattern" fuel.
  - d. Lack of "solid" concentration, to some degree.
- 2) During competition
  - a. Most all of the above are not neglected in completion. In competition the pilot is concentrating on doing everything according to "the book." Each and every second of air time is accounted for, from takeoff, to the landing rollout. The competition regimen yields a pull test, and flight preparation will routinely inspect the leadouts, lines, and handle. Very seldom will a pilot run out of fuel/amps before

- b. the full pattern has been flown.
- b. Concentration in an official flight is more intense.
- c. We may try to fly in winds that are more than just challenging so that we might garner a few more precious points into a better score. The decision to fly may be the wrong one. (A bad habit exists.)

At the KOI during practice with my profile Cardinal, I hadn't liked the Vertical Eights or the Hourglass, so I repeated both of them. You can guess what happened; I ran out of fuel in the Four Leaf Clover. The results were a bent crankshaft and a very bent fuselage.

After the 2014 Nats, during practice with my Legacy 40, the handle's down cable strands failed after the inside loops while leveling out into inverted flight. I hadn't noticed that most of the cable strands were broken. (There goes my Nats winner.) A nearly complete rebuild will have to be done.

My conclusion is the following: *We can expect poor results and poor scores from poor habits. That is a fact.* But good habits will change all that. Think about what yours might be; changing your habits will result in higher points on your score sheets.

I can think of numerous items that should be on either the preflight or the post flight checklist, and probably on both. Email me some of your thoughts. Next issue, if I'm needing material for the District V report, I'll put together what I think a checklist might contain, and I hope you'll help me out on this one. (All PAMPA readers can input on this subject, I'm sure.)

### Mike Waldron

On another subject this month, I'd like to tell you more about my flying partner, Mike Waldron, also from Spring Hill, Florida. He called me two years ago, after learning about my launching stooze. Ever since then we have been like two peas in a pod.

I soon learned that Mike is not a newcomer to Stunt. When he was a Junior, he flew in the 1971 Nationals in Chicago and



This is Mike Waldron, my flying partner with his new Gieseke Nobler.



Mike's "aircraft carrier" is 8 x 14 feet, providing room for expansion.

captured fourth place that year with a Chipmunk! (His name and the contest results are noted on the boxtop of that vintage kit.) He also has flown combat in the past.

But now he's been rejuvenated after his many years of absence from our circles. The first thing he did was to make a flying circle in his 10-acre pasture behind his house. After the wife's horses set their hoof prints in the fresh asphalt takeoff strips, he put up an electric fence. Having a circle in the backyard lets him fly whenever the sun is up, and that is what he has been doing.

It wasn't long before Mike was ready for some serious contest work, so he bought an "aircraft carrier," a single-axle trailer, into which we installed an eight-plane rack. The pictures will reveal the fact that Mike is dead serious about doing some serious contest traveling. His pickup truck and trailer make contest trips easy.

Mike has built and assembled several stunt planes in the past two years, so I'll name a few: Smoothie/s (2), Legacy/s (2), Chipmunk, Profile Cardinal, Profile P-40, Profile Pathfinder/s (2), Top Flite Nobler, Ringmaster, Strega, and his latest, a Bob Gieseke Nobler, converting it to electric during the build. Currently, he's building a kit Legacy for the Nats this year, with his fleet being about evenly split between glow and electric. The Gieseke Nobler flew the pattern on the test flight, so Mike builds well and expects that very little trim will be required.

Winds don't usually ground him, and he'll tell you that practicing in the wind is a prerequisite for being competitive at contests. (The KOI winds in 2014 and 2015 certainly didn't ground him, while others passed on their second flights.)

One thing that I don't want to omit about Mike is that he's a modest person and very laid back. When you meet him, you'll have met a great person and stunt modeler who's climbing the stunt skill ladder toward the Open class. This year he's in the Advanced class, and I'll predict a strong showing for him at the 2015 Stunt Nationals. *SN*

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The view forward in the trailer shows the shelves and plane rack for eight planes, which we have tested on several contest trips.



This view shows that the vertical spacing between planes allows landing gear and prop clearances. The "Vee" of the trailer makes this an ideal place for the plane rack.

# District VI

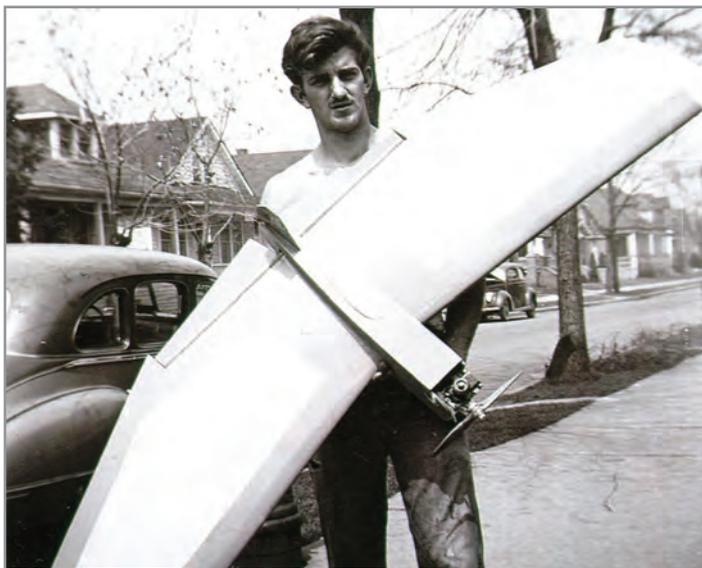
by Dennis Adamisin

Illinois, Indiana, Kentucky, Missouri

In April of this year, PAMPA approved my submittal of the Adamisin Big Wing as an Old Time Stunt legal design. This was the culmination of several years of “wishing” and several months of actually “doing” to get this done. While I only started flying OTS a couple years ago, I became captivated by the idea of being able to fly an Adamisin design from the OTS era.

Back in 1950 my dad and his brother, Paul, wanted to build something special. As Paul explained it, they wanted to have something unusual that would make people stop and take notice. A swept-forward flying wing built to a 78-inch wingspan would probably not be mistaken for anything else! Dad and Paul invested in a Gold Head OK Super 60 to haul the beast around. They never weighed it, but it was heavy and tail heavy in its original configuration.

Over the years it got refinished a couple times with new paint applied over the old. Several years later my dad was going to refurbish the airplane. He started by removing the covering and in the process removed something like 2.5 pounds of finish! The scale dad used maxed out at five pounds, and the big wing bottomed it out.



In 1950 my dad, Art Adamisin, and his brother, Paul, built a double-size-plus Sport Wing. Here Dad poses the Big Wing in the spring of 1951.



In April, 2015, PAMPA approved the Adamisin Big Wing for Old Time Stunt competition.



The first replica of the 1950 Big Wing is shown here ready to fly.

The OK 60 was not really up to the task of hauling this beast around. The engine always gave them fits. However, both Paul and Dad managed to do inside loops with the wing—each on one occasion. It also pulled very hard; imagine that. With all that weight it retained a lot of energy—multilap landing approaches were the rule.

When it came time to duplicate the Big Wing, I was aided by several factors:

- The original wing still exists, though a new fuselage was built in the mid 1950s.
- My dad and Paul still exist (!) with their minds still sharp.
- Between the brothers there were several pictures of the original Big Wing and of the two later iterations.

I started my Big Wing design pretty much the same way my dad and uncle had. I had a set of DeBolt Sport Wing plans that I digitized and doubled them in size. Using the original wing as a guide I discovered I had to add an extra one inch per rib spacing in the last three ribs to get the required span. The fuselage started with the Sport Wing layout but was reshaped based on the old pictures and some scaling. My brothers, Dave and Arch, and I kept checking the plans against the actual wing and the pictures and over a few iterations came to a very accurate representation.

As originally built, the Big Wing used some very large balsa logs for the leading and trailing edges with no spar shear webs. I kept all the planking and cap strips per the original airplane but designed D-spars into the leading and trailing edges. I also designed the ribs with tabs to allow the wing to be built flat on a board. The tabs also have a laser-etched line in them to match up to a straight line drawn on the building board. With the plans in CAD the next logical step was to create laser-cut files—and cut some kits! Arch had successfully designed several airplanes using lite ply construction, and we all agreed this was the way to go for the Big Wing.

