

Stunt News

Precision Aerobatics Model
Pilot's Association

September/October 2015 \$5.00



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On the cover: Dennis Vander Kuur broke through and won the Advanced National Championship crown at the 2015 Nats after a hard-fought battle with Michael Waldron (second) and Will DeMauro (third). Dennis flew his beautiful Paul Walker-designed Impact. Photo by Bob Hunt.

Above: James Mills and Bill Werwege pose here at the 2015 Nats with the gorgeous rendition of Bill's Junar design that James built. James flew this ship in the Advanced division at the Nats. He attended the Nats with his son, Ben, and has prepared a report for this issue about their week together there as "bachelors." Hunt photo.

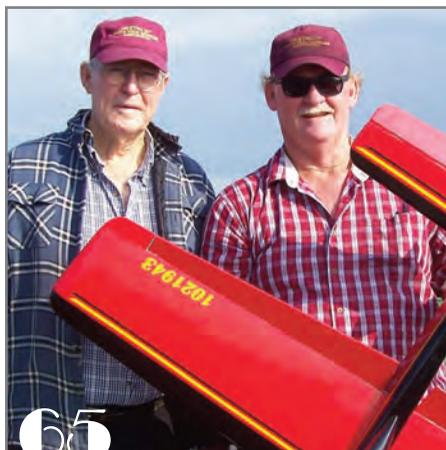
PAMPA, an AMA approved Special Interest Group, was founded in July 1973. Objectives include a means of communications among Control Line Stunt fliers, voting on issues affecting Control Line Stunt, and administration of the Control Line Precision Aerobatics event at the Nats.



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President's Report

by Warren Tiahrt

Oops! In my last column I thanked Bob McDonald for serving as Event Director for the 2013 and 2014 Nats. Actually, David Fitzgerald was the ED in 2012 and 2013. Bob took over for 2014 and 2015. Thanks again to both of them, and another thanks goes out to Dennis Adamisin for stepping up to be the Nats CLPA ED for 2016.

The Nats were hard-fought with some ugly winds on Friday. I find it amazing that so many of the Top 20 were able to fly and present patterns that make it look as though there was no wind. I have read and reread Paul Walker's Flying articles in *SN* and admit to being one of those who is short on the positive attitude when it comes to flying in the wind. Paul's series of articles have been most enlightening. He does an excellent job of putting the thoughts on paper so that we can understand.

I have found that this high performance level in high winds is easier said than done. As Bill Werwage once told me, when I was struggling at the VSC some years ago, "Stunt is hard." Truer words were never spoken. After passing on my second round flight at the recent Golden State Meet due to my negative attitude about flying in less than ideal conditions, I have made a promise to myself to conquer the demon wind.

Several of the top-notch fliers clearly look forward to bad winds because they truly feel they can handle it better than their competition. I am told that there will be additional installments by Paul in *SN* covering flying in the wind in more detail. I am anxiously awaiting his words of wisdom.

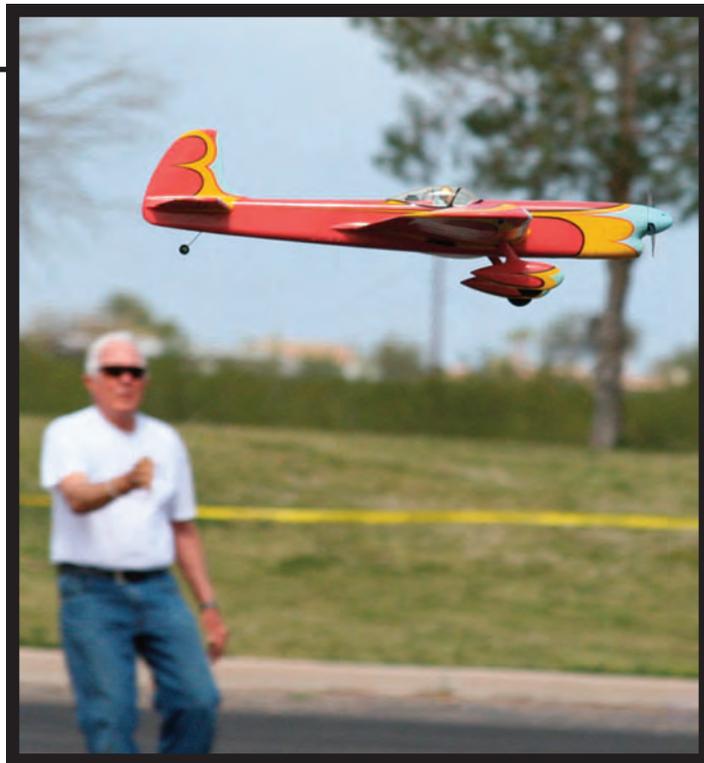
Shortly after the Nats, I had a call from David Fitzgerald inquiring about the availability of a bed that he could use on his way to the 2016 F2B Team Trials in Houston. I said yes, on the condition that I could get a ride with Dave to and from the trials. I had volunteered (after some minor coercion from Frank Williams) to judge and was looking to keep my costs down. Dave agreed to my proposal and advised that he would be driving the 1996 Lincoln Mark VIII that had belonged to his late father, Bill. This sounded good to me—a nice, big, low-mileage boat that would have loads of room.

The venerable Thunder Gazer, the world's heaviest tool box, and enough fuel to feed the PA .75 would surely leave lots of room. Wrong. Dave is not a light packer. His partially disassembled model sat regally in the back seat with a substantial cooler behind the driver's seat and my suitcase behind the passenger seat. I also bought a small cooler. Dave's was full of soda, water, veggies, and other provisions.

The result was that both seats were in the full-forward position. There was plenty of room. That is if you weighed about 150 pounds and were 5 feet, 2 inches tall with short legs. I have a 1932 Ford High Boy roadster that has more available passenger space. No problem. The Mk VIII has a huge trunk.

The aforementioned toolbox, which I had the pleasure of carrying a bit at the 2006 CLWC in Spain, was in the trunk. The box is large, full, and contains every tool known to man. Dave must have been a Boy Scout, as he subscribes to the "Be Prepared" motto. He only had four gallons of fuel, his substantial suitcase, lots of other "stuff," and last, but not least, a two-gallon gas can (more about this later).

We left at 5:00 a.m. MST for a mere 1,050 mile one-day trip across some of the most boring scenery on the planet. Fortunately, we brought some snacks and I had my trusty cup full of coffee. I thought we might stop for a bite of breakfast. Dave is not a big guy, but he has a substantial bladder.



Our first gas stop said "open," but wasn't, and it took several minutes to pump about two needed gallons. At this point Dave noted that he used to irritate his dad Bill by driving until the fuel level was just above fumes. The next fuel stop was more productive and the trip was uneventful until it was my turn to drive.

The computer was showing 24 plus mpg and 50 miles to empty. Computer lies. The next gas was 35 miles away. No problem, except that the low-fuel warning came on when we were about 20 miles from a gas station. Five miles later the Lincoln coughed and quit. We coasted to a stop and the two-gallon can was retrieved from the far corner of the stuffed trunk.

I mentioned that Bill was probably looking down on us and having a good laugh. Dave and I certainly did. I was really happy that we had the gas can on board. We arrived at the hotel at 11:15 p.m. CDST, after a very long day.

We went to the field first thing in the morning and were most impressed with the flying site. It compares favorably with Muncie. I don't know the size of the total complex, but there are two beautiful concrete circles and space for several grass circles. It is constructed on a flood plain which precludes any housing. There is also an RC site nearby (but with no danger of any flyovers), and also space for Free Flight activities. About a half a mile away is a first-class shooting range with both skeet and trap facilities. Bill Lee is the one responsible for the CL site. Well done, Bill.

The weather was beautiful, with periods of zero wind with thermal activity, light winds, and some 5-10 mph. The zero wind with thermal activity caused the variable direction and was troublesome. The judges, per FAI rules, are not permitted to move more than a total of a quarter lap and several of the pilots moved maneuvers around a good bit but couldn't present the pattern in just one location, although Paul did his last flight opposite the judges with excellent results, despite wind direction changes.

After all the flying was over, I believe most everyone felt the best three fliers made the team. However, Chris Rud flew a PA .61-powered Junar that I saw Bill Werwage fly at the 1989 F2B

continued on page 4

Level Laps

by Bob Hunt



The year was 1958; it was early summer as I recall, and I was 10 years old. I was attending one of the weekly Thursday night meetings of the Union Model Airplane Club at their field in Union, New Jersey. To set the scene, the Union club was the largest in the area and the weekly outdoor meetings drew dozens of members who would bring out their ships and fly until dark.

I was walking past the circle on which Larry Scarinzi was flying. Larry was the club hero when it came to building and flying. He seemed to be light years ahead of everyone else, but he was also very friendly and approachable. We all loved to see the amazing creations he would bring to the field, and watching him fly was just mesmerizing. On this occasion Larry was flying his newly published Stunt design, the Gay Devil.

Larry normally flew on the front circle at our field along with everyone else, but on this particular evening he was practicing for an upcoming Stunt contest. The *new* pattern had just been introduced. I was not aware at the time of the maneuvers that were in the *old* pattern, and certainly didn't realize that there was a *new* one in place; the thought to actually fly Stunt was so far beyond me that point that I had never even investigated the event and its particulars.

For some reason I stopped to watch Larry fly. I was on the upwind side of the circle, and had a perfect viewpoint from which to see the maneuver shapes. And, for some reason—divine inspiration perhaps—I realized for the first time that he was flying specific maneuver shapes, and was doing them in a specific order. It all came clear to me in an instant, and I sat down right then and there and watched Larry fly several patterns in a row. Obviously I have never forgotten that epiphany evening; it set my feet upon a path that would last for most of my life. I had seen what I wanted to dedicate my life to, and there was no turning back.

Three years later I was at the 1961 Nats. I had not yet started flying Stunt competitively, but it was my ultimate goal to eventually do so. At that point my family was living in a small town just north of Willow Grove, the site of that Nats. Larry Scarinzi was the Event Director of the CL Stunt event at that

Nats, and he was invited by my father to stay at our home during the week.

I went with Larry each day to the Nats site. That experience gave me the opportunity to see the top stunt fliers in the country perform at their best. I remember watching Bob Gialdini fly his gorgeous Olympic Mk III; the I-Beam version of his twin-rudder design. Where it was Larry's flight with the Gay Devil that made me want to fly stunt, it was Bob's performance with the Olympic that defined *how* I wanted to fly stunt. Bob's pattern was absolutely fluid and flowed with precision and grace. The Olympic flew as if it were on invisible rails in the sky. The illusion of perfection hit me square between the eyes; I wanted to fly just like Bob did on that day. And, that's what I spent most of my life doing.

Why the trip down memory lane? I have decided to retire from Open Nats competition due to some health issues that will make it very difficult for me to maintain any sort of practice regimen in the future. The amount of dedication and work required to be competitive these days on a Nats level is staggering; I just don't have it in me to maintain the requisite level of proficiency to compete at that level.

This does not mean that I'm quitting stunt entirely; I intend to fly a lot of Old Time and Classic in the future, and I'll continue to serve the CL Stunt community in any and every way that I can. The people I've met in the hobby/sport have become my extended family, and I will maintain my association with you all for as long as I am able. It's been a long, strange, and wonderful trip, and I thank you all for your support and friendship.

Nats coverage

We have decided to make this more or less an all-Nats issue. The report about the Nats is being done in a different than normal manner. I was drafted by the AMA to do the reporting on each day's activities for the daily publication, *Nats News*. Because of that, I was at each of the Stunt event venues to get photos and the stories. It just seemed natural to go ahead and report on the entire Nats myself for *Stunt News*, rather than have separate reports on each of the unofficial, official, and peripheral events.

Will DeMauro has moved over to let his amazing wife, Jeannie take the reins of the E-Stunt column for this issue. Jeannie's take on her first Nats is something you don't want to miss!

James and Ben Mills attended the Nats for the first time without Mom (Beth). James prepared a journal of the week's adventures for the two bachelors for this issue. James and Ben continue to improve steadily as competitors, and they seemed to be having a ball together.

Goodbye to a fellow CL enthusiast

For those who haven't yet heard, Rich Lopez lost his long battle with throat cancer and passed away in October of 2015. Although Rich was not a CL Stunt pilot, he was a devout supporter of all competitive CL activities, and served as both an US FAI Team Manager and Assistant Manager. He always looked out very well for the Stunt guys on those teams.

Rich's passing has left yet another unfillable void in our community. Godspeed Rich Lopez. *sv*

—Bob Hunt

Team Trials in Mount Comfort, Indiana. The model is older than Chris, and many observers felt that Chris tested the Junar's structural integrity to the fullest. Chris was only seven points behind Dave Fitzgerald. Richard Oliver was getting closer, as well. Howard Rush and Doug Moon also flew very well. The 2018 Team Trials promised to be a real battle with the distinct possibility of some new blood breaking through.

Frank Williams did an excellent job as ED, making him an excellent candidate for a future Nats CLPA ED job. Frank also had a good group of volunteer help that made the event run with no problems. The volunteers' wives made lots and lots of goodies; none of it low cal... Lunch was also provided both days. Thank you for the fantastic hospitality.

Dave and I headed back to Tucson and the scenery across west Texas was still boring, confirming that Texas is a very long state end to end. The ride was uneventful, though this time we fueled up a bit earlier. The only excitement was at dawn almost running over two Texas State Troopers standing in the middle of I-10 as though they owned it.

Dave executed a rapid deceleration, and they waved us on with stern looks. The trip back was the same distance as going but seemed significantly longer. I only had to ride five hours to fuel and my first cup of coffee. Dave doesn't drink coffee.

We learned a lot about each other, had lots of laughs, and had a

great trip. Thanks for the ride, Dave. I would do it again in a heartbeat but would prefer a little shorter day. I can understand why the West Coast fliers grumble about those annual trips to Muncie.

Three days after getting home from Houston, I jumped into Bob Whately's van and traveled with John Callentine and Sean Chuang to Madera, California, for the Golden State Contest. It's a 720-mile trip which usually takes 12 hours, but due to heavy rains, which closed I-5 and US 58, we ended up spending the night in Lancaster. We arrived in Madera, completing the 1,100-mile trip about 4:00 p.m. the next day. Lots of mud slides, but that is another story.

I feel the team of Paul Walker, Orestes Hernandez, and Dave Fitzgerald, will represent the US very well and will most likely contend for the WC medals and team award, as well.

There were no candidates for a Junior berth on the 2016 team. This was primarily due to the fact that the 2016's CLWC will be held in May, and am told that the two fliers eligible to compete for a spot chose attending school as a priority. The high cost of travel to Australia was also a factor.

Hopefully, the eligible candidate/s will make it to the 2018 Team Trials with the probability of a European location and usual summer timing making it a more practical proposition. I am confident that a significant amount of funds can be raised for 2018. *SN*

—Warren

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2. Dues structure will be as noted on the Membership Form.
3. If you are a 'comp' member (AMA Contest Board, HOF, etc.) please fill out and return the form, with the appropriate box checked. This is just to keep our records and mailing lists current!
4. Seasonal address changes (snowbirds / rainbirds) must notify the Membership Chairman of changes and dates; there are no automatic transfers of mailing addresses. (Both your addresses will be kept on file; you just have to let us know which one and when....it's up to you to be timely!)
5. Membership cards are optional, and are available for \$2 each. Funds go toward the expenses for the Junior World Team member.

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1. For renewals to be considered timely, they must be **postmarked** by December 31st.
2. Renewals after January 1st, of the membership year, will be considered as late renewals.
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5. If you have already renewed for the new year (or more!), please DO NOT renew again, unless you have some changes in your membership information. (address, phone number, email address, etc.)

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2015 CL Aero

by Bob Hunt



Robotics Nats

Photos by author except as noted



Left to right in the back row are the 2015 Nats Top 5 pilots: Orestes Hernandez (third), David Fitzgerald (second), Paul Walker (Champion), Brett Bück (fifth), and Kaz Minato (fourth). In the front row, left to right, are Samantha Hines (Junior Champion), Michael Paris (Senior Champion), and Dennis Varider Kuur (Advanced Champion). Congratulations to them all for a job well done!

This year's Nats coverage will be a bit different than in previous years. There will be no separate reports for Beginner, Intermediate, OTS, Classic, Advanced, or the Junior, Senior, Open divisions. The report will be told from my perspective as a sort of stream of consciousness.

I took on the task of producing the daily report for *NatsNews*, and because of that I covered all the Stunt activities during the week. I figured that I might as well do that here, also. Add to this the fact that this was my last competitive Nats in the Open division, and I wanted to soak in all the experiences that I could to make this one a lasting good memory. It's my intention to try to convey all that I was feeling and experiencing from start to finish of this last Nats adventure. I may in the future compete in Classic or Old Time Stunt, but this was my final appearance in "The Show."

—Bob Hunt

Easter Sunday

It was my intention to finally finish the Second Wind twin that I had been working on for more than six years, and fly it at the Nats. All of those plans seemed to come crashing down on Easter morning. I was pulling up a carpet in our house when I felt a

"twinge" in my back. I didn't think too much about it, as I've had significant back issues all my life. It all started in the Army in 1968 when I apparently broke my back in training.