We had three kits cut. Mine is the first to be finished and is shown in the attached photos. As mentioned before, it spans 78 inches but is only 32 inches long, nose to tail. It has almost 1200 square inches of area and uses a very thin 11% thick airfoil. Ready to fly it weighs 66 ounces and balances about ¼ inch ahead of the target CG. As of this writing it has not been flown but will soon be. Within the Adamisin clan this is one of the most anticipated test flights any of us can remember. As in 1950, this bird is going to stand out on the flying field. I expect it to do a very nice OTS pattern. Finally, I can just barely fit it into my

Chevy Cruze! Thanks to Art and Paul Adamisin for this inspiration.

Let's move on to some pictures. Joe Thompson out of St. Louie sent along some Bipe pictures—a couple of 38 Specials. One is pretty much stock, but Joe built the second with a full fuselage—that's a nice upgrade to Tom Dixon's beautiful design. Reminds me that I have a one-quarter built 38 Special that I need to finish...



Joe Thompson of St. Louis sent a couple of biplane photos. First off is this stock 38 Special, a Tom Dixon design built from the Brodak kit.



St. Louis' Joe Thompson took Tom Dixon's 38 Special to a new level when he built this full-fuselage version. You like?

From the way-back machine, many of you will remember Jack Sheeks' Panic design, published in April of 1975 in an article titled, "A Week of Panic."

In that article Jack told the story, as only he could, of crashing his Nats airplane just before the Nats, and having to toss a replacement together in just a week. It was of necessity a simple, straightforward design, and it actually flew quite well.



In April of 1975, Jack Sheeks published his article titled, "A Week of Panic" as he related the story of crashing just before the Nats and having to hurriedly put a new airplane together.



Gary Alspaugh really liked Jack Sheeks' Panic design and built one of his own.



In fact, Gary liked it so much that he built another! His second Panic sported a slightly taller vertical fin.

Gary Alspaugh built a couple of Jack's Panics back in the day and remembers them as very good flyers.

More recently Gary has been building a modernized and upsized version. He is hoping to get that one airborne yet this summer. *SN*

—Dennis

# District VII

by Bob McDonald

Iowa, Michigan, Minnesota,  
Wisconsin

**Hello, District VII.** This time we have some input from John Paris who is now back from Korea permanently. He has provided us with a look at what he is doing since returning, so here goes:

“Hi, Bob. It has been a while since I have dropped in any updates on my activities, so I thought now would be a good time. As you know, I returned to the US on August 1<sup>st</sup> last year and have been trying to get back into the swing of things. Fortunately, there were gatherings like the Tour d’Michigan and the Michigan CL Championships to bring me back on line, as well as getting together with local fliers for regular flying sessions. There have also been nonflying activities such as building, shop reorganization, swap meets, and life in general to keep me busy.

“While I was in Korea, I managed to continue to build and fly and even expand power systems out to include electrics. As a result I brought back eight control line airplanes that I either built or assembled there, and was quite thankful that the shipping company did a great job in packing.

“So considering the extra airplanes and shop equipment, I needed to reorganize my shop and storage areas. I took down some basic shelving units that I had assembled when I moved to this house and replaced them with two larger commercial units. Now I have more room to store more stuff than I may ever use in my lifetime, but it is well organized. Additionally, I had to reorient the direction I was hanging airplanes, add some more hooks, put a few on the wall, and expand into the utility room, but I managed to get it all together. The biggest blessing in all of this is my tolerant wife.

“Before leaving for Korea I had framed up a Barnstormer that I received from Jim Morway. Fortunately, he did get a chance to see it before he passed away, but it was never in color. Since I was not home long enough to really do much, it sat for about four years before I was able to get back on it.

“For it, life started as an Umland kit that I built with an eye on trying to keep it light. Fortunately, Walter put a lot of good wood in the kit, so keeping it light was up to me in the finishing sequence. This was the first airplane I tried Polyspan on, but due to concerns about not being able to get the tips right, I used silk there. Standard cloth hinges, CF tissue, and Brodak dope were used in the finish. I opted for the stitched canopy to keep with the OTS theme.



Applying the base coats of the finish on John Paris’s Barnstormer. Photo by John Paris.

“The first one turned out a little small, in my opinion, as copied from the plans, so I made the final one a little larger. As I was putting it on the airplane, I realized that things were not going quite as well as I had imagined, but it turned out okay. For power I have a 1951 Fox .35 Stunt engine with the 3-bolt backplate, 4-bolt head, and a custom tongue muffler. It finished up at a shade over 31 ounces, so I think it will do okay when I get a chance to fly it this spring.



Here’s a view of the right side of John’s Barnstormer. Paris photo.

“I had some extra time in November, so I pulled down an ARF SV-11 kit I had originally purchased for Grace when she was actively flying. The teen years intervened and she never got around to working with the kit. Since I had experimented with electrics in Korea up to the Vector 40 size, I thought that this might make a good project for learning on the larger airplanes and to help size out an electric package for my friend back in Korea for a ship of a similar size.

“The quality of the kit was pretty good, and I only fiddled with a few things that I thought would improve the quality of the control system while putting it together. In the end I had a ship that weighed at 66 ounces ready to fly, complete with the one ounce of tail weight that I added for better balance. I managed some trim flights before the real cold weather settled in and was happy with the performance up to that point.



Left view of John’s electric-powered ARF SV-11. Paris photo.

“One thing that I think I will replace is the landing gear as

time allows. It seems that the wheels could be a little farther forward and the wire a little longer for grass fields. The stock gear seems to work fine for the 12 x 6 APC standard rotation prop I have on board, driven by the 2832/05 Arrowwind motor, Castle Creations Phoenix Edge 50 speed control, and Hubin FM-9 timer. I have used some 4-cell batteries at 3,300 and 3,900 mAh with good success, but think that I am on the top edge of the performance envelope for this package. By the way, this started life as an all-white airplane.



A little different pattern for the bottom... Paris photo.



John left off the spinner to help with airflow through the motor. Paris photo.

“Frank Carlisle worked with Bob Branch a bit on an Electric BiSlob while I was in Korea, but they never took it out to fly. Bob delivered this airplane to Frank sometime before my return to the US, and Frank thought that this would be a good project for me to play with in my “plentiful” spare time.

“I installed some of my electronics into it, thought I had it set up, and took it out to fly on the Ringmaster Fly-a-thon weekend in October with less than stellar results. I did not have the RPM set well and I ended up dropping the airplane on the deck and having a propeller strike, as well as punching the gear through the wing (always replace the wire gear with some of the Brodak Smoothie aluminum gear). I ended up changing a few things on it and am happy to report that by New Year’s Day (remember the Event for the Insane?) I had a pretty good package that braved the extremely high winds without any issue. Even the guys at the RC field where I flew before the meetings to get things dialed in were impressed that you could 3-D a CL airplane.



Wounded, but lives to fly another day-The E-Slob.

“Currently I am working on another Sig Super Chipmunk and things are progressing well. The wing shown in the photo weighs 9.8 ounces, which does not seem too bad. When finished I will be using my Double Star 40 that I had in my first one, hoping that a lighter weight will mean improved performance.

“Jay Williams has been busy as well. When he is not attending swap meets with friends, he is busy building. He has been working on a Brodak Accentor that is just about ready for covering and finish, an electric Profile Cavalier from Tom Morris, and even making some improvements to an ARF Flite Streak to reduce crushing in the nose section from the mounting bolts. He has finished up a Green box Nobler but is waiting for improved weather to test fly it. Still plenty of action in District VII.



John's Sig Super Chipmunk wing framed up. Paris photo.



Jay and Rich check out a table at the Cloudbuster's Auction. Paris photo.



And here's Jay's electric Cavalier airplane wing. Photo by Jay Williams.



Jay's Accentor features a Double Star 40 for power. Williams Photo.



Here's Jay Williams' Nobler. Paris photo.

“As for me it is good to be back. I missed my shop and tools. There was a Baby Ringmaster at the Cloudbuster's Auction that I picked up. It was my second airplane, so I felt a little nostalgic and bought it. That will be on the board next as the dust clears from the current projects. I also have another kit that I brought back from Korea, an original design that will hit the boards soon, as well. Not sure if it will be electric or gas yet, as it is hard to tell how big it will be with no plans, but the person who gave it to me said I should be able to figure it out. All laser cut and the wood looks decent, so I should have more to report in the future. See everyone in the circles.”