Later in the day on Easter I was walking our Golden Retriever, Joey, and felt a much more serious pain. Long story short, the



Here's the finished Second Wind twin. It was seven years in design and production, and was completed the week before this year's Nats. It features two E-flite Power 10 motors, a single 4,000 mAh Hyperion battery, a Hubin twin timer, E-flite tricycle retracts, and a clear coat courtesy of Joel Costantino.

pain increased quickly to the point where I was in constant agony. The only slight relief I could find was by lying on my back on the living room floor with my legs elevated. I stayed in that position, and in agony, for nearly two weeks. My wife finally called the ambulance company to come and take me to the hospital. A CT scan revealed that I have several very serious back and spine conditions that will require surgical attention very soon. I was told that my lifestyle would be soon changing...

The doctors were able to give me some temporary relief, and then, with subsequent long courses of physical therapy and hydrotherapy, I was able to achieve some normality. At that point the Nats were only three weeks away, and the Second Wind was still in the paint shop awaiting the final trim colors and name and numbers to be applied.

I argued with myself about the wisdom of trying to get it done in time, and I wondered if my rather tender back situation would cooperate. Not being too bright, I decided to press on and try and make this Nats. I also made the decision at that point that this would be my last Nats Open competitive appearance. The back issues are going to resurface soon and require attention, and after that my mobility will be significantly reduced. This Nats would be my last chance to make even a semiserious competitive effort.

It goes without saying that the last few days before leaving for the Nats were hectic. After finishing the trim scheme on the plane, I headed for my good friend Joel Costantino's auto restoration shop to have the ChromaBase Clear shot onto the model. Joel dropped everything he was doing to accommodate me this year, and I just wanted to publicly thank him.

At the eleventh hour, it was discovered that the brakes on my van needed replacing before I could make the trip. To the rescue came my flying buddy, Buddy Wieder. Buddy has done dozens of brake jobs over the years, and he volunteered to do mine the same day I called and told him of the problem. The fact that we caravanned out to the Nats a day or so later, and he lead the way, convinced me that he was highly confident of his own work... Hey, I've got great friends!

The journey begins

As is almost always the case, I decided to leave for the Nats in the wee hours of the morning. Actually, I usually leave in the evening and drive through the night. This is a habit I picked up years ago when I went to contests in neighboring states as a young man with very little cash on hand with which to get a motel room. I convinced Buddy to do the same, and we met up around 2 a.m. Saturday morning on Route 80 in the Pocono Mountains.

How do you keep awake while driving alone through the night? I prefer to listen to Jackson Browne and Albert Lee CDs at around 11 on the volume dial. I really like the fact that Jackson and Albert don't complain about all the harmonies I add to their songs...

Along the way we got to test Buddy's brake job when he (while leading) got into a lane that ended at a split in the road in a construction area. This occurred around 10:30 a.m., just outside of Columbus, Ohio. We were doing around 70 mph, and I couldn't see past Buddy's new Ford SUV. The lanes to each side of us were crammed with cars, and at the last instant Buddy found an opening and made a quick lane change.

I was presented almost instantly with a concrete abutment right in front of me, and there were no charitable souls in the through lanes on each side willing to cut me any slack and let me in. I gently but very firmly depressed the brake pedal so as to stop in time, but not so hard as to upset my precious cargo. I stopped about two feet short of the abutment! I decided to lead the rest of the way to Muncie.

We arrived at Muncie in the mid-afternoon only to find the grass practice fields surrounded by mud. The actual circles were in pretty good shape, but the access lanes to the fields, which are a bit lower, were a quagmire due to the torrential rains that had been falling the previous few days and weeks. It was a mess, and several cars had to be towed out from the mud as they had sunk in up to the axles. You drove down by the grass circles at your own risk. We decided to head for the motel and get settled.

When Buddy and I arrived at the Baymont Motel, we met up with the rest of our East Coast team. Will DeMauro and his wife, Jeannie, were unpacking as we pulled in. I had never met Jeannie before, but I can tell you at this point in the story that she is now a full-fledged member of our crew. She has a great sense of humor, laced with a dollop of biting New York satire. She fit right in. We also met up with Rich Giacobone, and the whole crew took off for dinner at the Muncie Applebees, where I had the absolute worst dinner of my life. I have made a personal oath never to set foot in one again!

We got a good night's sleep, got up around 5:30 on Sunday, and charged our batteries in preparation for an early morning practice session. Since I had the *NatsNews* duties to perform, I knew that I wouldn't get too many flights in before leaving to go to cover the Beginner/Intermediate events down in the "swamp."

When we got to the L-Pad we were shocked to find it empty. No one was there preparing to practice. We waited for the 7 a.m. official start time and began flying. Buddy and I were both flying brand-new electric-powered, retract-equipped, twin-motor models. Buddy put in a good flight, and all systems on his Ryan's Evil Twin seemed to be working perfectly. I was hoping for the same for my Second Wind design, and it appeared that all systems were working perfectly ... right up until I made the first inverted leg of the Outside Square Loop. Just as the model turned that corner, the inboard motor screeched and came to an abrupt stop. I instinctively nailed full down control to salvage what momentum the ship had and was fortunate to be able to get it upright.

I had never flown it on one motor before (heck, I had only flown it maybe six times, with only two full patterns before leaving home for the Nats!) and wasn't sure if one motor could sustain flight until the timer told the gear to extend. It was able to keep flying long enough to get it down on all three "legs," but those were long minutes at the handle.

I was pretty down at that point, and I almost threw in the towel. I had come to the Nats with a brand-new plane that had only a few flights on it, and now I was having technical problems on the first practice flight. I really didn't have time at that point to find the problem because I had to get down to the grass circles to get the story there.

Beginner and Intermediate

On Sunday of Nats week the Beginner and Intermediate events were flown. The access roads to the grass circles had dried out somewhat overnight, and everyone who was competing and/or helping out was able to get to the site okay.

The Beginner class was split into Open and Junior/Senior divisions. Unfortunately, this year there were only two Junior entrants and no Senior entrants in Beginner Stunt. However, those two Juniors, Aiden Woods and Jeffrey Scott, put on a show and scored within one point of each other in the final round!

Aiden flew a Fox .35-powered Flite Streak to the win; Jeffrey also flew a Flite Streak, but his was powered by an O.S. .25. If the Scott name sounds familiar, it's because Jeffrey is the grandson of our old friend, Mike Scott, who hails from the Dallas, Texas, area. Mike was the late Bob Gieseke's constant flying buddy and close friend. Not having Bob with him at this

Nats had to hurt, but the fun of attending with his grandson Jeffrey hopefully assuaged his grief somewhat.

There were nine entrants in Open Beginner Stunt, and Rick Bollinger emerged victorious flying his Brodak Profile P-40. Rick's ship was powered by an LA .46 and featured a Duplicolor paint job. Nats Pit Boss supreme, Dave Wenzel, placed second flying his Oriental, and Carl Wiener was in third after the flying with his LA .46-powered Tudor II. Places four through nine were captured by Steve Riebe, Thomas Creasey, John Park, Don Main, Richard Speer, and David Betz.



Above: Mike and Jeffrey Scott had a great time together at this Nats. Jeffrey placed a very close second (by one point!) in Junior/Senior Beginner Stunt. Jeffrey flew his O.S. .25-powered Flite Streak.



Left: Aiden Woods captured Junior/Senior Beginner Stunt with his Fox .35-powered Flite Streak. He gets to keep for a year the Allen Brickhaus "Eagles Nest" perpetual trophy that was donated by the Bob Howard family.



Left: A Tudor II was Carl Wiener's weapon of choice with which to place third in Open Beginner Stunt.



Above: Relaxing before his upcoming grueling week as Pit Boss up on the L-Pad, Dave Wenzel flew his Oriental to a well-deserved second place in Open Beginner Stunt.



Left: The winner in Open Beginner Stunt was Rick Bollinger. Rick chose to paint his Brodak P-40 using Dulicolor paints, and the result was very striking. Rick received the Open Beginner Stunt Allen Brickhaus "Eagle's Nest" perpetual trophy, which was also donated by the Bob Howard family in memory of Allen.

I had the opportunity to meet and spend some time with Richard and Laura Speer. Richard hails from Weslaco, Texas, and has been flying for many years, yet this was not only his first Nats, but his first-ever contest! Richard flew a 3/4-size, Lew McFarland-designed Dolphin that was powered by an Enya .19.

Richard would have some issues getting to contests on Sundays normally, because he is an Episcopal Minister! Richard and Laura are just delightful people, and they have vowed to make it back to the Nats in the future. Richard joined PAMPA at the Nats, so we welcome him and Laura to our family.

Kenny Stevens alerted me to a great Stunt story. It seems that the Oriental that John Park was flying in the Open Beginner Stunt contest looked familiar to Kenny. It turns out that Kenny's dad built that ship for Kenny back in the early 1970s!

Apparently, it has changed hands over the years several times and reemerged at this Nats still in great shape. That's a long life for a working Stunt model.



This was the first contest ever for Richard Speer. He flew this 3/4-size, Lew McFarland-designed Dolphin to an eighth-place finish, but he had some first-place fun in doing it!



Above: Don Main had the coolest shirt in Muncie! It featured the plans for Steve Wooley's Argus printed all over it. Neat!