—John

Thanks, John. I really appreciate this kind of input, because that way I don't have to do much. Further assistance from anyone else would be gladly accepted.

Until next issue. *SN*

—Bob McDonald

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## District VIII

by Doug Moon

### Arkansas, Louisiana, New Mexico, Oklahoma, Texas

**Hello, District VIII.** The flying season is in full swing. I hope all is going well and your new/old planes are flying well.

Mark Troutman from Houston sent me the following from his neck of the woods. Mark sent along a photo, but it was way too small to enable it to be printed here with his report. Just for future reference, we need photos that are a minimum of 300 dpi at 5 x 7 inches for use in the column. Here's Mark's report:

“Many of the top free flight fliers in the country decided to

have CL balloon bust event at one of their free flight contests. David Beven, Duke Horn, Mark Troutman, Chuck Powell, and Mike Fedor all flew in the event at the annual Gainesville, Texas, Free Flight contest. To say the results were spectacular would be an understatement, as most in the crowd had never seen control line flown, and many still haven't, considering the effort put forth.

“Mark Troutman (Free Flight Hall of Famer) was the big

winner getting all five balloons and actually cutting the last one at the bottom of his famous Outside Loop of Death. Mark used a Fox .35-powered slow combat ship with large wheels added. Both Mike Fedor (also a Free Flight Hall of Famer) and Duke Horn (master scale builder) left the circle horizontally after succumbing to dizziness from flying 1/2A ships at about the five-lap point; the models were in better shape than they were after their attempts.

“Chuck Powell mistook Mike Fedor’s field box for a balloon (both painted red) and scored a direct hit on Mike’s field box cutting his fuel container and fuel syringe in half while continuing on using Mark Troutman’s Fox .35 slow combat model sans landing gear, which was left with Mike’s field box debris. On the next lap Chuck finished off his run by cutting under the first stick holding the first balloon and crashing at high speed shortly after. The crowd loved it and the tales of flying expertise will be told in free flight circles for years.”

There is a control line kid in all of us it seems, but some of us are definitely a long way from being masters of the circle... Ha ha.

Also, if you haven’t heard, Katy, Texas (Scobee Field), is looking like the site for this year’s FAI F2B team selection. District VIII might have a real big deal event in October at my home field if that is the final decision. Frank Williams is the lead person in this effort, but I have already started killing fire ants and trying to improve our drainage around the circles, so there is a lot going on down here. If you’re planning on trying out for the team, be advised that we are also having our Memorial Day contest May 23-24, which makes a great warm-up and field orientation for the big one.

Mike Scott has been hard at work in his new shop. He is currently painting his new, Bob Hunt-designed, electric-powered



Mike Scott's Genesis with the initial coat of red.

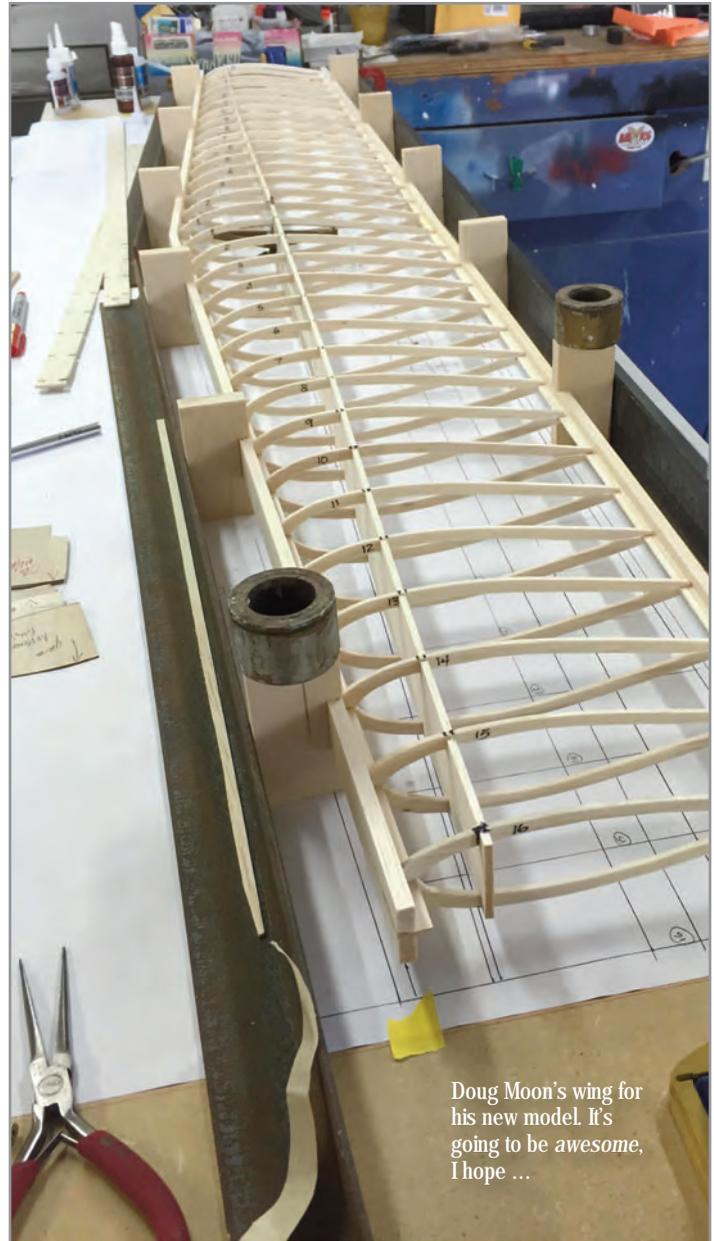


3. Mike Scott's Genesis is getting its trim colors and numbers. It should be flying the next time you see Mike.

Genesis Extreme. He says his other one was one of his best flying models, so why not build another? He is expecting this one to be another excellent model.

When Mike is not building, he is flying. He has been going out to Hobby Park in Dallas, TX, when the weather permits it with longtime modeler and National Champion Bob Howard. Welcome back, Bob. It’s good to have you back.

Meanwhile, in my own shop I have been working on a new plane myself. Here is a photo of the wing so far. This one features my own root and tip shapes. It has a higher-aspect ratio than what I have been flying. With the tips the span will be around 66 inches. It should be quick around the corners, that’s for sure. On this model I decided to try a new building method—Tom Morris’s millennium wing. So far, so good; it builds quickly and should be very light.



Doug Moon's wing for his new model. It's going to be awesome, I hope ...

That’s I all I have for now. Please keep me updated with what is happening in your area of the district. We have a huge district with many members. It’s hard to cover it all, so please let us know what is going on. Thanks. *sw*

—Doug Moon

# District IX

by Jack Pitcher

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

Over the past several issues I've reported on the progress of Mark Gerber's latest project, a Charles Parrott-designed P-40. Mark specializes in Classic era models. The P-40 was published in the March/April 1963 issue of *American Modeler* magazine. Mark reports that the model is now completed and sent some pictures of the official rollout.

The P-40 will get its initial test flights and trimming at VSC in Tucson coming up soon after this writing.

Mark has also established contact with Charles Parrott and added these comments: "Incidentally, I've been corresponding with Charles Parrott by email for the last 2-3 years. He's living in the Tampa area and is approaching 80 years old.

"He still runs his own business, SmartCarry, that makes a special holster for concealed carry of a firearm. Charlie always referred to it as a P-40E and said it was the best flying plane he ever had."



Here's Mark Gerber's Charles Parrott P-40 completed and rolled out into the sun. Mark Gerber photo.



A close-up of the P-40's cockpit area details. Gerber photo.



A top view of the P-40. Gerber photo.

I've received a nice collection of photos from Doug Burright from Wichita, Kansas, showing several of his recently completed projects. There are quite a few of them. Doug is currently flying in the Beginner classes at contests but obviously knows how to build and finish at advanced levels.

Doug's planes roll out of what he calls his Purple Plane Factory. Doug says his purple plane theme goes back to the 1980s but he has not built prolifically until the past few years. He has certainly been productive over this past season completing several new projects that he has shared both on the Internet forums and with us here. I'll include some more of Doug's pictures in later issues.



Doug Burright's recently completed Vector. Built from a Brodak kit, it's covered with Polyspan and finished with SIG dopes. It's powered by an O.S. .40 FP that has been massaged by Lew Woolard. Doug Burright photo.



Another view of Doug Burright's Pow Wow. Burright photo.

That's all I have for now. The continued viability of our district report in these pages depends on input from you, the district members. I need your contributions. Send me pictures and comments on what you're doing so I can report on them here. It doesn't have to be much—ust a picture with a simple description is always welcome. *SN*

—Jack

Here's a Pow Wow that Doug built on the advice of Lew Wollard in an effort to get into flying the square maneuvers. Burright photo.

## Arizona, California, Guam, Hawaii, Nevada, Utah

# District X

by Jim Hoffman

**Southwest Regionals:** The 65<sup>th</sup> annual Southwest Regionals Control Line Championships were held in Tucson on the weekend of January 24 and 25, 2015. Henry Werner did a fine job as a first-time CD. Thank you, Henry, for stepping up and volunteering to be CD. We flew all the standard stunt events in reasonably pleasant weather: AMA Stunt with PAMPA classes, Beginner Stunt, Old Time Stunt, Classic, and Super 70s. The results should be provided elsewhere in *Stunt News*. This can be a busy contest because other events are also flown, including combat and carrier. (I recall flying three stunt events plus a carrier event.)

It's always nice to see some faces from out of town. This year Mike Alurac, Brett Buck, and John Wright came in from California. Keith and Barbara Trostle hosted a wonderful open house at their home on Saturday night. We were well fed, enjoyed socializing, and got a preview of the latest modeling effort in Keith's workshop. Thanks, Keith and Barbara.



Brett Buck dusted off his Infinity and flew well it at the Southwest Regionals.

A visit to Keith Trostle's shop following the Southwest Regionals. Always an interesting project under construction.



John Callentine's electric stunter features turbulators and a very clever latch mechanism on the top side permitting easy battery access. Check out the louvers!

Bob Whitley flew this Formula S in both Classic and PAMPA Expert classes. Power is a Roy Trantham custom Double Star.



Very nice cockpit detail and pin striping on Lou Wolgast's Pentastar. Features a Stalker .71 motor.

Jim Hoffman's aging Impact still flies well. It's powered by a PA .51 RE with a pipe.



Warren Tiaht's original Aerobatican waiting for its next flight.

LeRoy Black flew his attractive Yak-9 in both Classic and Expert at the Southwest Regionals.



Lineup in the Expert Stunt pits at the Southwest Regionals.



Leroy Black judging at the Southwest Regionals. Is he about to sneeze, or is he dozing off?

### Mike McPherson

Mike is a co-worker of mine. He flies mostly RC but dabbles in control line. He builds some awfully nice classic models but chooses to not compete.

He recently completed a Sirotkin Spacehound and a beautiful Fairey Firefly semiscale stunter. *SN*



Mike McPherson's Fairey Firefly was built from plans and is powered by an O.S. LA .46.



Mike McPherson's Sirotkin Spacehound features a dope finish. Check out the unique lettering graphics. It was built from an RSM kit and has an O.S. LA .46 for power. *SN*

*Jim Hoffman*  
 2658 W. Montgomery Drive  
 Chandler, AZ 85224-7854  
 480-897-0630 (home)  
 480-329-3316 (cell)  
 windswept4@cox.net

**Alaska, Idaho, Montana, Oregon,  
 Washington**

## District XI

by Mark Scarborough

No column this month. *SN*

# Contests

# Contest Calendar

For up-to-date listings see the AMA Web site: [modelaircraft.org/events/calendar.aspx](http://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](mailto:hmrush@comcast.net). Submit contest ads to Gene Martine, [gmflying@bellsouth.net](mailto:gmflying@bellsouth.net).

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

## 2015 Contests:

June 13-14

Mid-Iowa Controliners Fathers' Day Contest  
Big Creek State Park, Polk City IA  
Saturday: Old Time, Classic, 1/2A\*, Profile Ringmaster\*, Profile\* (Beginner-Intermediate combined, Adv.-Exp. combined),  
Sunday: Basic Flight, Precision Aerobatics (Beginner, Intermediate\*, Advanced\*, Expert\*)  
CDs: Bob Baldus, (515) 240-1196, [bstudeman@aol.com](mailto:bstudeman@aol.com)  
Mike Anderson, (515) 460-2562, [mikeainia@windstream.net](mailto:mikeainia@windstream.net)

June 13-14

Stunt-a-Thon, Auburn Municipal Airport,  
16th St NE and D St NE, Auburn, WA  
Saturday: Old Time\*, Classic, Profile\*  
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)  
Contact: Pete Ferguson, (206) 930-6221, [pferg3@comcast.net](mailto:pferg3@comcast.net)  
<http://www.flyinglines.org/Action.html>

June 15-20

Brodak Fly-In, Brodak flying field, Carmichaels, PA  
39.8812N, 79.9595W See Web site for map and directions.  
Monday: Profile\* (Beginner, Intermediate, Advanced, Expert)  
Tuesday: Classic\* or Nostalgia 30\* (Beginner, Int., Adv., Exp.)  
Wednesday: Old Time I or II (Intermediate, Adv., Exp.),  
Thursday: Precision Aerobatics appearance judging (Expert)  
Friday: Precision Aerobatics flying (Beginner, Intermediate, Advanced, Expert) round 1  
Saturday: Precision Aerobatics flying (Beginner, Intermediate, Advanced, Expert) round 2  
CD: William Davis, (704) 860-1079, [willddavis@msn.com](mailto:willddavis@msn.com)  
Stunt ED: Mark Weiss, (302) 547-4917, [ama82824@yahoo.com](mailto:ama82824@yahoo.com)  
Contact:  
Brodak Manufacturing and Distributing Company, Inc.  
100 Park Avenue, Carmichaels, PA 15320, (724) 966-3736  
[flyin@brodak.com](mailto:flyin@brodak.com)  
<http://brodak.com/fly-in/>

June 21

Nearly 1/2A Day  
Rice Mill Road flying site, Richmond, B.C.  
Nearly 1/2A Fun Stunt \*  
Contact: Keith Varley, [kvarley3@gmail.com](mailto:kvarley3@gmail.com)  
<http://www.flyinglines.org/Action.html>

June 20, 21

Dallas Aero Summer Heat (DASH), Garland Hobby Park,  
E. Northwest Highway and Garland Rd., Dallas, TX  
Saturday: Old Time, Classic, Profile\*  
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)  
CD: Bill Lee, (903) 852-5599, (903) 288-6029,  
[Bill@WRLee.com](mailto:Bill@WRLee.com)  
<http://www.dmaa-1902.org>

June 27-28

Bean Field Grand Prix, The Bean Field, 30167 Esterville Rd.,  
Dresden, Ontario, N 42° 37.533' W 082° 08.639'  
Saturday: Old Time  
Sunday: Profile, F2B  
<http://www.balsabeavers.com>

June 27-28

Summer Stunt Fest  
Woodland-Davis Aeromodelers Flying Field  
44643 County Road 29, Davis, CA  
(1.4 miles east of County Road 102)  
Saturday: Old Time, Classic, Profile\*  
Sunday: Precision Aerobatics (Beginner, Int., Adv., Expert)  
Contact: Pete Cunha, 6433 Shady Springs Way, Citrus Heights,  
CA 95621, (916) 541-0593, [laguna3@surewest.net](mailto:laguna3@surewest.net)  
[www.WDARC.org](http://www.WDARC.org)

June 28

GSCB Stunt Meet  
George L Gaydos Field, Two Bridges Rd., Lincoln Park NJ  
Precision Aerobatics (Beginner, Intermediate,\* Adv.\*, Exp.\*)  
CD: Ron Testa, (973) 493-7389, <http://www.gscb.us/>

July 13-18

US Nationals  
Stunt ED: Bob McDonald, 28746 Westfield St,  
Livonia, MI 48150, (734) 421-0429, [bobsp47@sbcglobal.net](mailto:bobsp47@sbcglobal.net)

August 1-2

Western Canada Stunt Championships  
Saturday: Old Time, Classic, Profile\*  
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)  
Rice Mill Road flying site, Richmond, B.C.  
Contact: Keith Varley, [kvarley3@gmail.com](mailto:kvarley3@gmail.com)

August 2

The Great American ARF-Off  
Woodland-Davis Aeromodelers Flying Field  
44643 County Road 29, Davis, CA  
(1.4 miles east of County Road 102)  
CLPA\* for ARFs only  
CD: Jim Aron, (510) 527-5377, [UncleJimby@aol.com](mailto:UncleJimby@aol.com)  
[www.concentricbehavior.com](http://www.concentricbehavior.com)