Left: Kenny Stevens (L) and John Park display the Oriental that John flew to sixth place in the Open Beginner Stunt event. It turns out that Kenny's dad had built this model for Kenny back in the early 1970s!



Here's the Beginner Stunt crew. Left to right are Eric Taylor, Jeff Traxler, Mark Overmier, Steve Smith, Roland and Ruth Trevino, Kenny Stevens, Wes Eakin, and the event director, Mike Stinson (see the text for a listing of their specific services).

One of the coolest things I saw all week was the shirt that Don Main was wearing during the Beginner Stunt competition. It had the plans for Steve Wooley's Argus printed all over it. If these were available for sale, I'd buy one!

For the second year in a row, Mike Stinson took on the task of running the Beginner Stunt events and did a fantastic job. Mike stepped into the huge shoes that were left empty after the passing of Allen Brickhaus.

Mike assembled a great crew of helpers that included Tabulators: Ruth and Roland Trevino; Judges: Wes Eakin, Mark Overmier, and Eric Taylor; Weighmaster: Jeff Traxler; and Flight Critique Crew: Steve Smith and Kenny Stevens. Steve and Kenny

would watch each flight and then critique the fliers to help them improve their flying. Nice service!

After the trophy ceremony for the Beginner Stunt event, all of the participants get to choose from a massive display of donated merchandise.

The winners are the first to pick, followed by all the entrants in descending placing order. Typically, there are so many items on display that the contestants get to choose several times. The merchandise runs the gamut from bottles of fuel to kits, to fully built and ready-to-fly models (including engines and lines and handles in many cases)! This only underscores the amazing generosity of our community.



Here is a photo of the donated merchandise for the contestants in the Beginner Stunt event. Each contestant was able to pass through this amazing array of merchandise several times, picking one item per pass through. Thanks go out to all those who most graciously and unselfishly donated items.



Left: Samantha "Sami" Hines once again bested all the "boys" and captured first place in the Intermediate Stunt event. She flew her Brodak .40-powered, Dee Rice-designed Oriental. Watch out you Advanced fliers. She's headed you way next year!

Bob Brookins once again volunteered to run the Intermediate Stunt event and gathered a great crew of helpers. Rich Giacobone and Don Ogren volunteered to judge, and Bob enlisted his very charming wife, Elaine, and Theresa Voumard as the tabulators. Our thanks go out to all of those who volunteered to help out at the Beginner and Intermediate events. It was a nasty day and a muddy field, but they made it a bunch brighter for all who participated.

After the competition was completed on the grass circles, they were opened for general practice, and a few did take advantage of the space and the good wind conditions.

About 100 yards to the east of the Beginner Stunt venue, the Intermediate Stunt event was being contested. There were only seven entrants in Intermediate this year, but the competition was fierce. Our reigning Junior National Champion and last year's Beginner winner, Samantha "Sami" Hines, showed the way on this occasion, flying her Brodak .40-powered, Dee Rice-designed Oriental.

Michael Paris put up a couple of great flights in an effort to catch Sami but fell just short with his LA .40-powered Brodak Profile Cardinal. Mike Riebe placed third flying a very nice SV-11. Note: These are three *young* CL Stunt pilots who obviously have the desire to do well and improve, and they will be moving up soon to Advanced, and then to Expert. The future is looking brighter.



Michael Paris flew this very attractive, Windy Urtnowski-designed, Brodak Profile Cardinal to second place in Intermediate. Michael's ship featured an LA .40 for power.



Mike Riebe flew his well-built and nicely finished, Randy Smith-designed SV-11 to third place in Intermediate.

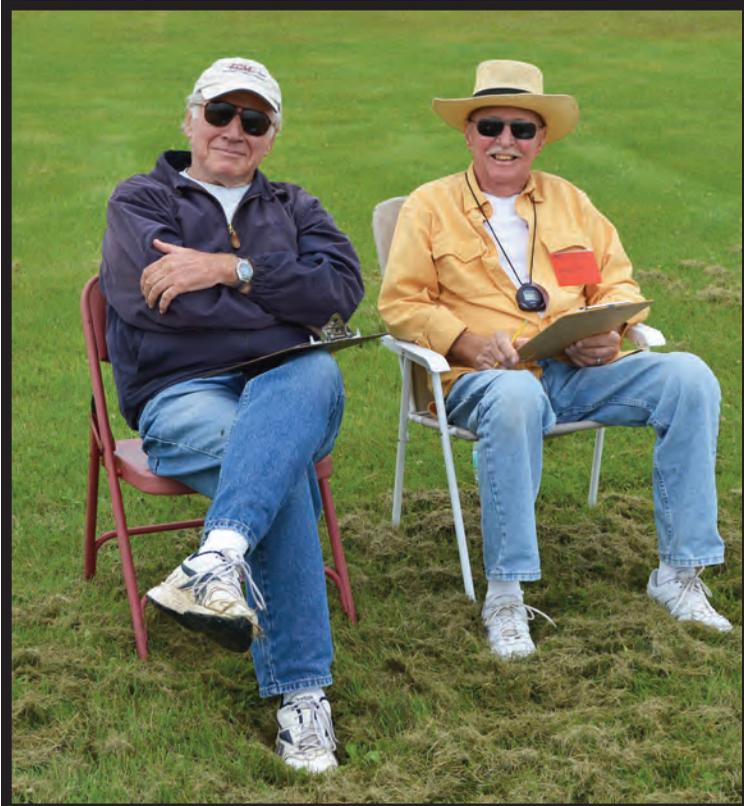
After the Beginner and Intermediate events were over, Buddy and I went back to the motel to try to figure out why my inboard motor had stopped on that morning practice flight. Buddy had stayed at the L-Pad while I was down at the grass circles covering the contest, so he was able to get in quite a few flights, as everything seemed to be working well for him.

A quick look at the Second Wind did not reveal anything wrong, so I was pretty sure at that point that it was an internal problem with an electronic component. Will DeMauro stopped by to help, and together we did a more-thorough search through the wiring.

We found that one of the inboard motor wires had come loose. Apparently, I didn't push the connectors together properly when I



Above: Intermediate Stunt Event Director, Bob Brookins, thanks his tabulators, Theresa Voumard (left) and his always happy and friendly wife, Elaine.



Left: Rich Giacobone (left) and Don Ogren found enough solid high ground adjacent to the muddy Intermediate Stunt circle to support their chairs and allow them to judge. Two very nice guys!



Left: Michael Paris may have been outscored by a "girl," but he took it very well. Here, Michael receives the two "special" Intermediate awards from Bob Brookins. One was for the Pilot's Choice of Best Appearing Model, and one was for the Best Brodak Model.

initially set up the motors. Lesson learned: Always work slowly and double and triple check your work! The next morning (Monday) the Second Wind performed beautifully and my outlook was much better.

Appearance point and the pilots' meeting

On Monday morning, the L-Pad was very busy. Everyone was trying to get in as many early practice flights as possible. The appearance judging was scheduled to begin at 2:30, and everyone had to clean their models and polish them up after practicing. That's one nice thing about electric models; there is no fuel residue to clean off before waxing!

The Monday practice session is usually quite relaxed, as there is one more day of practice ahead before the "show" begins. It is a great time to chat with friends, watch a few patterns, fly a



Michael is actually Samantha's most ardent supporter (next to her dad, Steve, of course ...). Here he launches Sami's Oriental on its winning flight. Great sportsmanship abounded in both Beginner and Intermediate.



Here's Derek Barry's gorgeous, but ill-fated, Randy Smith-designed Cutlass. Derek was flying extremely well but lost this ship in a freak accident in the Finals.

few patterns, and just generally decompress. It's also a great time to take a few photos of the planes that are entered. I'm going to feature here a few models that caught my eye out on the L-Pad.

Our District XI PAMPA Director, Mark Scarborough, finally made it to a Nats! Mark is a very accomplished builder and

finisher, and he brought along two gorgeous ships. One of them was his new Impact-based Prey, and he entered it in the Advanced division.

The Prey is powered by an E-Flite 32 with a Zippy 6S 2,700 mAh battery pack. The finishes on all of Mark's models are

spectacular, and this one was no exception. Mark is a very accomplished custom car painter, and he used a dope base followed by a base coat/clear coat paint system for the colors and clear. There were only about three dozen flights on Mark's Prey when he got to the Nats.

Unfortunately, Mark had a problem when during a qualification flight the battery, which was held in place with Velcro, ejected from the ship. The result was a suddenly very tail-heavy model and a crash. I need to pull out my soapbox here for just a moment. I've seen several battery ejections



Mark Scarborough, the PAMPA District XI Director, made it to his first Nats this year. Here he adjusts the tip weight on his Impact-based Prey design.