August 8-9

Jim Coll Memorial Stunt Contest  
6035 Shiloh Camp Road, 2 miles SW of Hurlock, MD  
Saturday: Old Time, Profile\*  
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)  
CD: Jack Rosemere (410) 330-4663, [jrosemere@verizon.net](mailto:jrosemere@verizon.net)  
Contact: Tim Stagg, [tstagg@goeaston.net](mailto:tstagg@goeaston.net)  
<http://www.esacclub.org/>

August 8-9

59<sup>th</sup> Annual Red River Valley Championships  
Trefoil Park, Fargo, ND  
Park entrance is at Elm St. and 14<sup>th</sup> Ave. N.  
Saturday: Classic, Precision Aerobatics  
(Beginner, Intermediate-Advanced-Expert) preliminary rounds  
Sunday: Precision Aerobatics (Int.-Adv.-Exp.) finals  
CD: Paul Kegel, (701) 237-3901, [paulsmo@aol.com](mailto:paulsmo@aol.com)

August 8-9

West Ohio Stunt and Scale Contest and Jack Haupt Memorial  
Classic Stunt Contest, club field behind Wegerzyn Gardens  
Metro Park, 1301 E. Siebenthaler Ave., Dayton, OH  
Saturday: Classic\*  
Sunday: Precision Aerobatics (Beginner, Int.\*, Adv.\*, Exp.\*)  
CD: John Jordan, (937) 266-7656, [balsadust1956@woh.rr.com](mailto:balsadust1956@woh.rr.com)  
<http://buzzinbuzzards.weebly.com/>

August 8-9

Sir Dale Kirn's Knights Joust, Whittier Narrows Park,  
South El Monte CA, 60 Freeway and Rosemead Blvd.  
Saturday: Precision Aerobatics (Beginner),  
Classic, Old Time, Profile\*  
Sunday: Precision Aerobatics (Intermediate, Advanced, Expert)  
CD: John Wright, (562) 420-9018, [jowrightpe@hotmail.com](mailto:jowrightpe@hotmail.com)  
<http://www.kotrc.org/events.php>

August 9

Summer Stunt  
Crowland Park, Niagara Falls, Ontario  
Profile\*, F2B  
<http://www.balsabeavers.com>

August 15-16

Western Kentucky/Southern Illinois Stunt Championships  
Allen Brickhaus Memorial  
McCracken County Model Air Park, Paducah, KY:  
Saturday: Beginner Precision Aerobatics, Basic Flight\*,  
Profile\*, Nostalgia 30, Old Time  
Sunday: Precision Aerobatics (Intermediate, Advanced, Expert)  
CDs: Charles Reeves, 8310 Moore Road, Paducah, KY 42001,  
(270) 554-9920, [chasreeves@comcast.net](mailto:chasreeves@comcast.net) ;  
Jim Lynch, 1249 West Perkins Rd, Memphis, TN 38117,  
(901) 683-0492, [stunt@bellsouth.net](mailto:stunt@bellsouth.net)  
<http://www.paducahaeromodelers.com/>

August 15-16

Michigan Contol Line Championships  
Signal Seekers RC Club Field  
SE corner of Michigan Ave. and Merriman Rd.,  
Westland, MI, N 42.279, W 83.345  
Saturday: Profile\*, Classic, Old Time  
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)  
CD: Bob McDonald, (734) 748-5507, [bobsp47@sbcglobal.net](mailto:bobsp47@sbcglobal.net)

August 20-24

Prairie Fire Stunt Contest, Namao School,  
corner of Hwy 37 and Hwy 28, Namao, Alberta,  
[goo.gl/maps/ptTzz](http://goo.gl/maps/ptTzz)  
Thursday, Friday: coaching, trim assistance, practice  
Saturday: Precision Aerobatics (Beginner, Int., Adv., Exp.)  
Sunday: Classic/N30, Profile\*  
Monday: coaching clinic  
Events flown by AMA, PAMPA rules  
CD: Bruce Perry, 419 Klarvatten Lake Wynd,  
Edmonton AB T5Z 3B9, (780) 478-0429, [Bruce@magicbus.ca](mailto:Bruce@magicbus.ca)

August 22

High Desert Control Line Fiesta, George Maloof Air Park,  
Albuquerque, NM, N35.149375745358, W106.73019732103  
Take exit 154, Unser Boulevard, north from I-40, go five miles  
north, turn left on Molten Rock Rd. NW, turn left on 81<sup>st</sup> St.  
NW, turn right at Maloof Park.  
Old Time, Precision Aerobatics (Beginner, Intermediate,  
Advanced, Expert)  
Contact: Richard L. Perry, 427 Live Oak Lane NE,  
Albuquerque, NM 87122, (505) 856-7008 or (505) 263-0763,  
[tailhooker@comcast.net](mailto:tailhooker@comcast.net)

August 22-23

Dick Scobee Memorial, Auburn Municipal Airport,  
16th St. NE and D St. NE, Auburn, WA  
Saturday: Old Time\*, Classic, Profile\*  
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)  
Contact: Pete Ferguson, (206) 930-6221, [pferg3@comcast.net](mailto:pferg3@comcast.net)  
<http://www.flyinglines.org/Action.html>

August 22-23

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](mailto:fcm95@comcast.net)  
[www.fcmodelers.com](http://www.fcmodelers.com)

August 22-23

Ted Goyet Memorial  
Woodland-Davis Aeromodelers Flying Field  
44643 County Road 29, Davis, CA  
(1.4 miles east of County Road 102)  
Saturday: Old Time, Classic, Stunt 25\*,  
Profile\* (Beginner-Intermediate, Advanced-Expert)  
Sunday: Precision Aerobatics (Beginner, Int., Adv., Expert)  
CDs: Walt Ghio, 1380 Elkhorn Drive, Stockton, CA 95209,  
(209) 478-8225, [f1bwalt@comcast.net](mailto:f1bwalt@comcast.net)  
Doug Barton 160 Park Ave Woodland, CA 95695,  
(530) 662-6469, [controlinedoug@aol.com](mailto:controlinedoug@aol.com)

August 29-30

Southern Ontario Control Line Championships  
The Bean Field, 30167 Esterville Rd., Dresden, Ontario,  
N 42° 37.533' W 082° 08.639'  
Saturday: Old Time  
Sunday: Profile\*, F2B  
<http://www.balsabeavers.com>

September 5

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, [allenbmail@yahoo.com](mailto:allenbmail@yahoo.com);  
[www.skyliners.us/](http://www.skyliners.us/)

September 5-6

Rocky Mountain Control Line Championships,  
Front Range Airport, Watkins, CO  
Take exit 299 north from I-70 about five miles.  
Saturday: Old Time, Classic\*  
Sunday: Precision Aerobatics (Beginner, Intermediate\*,  
Advanced\*, Expert\*), Profile\*  
Contact: Jerry Higgins, (303) 921-1782,  
[jerry.higgins@comcast.net](mailto:jerry.higgins@comcast.net)

September 6

Midwest Regional CL Championships  
Aurora Municipal Airport, US Hwy 30, Sugar Grove, IL  
Precision Aerobatics (Beginner, Intermediate\*, Advanced\*,  
Expert\*), Profile\*  
CD: Patrick King, 5133 Jason Dr., Monee, IL 60449,  
(708) 921-6322, [patdk@aol.com](mailto:patdk@aol.com)

September 12-13

R. F. Stevenson Memorial, Auburn Municipal Airport,  
16th St. NE and D St. NE, Auburn, WA  
Saturday: Old Time\*, Classic, Profile\*  
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)  
Contact: Howard Rush, (425) 746-5997, [hmrush@comcast.net](mailto:hmrush@comcast.net)  
<http://www.flyinglines.org/Action.html>

September 19-20

Cleveland Area Stunt Championship  
Cuyahoga Co Fairgrounds,  
19201 East Bagley Road, Middleburg Heights, OH  
Saturday: Old Time, Classic, Profile\*, ARF/ARC\*  
Sunday: Precision Aerobatics  
All events include Beginner, Intermediate, Advanced, Expert  
CD: David Heinzman, (440) 734-6491, [dheinz6746@cs.com](mailto:dheinz6746@cs.com)

September 19-20

Broken Arrow 28 Stunt and Scale Contest,  
Jim Thomerson Memorial  
Buder Park, 200 Valley Park Rd, Valley Park, MO  
Take exit 272 north from I-44, turn right at Meramec St.  
Saturday: Old Time, Profile\*, Classic/Nostalgia 30  
Sunday: Basic Flight (Junior-Senior)\*,  
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)  
CD: Bob Arata, 561 Goldwood Drive, Ballwin, Mo 63021,  
(636) 391-0272

September 19-20

Fall Stunt and F2B Team Trials  
Crowland Park, Niagara Falls, Ontario  
Saturday: F2B, F2B Team Trials  
Sunday: alternate date for weather  
<http://www.balsabeavers.com>

September 20

"This Is Only a Hobby" 1/2A Stunt, Scale, and Sport Race  
Aurora Municipal Airport, US Hwy 30, Sugar Grove, IL  
1cc\* or small electric  
Contacts: Jim Renkar, (773) 229-9353, [ukiepilot@comcast.net](mailto:ukiepilot@comcast.net) ,  
Fred Krueger, (630) 849-7298, [fpkpampa9@att.net](mailto:fpkpampa9@att.net)

September 19-20

Meet 'n Meat 17

Woodland-Davis Aeromodelers Flying Field

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, (510) 527-5377, [UncleJimby@aol.com](mailto:UncleJimby@aol.com)

[www.concentricbehavior.com](http://www.concentricbehavior.com) , [www.wdarc.org/index.html](http://www.wdarc.org/index.html)

September 26

Northern Virginia Control Line Contest

Meadowood Special Recreation Management Area,

10207 Old Colchester Rd. Lorton VA

Old Time Beginner, Old Time Int., Adv., Exp. combined,

Precision Aerobatics (Beginner, Intermediate, Adv., Expert)

CD: Richard Houser (703) 489-5647, [yvech8v@verizon.net](mailto:yvech8v@verizon.net),

[www.nvcontrolline.com](http://www.nvcontrolline.com)

September 26-27

Oklahoma Control Line Championships

Reeves Field, Catoosa, OK, 36.166307N, 95.686659W. On the east side of Tulsa, take Highway 412 2.9 miles east from I-44, turn left (north) at Admiral (265th E). Turn left on access road (E 586). Field is ¼ mile west on the right between buildings with red and green roofs.

Saturday: Old Time Plus,\* Classic/N30, Profile\*

Sunday: Precision Aerobatics (Beginner Junior, Beginner Senior-Open, Intermediate\*, Advanced\*, Expert\*)

CDs: De Hill , 5811 So. Utica, Tulsa, OK 74105, (918) 743-4912, [dfhill@juno.com](mailto:dfhill@juno.com) ; Lee Thiel, (918) 691-2717,

[fox4now@valornet.com](mailto:fox4now@valornet.com)

[www.tulsacl.com](http://www.tulsacl.com)

September 27

Bergen County Control Line Flyers, GSCB,

New York Stunt Team 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: Michael Cooper, (862) 268-5091 Email:

[m200472@gmail.com](mailto:m200472@gmail.com)

October 3-4

Hi Johnson Memorial

Apollo 11 Model Field, Sepulveda Basin, Van Nuys, CA

34.174°N, 118.4828°W

Saturday: Classic, Old Time, Profile \*,

Precision Aerobatics (Beginner)

Sunday: Precision Aerobatics (Intermediate, Advanced, Expert)

CD: Bill Barber, (805) 241-0453, [barcam@verizon.net](mailto:barcam@verizon.net)

[sites.google.com/site/valleycircleburners/](http://sites.google.com/site/valleycircleburners/)

October 4

Jim Tichy Memorial Vintage Stunt Contest

John F. Kennedy Memorial Park, Napa CA

Old Time, Classic

CD: Jim Aron, (510) 527-5377, [UncleJimby@aol.com](mailto:UncleJimby@aol.com)

[www.concentricbehavior.com](http://www.concentricbehavior.com)

October 10-12

US F2B Team Trials, Scobee Flying Park,

Westheimer Pkwy and FM 1464, Houston, TX

CD: Frank Williams, [lonestar\\_77062@yahoo.com](mailto:lonestar_77062@yahoo.com)

October 11

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,

Precision Aerobatics CD: Mike Ostella, (201) 704-7081,

[mike.ostella@verizon.net](mailto:mike.ostella@verizon.net)

October 17-18

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, Int., Adv., Exp.)

CD: Everett Shoemaker, (252) 633-4128,

[evjoshoe@embarqmail.com](mailto:evjoshoe@embarqmail.com)

October 17-18

Golden State Stunt Championships,

Madera Airport, Madera, CA, <http://g.co/maps/deq47>

Saturday: Old Time, Classic

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

CD: Brian Massey (559) 645.8018, [bjmassey2@gmail.com](mailto:bjmassey2@gmail.com)

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

October 17-18

Charlie Melancon Memorial Stunt Championship

Independence Park, 111 Lobdell Ave., Baton Rouge, LA

Circles are immediately east of Liberty Lagoon water park.

Saturday: Old Time\*, Classic, Warbird\*, Profile\*

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

CD: Brent Rogillio, (225) 683-9041, [bjrogillio@gmail.com](mailto:bjrogillio@gmail.com)

October 18

Olde Time Contest, Buder Park, Valley Park, MO

Old Time

Contact: Fred Cronenwett, (316) 680-1515,

[clscale@rocketmail.com](mailto:clscale@rocketmail.com)

# Contest Results

## Jim Walker Memorial

April 18-19, 2015, Portland, OR

Results from flyinglines.org

<http://flyinglines.org/jw.15.results.pdf>

### Expert

Judges: Scott Riese, Dave Royer

1	Paul Walker	604.94
2	Chris Cox	589.75
3	Alan Resinger	571.25
4	John Leidle	538, 519.5
5	Fred Underwood	538, 515
6	Mike Haverly	524.5
7	Tim Wescott	513
8	John Thompson	453.5

### Advanced

Judges: Scott Riese, Tim Wescott

1	Dave Royer	488
2	Dane Covey	470.5
3	Mike Massey	464
4	Tom Brightbill	454
5	Mike Hazel	447.5

### Intermediate

Judges: Tom Brightbill, Tim Wescott

1	Richard Entwistle	305.5
2	Russell Shaffer	245

### Beginner

Judges: Dave Royer,  
Richard Entwistle

1	Russ Popel	207.5
2	Dave Miller	82

### Classic

Judges: Jerry Eichten, Tim Wescott

1	Scott Riese	533.5
2	John Leidle	520
3	John Thompson	484.5
4	Dane Covey	478.5
5	Mike Massey	468
6	Tom Brightbill	398

### Old Time

Judges: Scott Riese, Leo Mehl

1	Dave Royer	289.5
2	John Thompson	284.13
3	Dane Covey	274.25
4	Tom Brightbill	260.75
5	Russell Shaffer	245.5
6	Chris Sackett	242.75
7	Dave Miller	50

### Nostalgia 30

Judges: Jerry Eichten, Tim Wescott

1	Leo Mehl	235.5
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### Profile Expert

Judges: Dave Royer, Scott Riese

1	Fred Underwood	481.5
2	John Thompson	480
3	Tim Wescott	437.5

### Profile Sportsman

Judges: Dave Royer, Scott Riese

1	Dane Covey	489.5
2	Mike Massey	334.5
3	Walter Hicks	301
4	Russell Shaffer	285.5
5	Mike Hazel	46
6	Tom Brightbill	35

CD: Richard Entwistle

Assistant CD: Dave Royer

Stunt ED: Scott Riese

Paperwork: Barbara White

## Bob Palmer Memorial

April 25-26, 2015, South El Monte, CA

Results from John Wright, Assistant CD

### Expert

Judges: Gary Akers, Larry Renger

1	Brett Buck	587
2	Steve Harris	573
3	Kirk Mullinnix	566.5
4	Kestas Dvarvydis	564
5	Bob Harness	562
6	LeRoy Black	540.5
7	Oswaldo Campos	521.5
8	Mark Wasnick	493.5