Jerry Haupt built the Bob Hunt-designed Crossfire XLTC and fitted it with an interesting spinner that allowed cool air to pass through the spinner backplate and on through the electric motor.

over the past few years. In each case I've witnessed, the battery had been held in place with Velcro. I bolt my battery holders in place and have not had any issues with battery ejection. Soap box stored away...

Mark also brought along his VSC Concours-winning, Don Shultz-designed Avenger to fly in the Classic event. After the accident with his Prey, Mark was at least able to process the Avenger and fly it in Advanced and complete his first Nats experience. The Prey was repaired after his return home, and it is flying well, according to Mark.

Another gorgeous model that was ill-fated at this Nats was Derek Barry's, Randy Smith-designed Cutlass. Derek has been flying this ship for the past couple of years, and all who have seen it in the air agree that it is an outstanding flyer.

On this occasion, during the high winds of Friday's finals, Derek's ship came apart at the bottom of the first outside square in the square eight. The outside wing folded and the ship went in quick and hard—a sad ending for one beautiful Stunt model. Derek was flying outstandingly well, and I was certain that he would

make the Top 5. We'll never know.

Derek's ship was powered by a PA .65 fitted with a Smith-Werwage carbon-fiber tuned pipe. The intricate and beautifully executed trim scheme on Derek's model was adapted from Gary Ward's MX2 full-scale aerobatic ship.

Another stunning airplane was one brought to the Nats by my flying partner, Buddy Wieder. Buddy's Ryan's Evil Twin design features twin Cobra 2814-16, 1050 Kv motors and a set of E-Flite electric retracts. Both motors and the retracts run off of one 4S 4,000 mAh battery pack.



Buddy Wieder brought this stunning Ryan's Evil Twin design to the Nats. His ship featured two Cobra 2814/16 electric motors, counter-rotating APC 10 x 5 props, and E-flite electric retracts. All of the electric components run off of one 4,000 mAh, 4S LiPo battery.



Will and Jeannie DeMauro display Will's original-design Voltron just before the appearance point judging.

Buddy's ship features a fully-sheeted, built-up wing that was constructed in the Lost-Foam system, a sheeted foam stab and elevator, and molded top and bottom fuselage shells. Buddy's plane was finished with DuPont ChromaBase paints and clear.

The spinner on Jerry Haupt's Crossfire XLTC got my attention. He modified a spinner by cutting off the front end, allowing cooling air to pass through the spinner, through a slotted backplate, through a slotted mount, and on through the motor. This is a very ingenious solution to the cooling problem that some electric models have. This is Jerry's second Crossfire, and he really seems to like the way it flies. Hey, you know I like it!

Buddy and I caught a quick bite at the 12th Street Café and then went back to the motel to wax and detail our ships for the appearance point judging.

The appearance judging and the pilots' meeting take place at the 180 building. The 180 Building, by the way, is a purpose-built youth facility dedicated to accommodating young people from sixth through twelfth grades. The people who we see there each year at the food service counter, the coffee bar, and the book store are volunteers from the Union Chapel Church. Our good friend and Muncie resident, Allen Goff, arranged a few years back for us to use these facilities, and we thank him for his efforts on our behalf.

As we pulled into the parking lot at the 180 Building we saw Will DeMauro and his wife, Jeannie, getting Will's Voltron out of their car. I took the opportunity to get a shot of the two of them. This is the second Nats for Will's ship.



This year the pilots' meeting seemed to go quicker than normal. The Event Director, Bob McDonald, and his Assistant Event Director, Curt Nixon, were on their game for sure!

Warren Tjahrt (left) and Pete Peterson handled the daunting task of assigning appearance points to the myriad gorgeous models. This process, too, went smoothly this year. Our thanks go out to Warren and Pete for their service.



He's had a full year to trim it, and it appears to be an excellent-flying design. The Voltron is based on SV-22 wing and tail surfaces, and it features molded-balsa top and bottom shells. Will uses a Cobra 3520-10, 980 Kv motor in his ship, along with a Thunder Power 4S 4,400 mAh battery pack. The ship has a powerful look in the air, and it is scheduled to be a future *Stunt News* construction feature.

For once we didn't have to wait in a long line to get our models processed; must have hit a lull. We handed our models over to be weighed and appearance judged and then headed for the pilots' meeting in an adjacent room. The meeting started and Event Director Bob McDonald took us all through a very detailed PowerPoint presentation that answered all possible questions about the week's activities and the procedures that would be followed.

It seemed as if the Ping-Pong ball process, by which the order of the rounds are determined, went smoother and faster by a bunch than in previous years. Perhaps it had something to do with the fact that the Expert division was removed from the Nats menu. Apparently, putting the Expert class into the mix over the past couple of years complicated the computer program that is used.

Whatever the reason, this pilots' meeting was essentially painless. This seems like a good place to acknowledge the impressive organizational skills of our Event Directors. Bob McDonald and Curt Nixon did a fantastic and efficient job for the past two years. This is Bob's last stint as the Event Director, but Curt has indicated that he might be willing to do it for at least one more year. Bob



Todd Lee made a very successful return to Nats competition this year. He flew this flawless Spitfire, with which he also received 19 appearance points and captured the pilot's choice Concours award.



wants to get back to flying, and who can blame him for that. A huge thank-you goes out to Bob and Curt for their service.

You could see throughout the pilots' meeting that everyone was chomping at the bit to get back to the appearance point room and see just how many points they received for their handiwork. This year the appearance point judges were Warren Tiaht and Pete Peterson. These two gentlemen are outstanding builders and finishers, so they certainly knew what to look for when inspecting the planes. It's a big job, and it has to be done in a very short amount of time. We thank them for their focused service.

This year there were no 20-point models, but there were four 19-point ships: Todd Lee's Spitfire, Gene Martine's SV-11, Kaz Minato's F6F Hellcat, and Paul Walker's Predator.

Left: Also on the front row at the appearance point judging was Kaz Minato's F6F Hellcat. Kaz won the Concours award with this model in 2013!

Below: Another "front row" ship was Gene Martine's spectacular Randy Smith-designed SV-11.





Paul Walker's Predator was yet another 19-point, front-row ship. The trim scheme for this model was the result of collaboration between Paul and Sina Goudarzi.

Old Time and Classic

Due to another torrential downpour on Sunday evening, it was decided at the Pilots Meeting that Classic and Old Time Stunt would be flown on the L-Pad instead of on the grass circles. It was a good move, as many cars that tried to make it down to the grass circles after the rain got stuck up to the axles. The local tow truck services made a lot of money that week! So did the car washes.

Tuesday dawned with a lot of wind, but the show went on well anyway. Old Time Stunt was flown on circle one and Classic was flown on circle two. Circles three and four were open for Open and Advanced practice, although circle one was shut down for a couple of hours to allow the judges to watch some flights and get calibrated.

The co-event directors, Bill Rutherford and Frank Williams, ran a great contest, and as in recent years, there was a very large entry in both events. There has been, apparently, some serious talk about making OTS and Classic official Nats events. With the impressive turnouts we've been having recently, one could make a case for this.

When the smoke had cleared, Mike McHenry stood victorious in OTS. Mike borrowed Roger Wildman's flawless Jamison Special, and without any practice with the ship bested the field. In second was Dan Banjock. Dan flew his gorgeous Red Rinehardt-designed Galloping Comedian.

Dan's ship features a hand-spun aluminum cowl and hand-hammered aluminum wheelpants. Dan also flew this ship in Classic to sixth place and captured the Spirit of 64 award.

The big surprise in OTS was the huge, swept-forward leading edge flying wing that Dennis Adamisin flew. His model was originally designed by his dad, Big Art, back in the early 1950s. It was essentially a much larger version of the Dmecco Sport Wing. Dennis chose to power his replica of the ship with electric power. I think many were skeptical that it would perform well, and doubly skeptical that it would even handle the winds. Well, I'm here to tell you that it flew exceptionally well in the wind, and with it Dennis placed third! Dennis flew this same ship in OTS at the Brodak Fly-In the previous month and won.

Mike McHenry (left) won the OTS event with this outstanding Jamison Special, which was borrowed from its builder, Roger Wildman (right).



That "party looking for a place to happen," Dan Banjock placed second in OTS on this occasion with his Red Rinehardt-designed, Fox .35-powered Galloping Comedian. His Nats "buddy," Sami Hines, helps him display it here. Note the hand-turned aluminum cowl and the hand-hammered aluminum wheel pants!



This behemoth, swept-forward, electric-powered flying wing, is the work of Dennis Adamisin. Big Art Adamisin designed this ship as a twice-size-plus version of the Hal deBolt-designed Sport Wing. It flies amazingly well, and with it Dennis placed third in OTS at the Nats.





In Classic, the old master himself, Bill Werwage, made an appearance flying his original-design 1962 Ares. Bill has flown this particular model to at least three of his nine wins at the Vintage Stunt Championships in Tucson, Arizona, and he showed that neither the plane nor the pilot has lost a step by winning again at this Nats. Bill's Ares is powered by an Aero Tiger .36.