### Advanced

Judges: Antone Kephart, Stan Tyler

1	Fred Staley	499
2	Bill Barber	486.5
3	Nick Lemack	483

### Intermediate

Judges: Bill Byles Steve Harris

1	Charles Carter	478
2	Jim Luekin	459.5
3	Shawn Lenci	445.5
4	Joe Scuro	195.5

### Classic

Judges: Larry Renger, Jim Lally

1	Steve Harris	577.5
2	Bill Byles	571.5
3	Bob Whitely	564
4	Bob Harness	554
5	LeRoy Black	551.5
6	Chris Forbes	505.5
7	Fred Staley	499.5
8	Mark Wasnick	475
9	Stan Tyler	466.5
10	Joe Scuro	332
11	Nick Lemack	252

### Old Time

Judges: Dennis Coleman, Dave Kick

1	John Wright	467
2	LeRoy Black	444
3	Bob Harness	436
4	Bob Whitely	428
5	Stan Tyler	408.5
6	Nick Lemack	374
7	Joe Scuro	168

### Profile

Judges: Eric Rule, Dennis Coleman

1	Brett Buck	546
2	Bob Harness	543
3	Mark Wasnick	472
4	LeRoy Black	458.5
5	John Wright	447
6	Fred Staley	380.5

Palmer Trophy: Bob Harness

Concours Saturday: Chris Forbes

Concours Sunday: Kirk Mullinnix

CD: Joel Chesler

Registration: Tom Collier, Mike Jones

Tabulators: Pat Akers, Brenda Lombas,

Howard Doering, Eric Rule, Sally Yee

Pit Boss: Randy Doll

Field: Warren Walker

Weigh-In: Mike Jones

Runners: Sally Yee, Tom Collier

### Carolina Classic

May 2-3, 2015, Huntersville, NC  
Results from Howard Shenton

#### Expert

Judges: Bob Zambelli, Dave Wenzel

1	Derek Barry	555.5	Nakke	PA	.40
2	Steve Fitton	542.5	Dreadnaught	PA	.65
3	Matt Colan	537.5	Thundergazer	PA	.61
4	Gene Martine	528	SV-11	PA	.75
5	Charles Reeves	517	Southwick Lark	OS	.46LA

#### Advanced

Judges: Ed Ruane, Doug Taffinder

1	Mike Waldron	516.5	Legacy	EF	32
2	Don Ogren	506.4	Prof. Cardinal	OS	.40FP
3	Don Jenkins	504	Vector 40	OS	.46LA
4	Gerry Glier	486	Scorpio	Moki	.61
5	John Tate	484	Vector 40	Electric	
6	David Smith	478.6	Vector 40	EF-25	
7	Everett Shoemaker	477	Prof. Cardinal	OS	.46LA
8	Bill Mandakis	471	P40 Warhawk	Supertigre	.51
9	Artie Jessup	467	Prof. Cardinal	Saito	.50
10	Brian Moore	459.5	Bearcat	RO-Jett	.61
11	Vincent Langella	447	Prof. Cardinal	Supertigre	.51

#### Intermediate

Judges: William Davis, Watt Moore

1	Wayne Robinson	465.5	Pathfinder	Supertigre	.46
2	Rusty Knowlton	457	Oriental	OS	.40FP
3	Brian Malin	326	Sturmovik	OS	.46LA

#### Beginner

Judges: William Davis, Everett Shoemaker

1	Mike Londke	266.5	Sakitumi	OS	.46LA
2	Dave Wenzel	243	Oriental	OS	.46LA

#### Basic Flight

Judge: Watt Moore

1	Bob Bowser	230	Banshee	OS	.40FP
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#### Nostalgia 30/Classic

Judges: Wayne Robinson, Bill Mandakis

1	Steve Fitton	556.1	Nakke	Double Star	.50
2	Bob Zambelli	542.5	Nobler	Fox	.35
3	Charles Reeves	532	Southwick Lark	OS	.46LA
4	Ed Ruane	514	JD Falcon	Supertigre	.46
5	Brian Moore	506.5	Stiletto	Evo	.60
6	John Tate	451	Dolphin	Electric	

#### Old Time

Judges: William Davis, Doug Taffinder

1	Charles Reeves	298	Big Job	Fox	.59
2	Bob Zambelli	292.5	Icarus	Enya	.29
3	Bill Mandakis	284	Barnstormer	Enya	35
4	Artie Jessup	258	Super Clown	BD	25
5	Brian Moore	187	YoYo	Fox	.35

#### Profile

Judges: Dave Wenzel, Terry McDowell

1	Mike Waldron	516.5	Legacy	E-Flite	32
2	Don Ogren	506.4	Cardinal	OS	.40FP
3	Don Jenkins	504	Vector 40	OS	.46LA
4	Gerry Glier	486	Scorpio	Moki	.61
5	John Tate	484	Vector 40	Electric	
6	David Smith	478.6	Vector 40	E-Flite	25
7	Everett Shoemaker	477	Cardinal	OS	.46LA
8	Bill Mandakis	471	P40 Warhawk	Supertigre	.51
9	Artie Jessup	467	Cardinal	Saito	.50
10	Brian Moore	459.5	Bearcat	RO-Jett	.61
11	Vincent Langella	447	Cardinal	Supertigre	.51

Larry Fulwider Memorial Award: Wayne Robinson

CD: Everett Shoemaker

Stunt ED: William Davis

Registration and Tabulation: James Duckworth

Vital Supplies: Holley Sparkman

#### Valley Circle Burners

##### May Stunt Meet

May 24, 2015, Van Nuys, CA  
Results from Bill Barber, CD

#### CL Precision Aerobatics

Judges: Larry Renger, Al Hieger,  
Stan Kitzes, Bob Harness, Jr.

1	Kestas Dvarvydis	1064
2	Jerry Silver	1036
3	Stan Tyler	985.5
4	Jed Kusik	982
5	Oswaldo Campos	975.5
6	Jim Lueken	936.5
7	Ray Firkins	792.5

Score is total of two flights.

Pit boss: Dave Hull

Tabulators: John Patwell, Steve Schiff

Score runner: Stephen Sobel

#### Limited Stunt

May 24, 2015, Toronto, Ontario  
Results from Balsabeavers.com

#### Limited Stunt

Judges: Keith Morgan,  
Chris Brownhill

1	Paul Emmerson
2	Chris Hubbard
3	Matt Piatkowski
4	Naomi Macklem

### John Gunn Open Invitational

May 2-3, 2015, El Dorado, AR

Results from Allan Perret

#### Expert

1	Joe Gilbert	586.5
2	Jason Greer	581
3	Joe Bowman	579
4	Tom Dixon	569.5

#### Advanced

1	Allan Perret	553
2	Mark Troutman	543.5
3	Norm Faith	508
4	Andy Stokey	500.5

#### Intermediate

1	Mike Makepeace	479.5
2	Bill Brown	449
3	LeRoy Polk	444
4	Dan Berry	384.5

#### Beginner

1	John Blanchard	224.5
2	Brent Rogillio	207.5
3	Bill Gray	170.5

#### Classic

1	Tom Dixon	563.5
2	Mark Troutman	513
3	Bill Brown	499
4	Allan Perret	477.5
5	LeRoy Polk	470.5

#### Warbird

1	Joe Gilbert	572
2	Tom Dixon	568.5
3	Don Cranfill	565
4	Mark Troutman	516
5	Mike Makepeace	506
6	Dan Berry	201.5

#### Profile Expert

1	Joe Gilbert	574.5
2	Don Cranfill	560.5
3	Tom Dixon	561.5*
4	Jason Greer	557.5*

\*There was a tie for 3<sup>rd</sup> at 555.  
These are the flyoff scores.