Tom Dixon placed a close second to Bill flying his Double Star .54-powered Jim Van Loo-designed Chipmunk, and Dennis Adamisin placed third with his electric-powered Fancy Pants.

There were some truly beautiful models entered in the OTS and Classic events this year. There is not enough room here to show them all, but I've picked out a few photos of some of the models that caught my eye.

Above: The winner in Classic Stunt was the old master himself, Bill Werwage. Bill flew his original-design '62 Ares. The model features an I-Beam wing and an Aero Tiger .36 for power.



Right: Second place in Classic Stunt went to Tom Dixon. Tom flew his Jim Van Loo-designed Chipmunk and powered it with a Double Star .54 engine.

Right: John Simpson flew his original-design Cavalier in Classic again this year. Not sure what number Cavalier this one is, but he's built a lot of them! An Aero Tiger .36 powers this beautiful ship.

Below: The Don Shultz-designed Avenger was the weapon of choice for Mark Scarborough in Classic Stunt. Mark captured the coveted Pilot's Choice award for Best Appearing Classic model.



Below: John Paris pulled out all the stops to produce this very period-accurate, Lou Andrews-designed Barnstormer. It featured a stitched canopy just like the original and is powered by a 1951 vintage Fox .35.

Below: This Andrews-designed 1951 Barnstormer was entered in OTS by Jim Lee. This one featured snazzy-looking cheek cowls and landing gear fairings. It is powered by a Silver Fox .35.





The winner of the Best Appearing OTS model award was Don Herdman with his Addie Naccarato-designed Big Job. Don's choice of power for this OTS model was quite unique; it's a rear-exhaust OPS .40!



Above: Jeff Traxler has been working very hard to improve his flying, and he's getting pretty good at it! He flies this electric-powered ARF Nobler extremely well. Jeff is also a person who volunteers to help whenever there is a need.

Without volunteers no event at the Nats could be successful. The judges for the OTS event were Doug Patterson and Pete Peterson. Classic had four judges: Brett Buck, Richard Giacobone, Steve Smith, and Dave Tribble. The Pit Boss was Linda Gleason. We thank them all for their cheerful service.



Left: The judges for the OTS event were Pete Peterson (left) and Doug Patterson.



Above: Steve Smith, Rich Giacobone, Dave Tribble, and Brett Buck (left to right) volunteered to judge the Classic Stunt event.



Left: Will DeMauro gives the OTS and Classic Pit Boss, Linda Gleason, a hug for her efforts. Heck, we all like to hug Linda!

circle one move on the second day to circle three, and the fliers assigned to circle two on the first day move to circle four on the second day. Essentially, there are four separate contests happening at one time with this method.

The Advanced fliers and the Expert fliers share each circle, but the Advanced fliers all fly before the Expert fliers do. The top four fliers in Advanced and the top five fliers in Expert from each circle move on to the Finals after the second day. The circles are seeded according to past Nats performance to insure that no one

circle is overloaded with talent. Even then there can be "easy" circles and "hard" circles. No system is perfect.

Because the contest is so spread out during the qualifying rounds, and also because I was competing myself, I was not able to keep an eye on the happenings flight-to-flight. I have decided that this would be a good place to feature a few photos of some more planes that caught my eye, and also some candid photos of pilots and crews.

Qualifying rounds

On Wednesday the qualifying rounds began. The field is split into four circles. Each group flies twice on the circle to which they were assigned, and in front of the same judges that are assigned to that circle. For the second round, the fliers in each group move to a different circle and fly twice in front of another set of judges.

The fliers move; the judges stay on whatever circle they were assigned to on the first day of qualifying. The fliers assigned to

Left: Our very good friends from Canada, Chris and Joan Cox, were in attendance. Chris flew his new Crossfire XL in Open and just missed "the cut." He was in the toughest qualifying group.



Above: Mike Schmitt built this very clean rendition of the Allen Brickhaus-designed Encore to fly in the Advanced class. The ship is powered by a PA .40 Merlin on pipe, and it features a "Steve McQueen" paint job as seen on the Gulf Porsche race cars in the movie *Lemans*.

Left: Mr. Rojett himself, Rich Oliver, flew his latest version of his original-design Maverick. The ship has a gorgeous finish and it flies extremely well. Guess what make engine was under the cowl.



Above: Our PAMPA District VII Director (and probable next PAMPA President), Dennis Adamisin, flew his latest high-aspect-ratio design, the Riki Tiki Tavi, in Open this year. It is, of course, electric-powered.



Above right: Sam Niebel installs a fresh battery in his ship prior to an Advanced class flight. He is assisted here by one of his uncles, Wayne Smith.



Center: One of the all-time great father-and-son teams in our sport, Todd (left) and Jim Lee, display Jim's fantastic Gee Bee Sportster. They have a lot of fun together!



Right: Some people just seem to be able to relax more than others during the qualifying rounds. Jeffery Scott was seen sleeping in the most amazing position, stretched out across two folding chairs. Kids!

Right: John Hill's very beautiful Texan design is based on the popular Geo-XL wing. John has had a recent run of very bad luck and has lost several gorgeous ships. Unfortunately, he lost this plane in the qualifying rounds at the Nats.

Below: Bill (left) and Scott Reynolds give us a look at Scott's original design Voltaire. It features an E-Flite 32 for power and sports a nifty round cowl on the fuselage.



Below: Kenny Stevens attaches the lines to his highly decorated SVE-22. Kenny's ship is electric-powered and flies very well, indeed.



Below: This Brett Buck-designed Infinity is the handiwork of Bill Rutherford. It's electric-powered and sports an interesting paint scheme. Been reading a lot of D.C. Comics of late, Bill? Bill, by the way is a published novelist!





Above: Flying buddies, Allen Goff, Roger Wildman, and Mike McHenry (left to right) pose here with Roger's very clean Caprice. It features an Aero Tiger .36 for power.



Right: Howard Rush's Impact is a thing of beauty, and it flies well, also. Howard prefers electric power and has the ship fitted with a device that warns the pilot if he is preparing to take off with an uncharged battery. Nice safety touch!



Above: Absolute CL Stunt royalty visited the circles this year. Here's the legendary designer, builder, flier, Jack Sheeks!



Right: Mike Scott prepares to start the electric motor in his Bob Hunt-designed Genesis Extreme, as Derek Barry prepares to perform the launching duties. The ship was lost a short time later during the flight.



Left: Mark McKinney flew this beautiful Paul Walker-designed Impact to fourth place in the Advanced class.

Below: Allen Goff, Chris Rud, Bob Hunt, and Roger Wildman found some shelter for their planes during a brief sprinkle of rain under the Fellowship of Christian Modelers tent.

Bottom: Chris Cox gives his Crossfire XL a pull test before a qualifying flight.

At the end of Thursday's flying, the Finals pilots had been determined for both Expert and Advanced, and the Ping-Pong balls were drawn for the next day's flight order.

Some went to dinner that evening happy, and some went off to lick their wounds and think about next year. Hey, that's competition.

The Finals

There is no way to sugarcoat this: Friday dawned with a lot of nasty wind. There is usually at least one day that is windy during a Nats, and this time it came on "head cutting" day. The 20-man Open Stunt Finals round is tough enough without any extreme weather component thrown in.

The field is split into two groups of 10, and each pilot gets one flight on each of two circles. The top five total scores move on to the Top-5 Fly-Off on Saturday.

There are no throw-away flights, and this day goes by very quickly for the pilots; you have to put up two pressure flights in short order.





You can't tell from this photo of the flightline on Finals day that the wind was howling across the L-Pad. It made for an interesting day...



Right: The Finals Pit Boss, Dave Wenzel, gives us the thumbs up, indicating that he is open for business. Dave is one of our many loyal and dependable volunteers.



Above: Steve Moon had his best-ever finish at a Nats, placing 12th. Steve flew his original design Furias 96S. The ship is powered by a four-stroke engine. Note the neat cheek cowls.



Right: Another flier who posted his highest-ever Nats finish was Dave Tribble. Dave placed 15th flying his original-design Desperado. It's powered by a RoJett engine.