#### Profile Advanced

1	Allan Perret	548.5
2	Norm Faith	493
3	Andy Stokey	486

#### Profile Intermediate

1	Mark Troutman	416.5
2	Mike Makepeace	414.5
3	LeRoy Polk	386.5
4	Dan Berry	360.5

#### Profile Beginner

1	John Blanchard	222.5
2	Bill Gray	167.5

CDs: Doug Patterson,  
Jason Cunningham

### Bob Shaw CLPA Contest

May 16, 2015, Woodruff, SC

Results from Howard Shenton and Rusty Knowlton

#### Expert

Judges: Stan Powell, Dave Wenzel

1	Derek Barry	542	Cutlass	PA .65
2	Gene Martine	519.5	SV11	PA .76
3	Mike Scott	514.5	Genesis	PA .51
4	Jerry Phelps	487	Patriot	Aero Tiger .36
5	Craig Gunder	466.5	Cavalier	E-Flite 25
6	Will Davis	465.5	Purolator 21	Supertigre .60
7	Jerry Haupt	462.5	Crossfire	E-Flite 25
8	Bob Zambelli	451.5	Nobler	Fox .35
9	Ed Ruane	431	Tempest	Supertigre .46

#### Advanced

Judges: Dale Barry, Craig Gunder

1	Mike Waldron	493	Legacy	E-Flite 32
2	Allan Perret	480.5	SV11	EN 61
3	Don Ogren	470.5	Cardinal	OS .40FP
4	Don Jenkins	460	Vector 40	OS .40LA
5	David Smith	460	Vector 40	E-Flite 25
6	Tom Morris	458	Cavalier	Electric
7	Gary Glier	448	SV22	PA .61
8	Bruce Jennings	437.5	Juno	OS .46LA
9	Bill Mandakis	435	P-40 Warhawk	Supertigre .51
10	Ken Armish	412	Genesis	Electric
11	Vinnie Langella	402.5	Strega	Supertigre .60
12	Brian Moore	376.5	Stiletto	Evo .60

#### Intermediate

Judges: Ken Armish, Bob Zambelli

1	Jim Mynes	486.5	Primary Force	Electric
2	Taylor Gunder	483.5	Mr. Awesome	RO-Jett .65
3	Wayne Robinson	480.5	Pathfinder	Supertigre .45
4	Tom Smeltzer	464	Cavalier	E-Flite 25
5	Rusty Knowlton	444.5	Oriental	OS .40FP
6	Brian Malin	414	Sturmovik	OS 46LA

#### Beginner

Judges: Ken Armish, Bob Zambelli

1	Dave Wenzel	248.5	Oriental	OS .46LA
2	Charles Barnes	212	Banshee	Fox .40
3	William Brewer	103	Banshee	EV 36
4	Alex West	95.5	Pathfinder	OS .46LA

CD: Mark Weiss

Pull Test: Watt Moore, Will Davis, Stan Powell

Runners: Melissa Davis, Wesley Smith

Registration: Howard Shenton

Tabulator: James Duckworth

## Northwest Regionals

May 22-24, 2015, Roseburg, OR  
Results from John Thompson, CD

### Expert

Judges: Paul Walker, Scott Riese

1	David Fitzgerald	572.5	Thunder Gazer	2	PA .75
2	Chris Cox	567.5	Crossfire		Cobra 3520
3	Howard Rush	564	Impact		E-Flite 32
4	Brett Buck	562.5	Infinity		RO-Jett .61
5	Ted Fancher	551	Trivial Pursuit		RO-Jett .61
6	Jim Aron	536	Systema		E-Flite 32
7	Alan Resinger	508.5	Crossfire XL		Cobra 3520
8	Jim Rhoades	505.5	Apteryx		PA .51
9	Paul Pomposo	495	Temptation V		E-Flite 32
10	Mike Haverly	486.5	Fifth Element		E-Flite 32
11	Tim Wescott	477	Sister Jenny		OS .46LA
12	Dave McCheyne	469	Saturn		E-Flite 26
13	Marshall Palmer	467.5	Skipjack		OS .46VF
14	John Leidle	446.5	Satona		RO-Jett .76
15	Keith Varley	441.5	Sultan E		Electric
16	Pat Johnston	238	Bearcat 617E		Aerowind 2836

### Advanced

Judges: Joan Cox, Bruce Hunt

1	Dave Royer	502.5	Magnum		Stalker St .60 Pro
2	Mike Massey	491	90% Legacy		OS .46LA
3	Steve Helmick	485	Eagle TS		OS .46VF
4	Lanny Shorts	480.5	Tony		Aero Tiger
5	Shawn Lenci	468.5	Vector		E-Flite 15
6	Rex Abbott	437.5	Legacy		Saito .56
7	Brian Massey	424	Trophy Trainer		Brodak .40

### Intermediate

Judges: Steve Helmick, Tim Wescott

1	Russell Shaffer	436.5	TEOSAWKI		OS .40
2	Paul Gibeault	428	Chinook III		OS .46LA
3	Rob Moseley	390.5	Pathfinder		Stalker .46

### Nostalgia 30

Judges: Brett Buck, David Fitzgerald

1	John Wright	512	Tutor I		OS .35S
2	Lanny Shorts	488.5	Genesis		Supertigre .51

### Classic

Judges: Brett Buck, David Fitzgerald

1	Ted Fancher	565	Ruffy		Merco .40
2	Jim Aron	559	Feno		OS .25LA
3	Scott Riese	539.5	Caprice 67		Aero Tiger .36
4	Jim Rhoades	530.5	Apteryx		PA .51
5	John Leidle	527	Space Hound		Double Star .54
6	Mike Massey	484.5	Nobler		OS .46LA
7	Brian Massey	451.5	Trophy Trainer		Brodak .40
8	Rex Abbott	443	Strathmoor		Saito .40

### Old Time

Judges: Alan Resinger, Leo Mehl

1	Dave Royer	301.75	Humongous		Merco .61
2	Burt Brokaw	297.75	Jamison Special		Double Star .40
3	John Wright	295	Big Job		Supertigre .60
4	John Thompson	270.75	Ringmaster		OS.26 4S
5	Rex Abbott	255.5	Adams Special		Saito .40
6	Tom Brightbill	252.75	Humongous		OS .46LA

### Profile Expert

Judges: Alan Resinger, John Leidle

1	Fred Underwood	502	Similar 2		Cobra
2	Mike Haverly	493	Starfinder		Plettenberg 20-16
3	Pat Johnston	492	Mako Jet		Aerowind 2836
4	John Thompson	472	Scrub J		Evolution .36
5	Tim Wescott	469	Sister Jenny		OS .46LA

### Profile Sportsman

Judges: Alan Resinger, John Leidle

1	Lanny Shorts	475.5	Pathfinder		OS .46LA
2	Tom Brightbill	443.5	Knobler		OS .46LA
3	Walter Hicks	435	Sea Fury		RO-Jett .67
4	Rob Moseley	434.5	Pathfinder		Stalker .46
5	Dave Denison	411.5	Python		Cobra

Concours: Alan Resinger, Crossfire XL

Stunt Event Directors: Paul Walker, Scott Riese

Pull Test: Dave Denison

Tabulators: Barbara White, Annette Johnston,  
Cynthia McCheyne

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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.

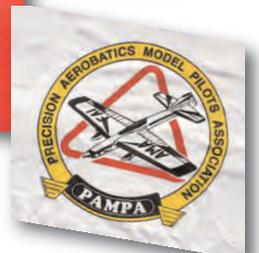
We also need some new columnists. The subjects of Finishing, Building, Flying and Competition need to be addressed on a continuing basis. If you would care to take on the responsibility of writing one of these columns, or have an idea for another column subject, please contact Bob Hunt via email at: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

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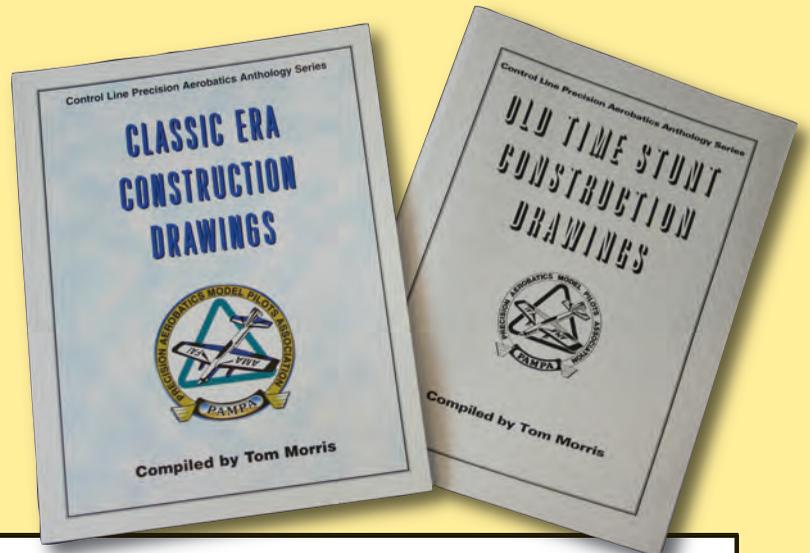
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