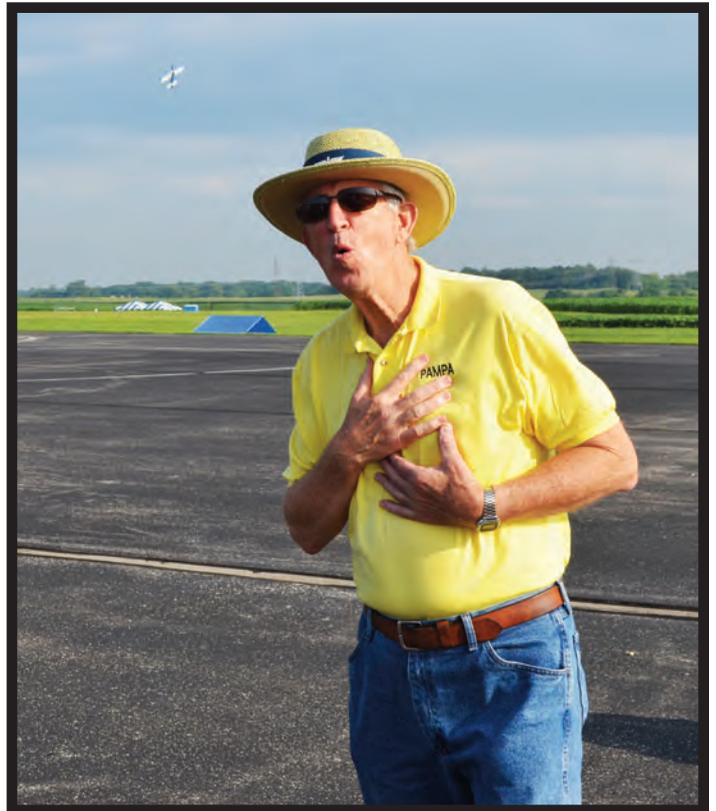
Here are two Nats first-time spectators. That's Tom Smeltzer at left and Mark Weiss at right. Mark is the gentleman who got CL flying started at the Joe Nall Fly-In, and he has also served for the last two years as the co-contest director at the Brodak Fly-In. Yet another prolific volunteer!



Having seen how easy it was for Paul to install his battery, Howard does the same for one of his finals flights with his Impact.



Paul Walker installs a fresh Thunder Power battery pack in his Predator while Rich Giacobone and Howard Rush look on.



Tom Morris just finished watching Derek Barry lose his Cutlass to a broken wing in the horrific wind on Finals day. He seems to be saying, "Be still my heart!"



usual and one of the motors in his Ryan's Evil Twin shut down in the Vertical Eight. He was able to keep the ship aloft on one motor, and the retractable landing gear came down at the end of the run for a safe landing.

Rich Oliver had some bad luck when a rain storm came through and halted flying, but not before his flight was ruined by the downpour. I thought Rich should have asked for a re-fly, but he said that he was also having some sort of problem with the controls in the ship and that a re-fly wasn't warranted. That's sportsmanship!

After the downpour there was a short lull in the wind, but it soon picked back up to the 18 to 24 mph figure that many recorded it at in the first round.

Josias Delgado didn't make the cut into the Finals this year, but he did serve as a first-rate pitman for his very good friend, Orestes Hernandez.

There is one story that needs telling about the Finals. Last year a young man named Chris Rud came back to the Nats after a nine-year sabbatical. Chris was our Junior member on the 2006 FAI F2B World Team. After that contest Chris retired for a while to get a college education, get a job, get married, and have a baby with his wife Kayla. Last year Chris won the Expert class at the Nats and served notice that he would be one to watch in the future. Chris built a new semiscale Typhoon design and had it flying early this year, but a structural failure caused the demise of that plane.

Undaunted, Chris built another one and had it flying very well when a line in his handle snapped! Number two Typhoon was destroyed. At that point the Nats were only a few weeks away, but Chris pressed on and built a *third* Typhoon. And with that ship Chris placed seventh in his first ever Open Nats appearance! Needless to say, he won the Rookie of the Year award this year. Also needless to say, watch out for Chris; he's going to be a great one!

When the Finals rounds were over, the Top-5 pilots were, in alphabetical order, Brett Buck, David Fitzgerald, Orestes Hernandez, Kaz Minato, and Paul Walker.

Over in Advanced the finishing order was Dennis Van Der Kurr in first, Mike Waldron in second, and Will DeMauro in third. Because I was competing in Open, I didn't get a chance to go over and watch (or get many photo from) the Advanced Finals. I did get to watch many of the Advanced fliers perform throughout the week, however, and can report that there is a very talented crop of fliers in that division who will soon be entering and doing well in the Open class.



Chris Rud poses with the third original-design Typhoon that he built this year. He lost the first two to freak accidents, but had the fortitude to build another one at the eleventh hour with which to compete at the Nats. He was rewarded for his efforts with a great seventh-place finish in Open.

The day started off badly with Derek Barry losing his gorgeous Cutlass to a broken wing in the first bottom outside turn in the Square Eight maneuver. I was watching that flight closely, and when the wing folded, the plane went in hard. Sad loss of a great plane.

Buddy Wieder also had problems, but they didn't claim the airplane in a crash. He had his amp spike settings on one of his ESCs set too low. In the heavy wind he pulled more amps than

Top-5, Junior, Senior, and the Walker Trophy Fly-Off

Saturday morning dawned clear and bright, with very mild winds—perfect conditions in which to pick our National Champions in the Junior, Senior, and Open divisions and the Walker Trophy winner.

In Open, three rounds were flown, with the two high scores for each pilot totaled for his final score. It was a very tight battle between Paul and David for the win, but in the end Paul prevailed, taking home the Walker Trophy for the 12th time in his career!

Perhaps this would be a good place to give my personal impressions of the performance of each of the Top-5 pilots. Let's start with the fifth place finisher and work our way up to first:



Above: Brett Buck made the Top-5 and placed fifth flying his original design, RoJett-powered Infinity. Bret is a very consistent and precise flier.

Not sure what happened to Brett on Saturday, but he just seemed a bit off on all aspects of the pattern. That's not like him, as he is historically one of the more consistent pilots. He didn't fly poorly, just not up to his usual standards. His Infinity design continues to impress as a very solid machine.

Kaz Minato—fourth place: Kaz showed us all on Friday that he and his F6F Hellcat semiscale design would be an act to watch closely on Saturday. Kaz's model handled the high winds on Friday extremely well, and he gave up less to the conditions than almost anyone else.

Kaz flies a precise and homogenous pattern. Many pilots are good at one aspect of the pattern or another, and sometimes their maneuvers have uneven quality. Kaz's flying is always steady and sharp. If anything, Kaz's 45° elevations were a bit higher than the other fliers in the group, but the flow of his pattern is second to none. His flying is, in a word, artistic!



Fourth place went to Japan's Kaz Minato. Kaz flew his 2013 Concours-winning F6F Hellcat. The PA .75-powered model is a smooth performer in Kaz's hands, and is especially impressive in the wind. Here, David Fitzgerald prepares to launch for Kaz.



Mr. Machine, Orestes Hernandez signals the judges for one of his finals flights as Josias Delgado holds the electric-powered Shark. Orestes placed third in a hard-fought Top-5 fly-off.

Brett Buck—fifth place: Brett was on fire for most of the week, and everyone I talked to agreed that he was well in contention for the win with his precise flying. He had it all—great rounds, sharp and crisp squares, excellent 45° positioning, and smooth flow to his flying. That held true right up until the Top-5 rounds.

Orestes Hernandez—third place: This guy is just a machine! He practices constantly, and that has yielded for him a pattern that looks as if the maneuvers are just rubber stamped in the sky one flight after the other.

His 45° elevation positioning is, if anything, too low in my opinion. It seems that the top fliers have all gravitated to an extremely tight pattern with ultrasharp corners and very compact maneuvers. I guess that's what is scoring these days ...

Anyway, Orestes was just the tiniest bit off on this occasion and had to settle for third. Still, his flying was a treat to watch.



The retiring Champion, David Fitzgerald, signals the judges to start the clock for one of his Top-5 flights as Brett Buck holds the Thunder Gazer. David placed second on this occasion.

David Fitzgerald—second place: The retiring champion looked as though he was going to repeat and capture his ninth Open national title (and that doesn't count his one Junior Nats crown and his four Senior Nats wins!) in the first round. In fact, the scoring was so tight between David and Paul, and the flying quality, as well, that it was impossible to pick a clear winner by casual sideline observation.

The judges had their hands full this time! David's trusty Thunder Gazer presents all aspects of the pattern to good effect. He has it all: great corners, flat sides to his squares, smooth and precise rounds, and that ever-important pattern flow. Tough act.

Paul Walker—first place: If there was something that separated David from Paul on this occasion, it just might have been raw determination. Paul just seemed to will his new Predator to the win. Like David, Paul's pattern has no weak points; corners, rounds, flow and professionalism are all there in huge dollops.

The Predator seemed to have just a bit more drive than the other models in the Top-5 Fly-Off. Perhaps it was the Igor Burger motor management system, or perhaps it was the fact that Paul has optimized virtually all facets of his airplane program to achieve what I think is the most complete package seen to date. It was a well-deserved win.

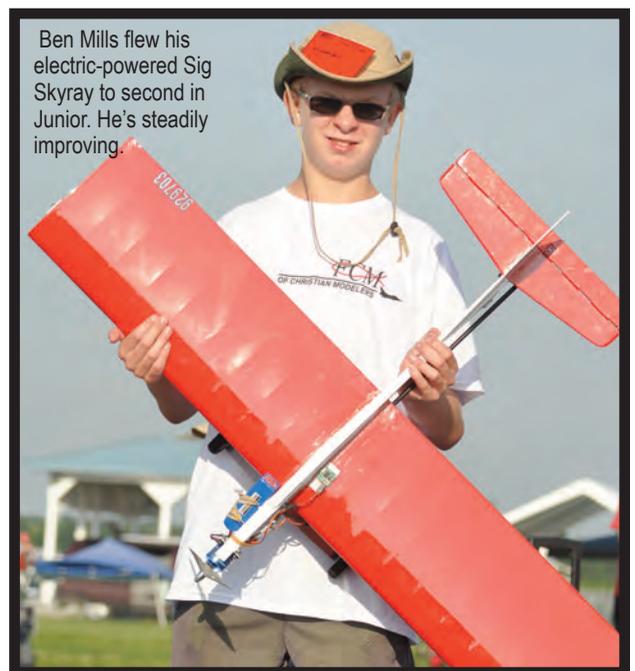
This year we had three Junior entrants and one Senior contestant. That's an improvement over previous years for sure, but we all need to try to cultivate some new talent to ensure the future of the event.



Samantha "Sami" Hines repeated as the Junior Nats Champ, flying her trusty Long Shot profile model.



And the winner is... Paul Walker. Paul flew his original-design Predator with extreme precision and just seemed to be more determined than the other excellent pilots in the Top-5. Paul's ship features Igor Burger's electric motor management system.



Ben Mills flew his electric-powered Sig Skyray to second in Junior. He's steadily improving.



Third place in Junior was captured by Samuel Londke. Here he poses with his proud dad, Mike, and his glow-powered Sig Twister.

Last year's Junior Champion, Samantha "Sami" Hines repeated this year and even flew the very same Long Shot model with which she won last year. Second place was captured by Ben Mills, and in third was Samuel Londke.

There was only one Senior competitor, but that's one more



Michael Paris was the only Senior class competitor this year, but he still put in a beautiful flight in the competition and in the Walker Trophy Fly-Off.

than we have seen in recent years! Michael Paris flew his Brodak Profile Cardinal to win the Senior crown.



And here are your 2015 Nats CL Aerobatics Champions. Left to right are Michael Paris, the Senior winner; Samantha Hines, the Junior winner; Paul Walker, the Open winner; and Dennis Vander Kuur, the Advanced winner. That's fake Champaign by the way... (Yeah, right!)

Some worked while others played...

It is important that we all realize that there are a number of people each year who invest their time at the Nats to perform necessary service functions so that others may enjoy themselves as contestants. Chief among these for the last two years has been the team of Bob McDonald, who has served as the CL Aerobatics Event Director, and Curt Nixon, who has served as Bob's Assistant Event Director.

The amount of planning and preparation that these two gentlemen went through to make the last two Nats such smooth-running affairs can only be appreciated by those who did this job in the past. It requires attending Nats planning meetings over the winter, and during the Nats it requires long evening hours preparing for the next day's activities. We thank them both for the wonderful job they have done.

Next year Bob will return to the battle in competition, while Curt indicated that he might be willing to have another go at it. Dennis Adamisin has volunteered to be next year's Event Director, and with Curt on board as his Assistant, we can look forward to yet another well-run Nats.

We need to tip our hats here to the workers who performed myriad tasks to insure a smooth Nats adventure. Please take a moment to look over the names in the *Nats Workers* listing that is included with this article to get an idea of the required tasks, and those who were assigned to do them.

The wrap-up

This has been a very long article, but it doesn't even begin to scratch the surface of the week's activities, the fun, and the drama. Only those who attend a Nats really know the whole story. If you've never attended a Nats, please consider doing so soon. You will

become a part of an amazing family, and a part of Nats history.

My take on this Nats is that CL Stunt is healthy and in very good hands. The flying across the board is at an all-time best, and there are a lot of new—and younger—pilots making their way up the ladder. The future is bright indeed for our beloved type of flying.

On a more personal note, I am announcing here that this was my last appearance in Open Stunt at the Nats. I had a great time flying in this Nats, and I'm very satisfied with my placing. It has been for me a wonderful trip that started in 1973 when I attended my first Nats in Oshkosh, Wisconsin.

The experiences I've had, the ups and the downs, and, most of all, the amazing people I've met and became lifelong friends with will remain in my heart for the remainder of my life and beyond. Due to some health issues, which I've been told by doctors will soon inhibit my ability to sustain the rigors of practicing and competing at the top level, I've decided to call it a career.

This in no way means that I'm leaving this fraternity. I'll continue to design, build, compete in Classic and OTS events, and work behind the scenes for this event and for our PAMPA organization.

The individuals who made this whole adventure so enjoyable for me are far too numerous to mention here. I will, however, take this opportunity to thank my father, James A. Hunt, for introducing me to this hobby/sport and for teaching me the many lessons about building and flying which enabled me to enjoy the successes I've had. And, mostly, I thank my Lord and Savior, Jesus Christ for the blessings he's bestowed upon me and my family, and for allowing me to be a part of this amazing modeling fraternity.

And, that's a wrap. *SN*

—Bob Hunt



C/L Precision Aerobatics AMA National Championships, 2015 Event 322 Open

| Place | Contestant | Wednesday | | Thursday | | Qual. Total | Fraction of group leader | Friday | | Semifinals Total | Saturday | | | Finals Total |
|-------|-------------------|-----------|---------|----------|---------|-------------|--------------------------|---------|---------|------------------|----------|--------|--------|--------------|
| | | Round 1 | Round 2 | Round 1 | Round 2 | | | Round 1 | Round 2 | | Round 3 | | | |
| 1 | Paul Walker | 557.33 | 573.33 | 591.33 | 0 | 1164.67 | | 561.33 | 544.33 | 1105.67 | 561.17 | 570.83 | 578.67 | 1149.50 |
| 2 | Dave Fitzgerald | 565.00 | 579.00 | 558.33 | 0 | 1137.33 | | 531.00 | 566.67 | 1097.67 | 564.50 | 564.67 | 572.00 | 1136.67 |
| 3 | Orestes Hernandez | 550.00 | 547.33 | 568.67 | 576.33 | 1126.33 | | 556.00 | 556.00 | 1112.00 | 558.00 | 563.00 | 567.67 | 1130.67 |
| 4 | Brett Buck | 552.67 | 572.00 | 558.33 | 568.67 | 1140.67 | | 563.67 | 550.33 | 1114.00 | 551.00 | 555.17 | 565.17 | 1120.33 |
| 5 | Kaz Minato | 550.67 | 560.33 | 576.33 | 591.00 | 1151.33 | | 532.67 | 553.33 | 1086.00 | 556.17 | 556.00 | 562.83 | 1119.00 |
| 6 | Doug Moon | 531.67 | 550.33 | 564.67 | 579.00 | 1129.33 | | 544.00 | 538.33 | 1082.33 | | | | |
| 7 | Chris Rud | 530.67 | 520.00 | 552.00 | 560.33 | 1091.00 | | 525.67 | 549.33 | 1075.00 | | | | |
| 8 | Todd Lee | 533.67 | 543.00 | 545.33 | 551.33 | 1094.33 | | 532.33 | 539.00 | 1071.33 | | | | |
| 9 | Kenny Stevens | 523.33 | 544.00 | 563.33 | 574.00 | 1118.00 | | 517.33 | 552.67 | 1070.00 | | | | |
| 10 | Howard Rush | 553.67 | 570.67 | 537.33 | 544.00 | 1114.67 | | 543.33 | 521.67 | 1065.00 | | | | |
| 11 | Bob Hunt | 535.00 | 563.00 | 542.00 | 548.33 | 1111.33 | | 510.00 | 536.67 | 1046.67 | | | | |
| 12 | Steve Moon | 537.67 | 557.67 | 543.67 | 531.00 | 1101.33 | | 510.00 | 523.67 | 1033.67 | | | | |
| 13 | Frank Williams | 529.33 | 537.67 | 561.67 | 577.33 | 1115.00 | | 510.33 | 521.67 | 1032.00 | | | | |
| 14 | Steve Fitton | 519.33 | 525.00 | 547.00 | 556.33 | 1081.33 | | 494.00 | 533.67 | 1027.67 | | | | |
| 15 | David Tribe | 525.33 | 530.00 | 527.33 | 528.67 | 1058.67 | | 516.67 | 505.33 | 1022.00 | | | | |
| 16 | Gene Martine | 519.00 | 512.33 | 456.67 | 533.67 | 1052.67 | | 487.33 | 525.33 | 1012.67 | | | | |
| 17 | Joe Gilbert | 504.33 | 546.00 | 532.33 | 556.33 | 1102.33 | | 453.33 | 546.33 | 999.67 | | | | |
| 18 | Richard Oliver | 557.33 | 573.33 | 543.00 | 542.00 | 1116.33 | | 509.67 | 367.00 | 876.67 | | | | |
| 19 | Bud Wieder | 501.67 | 518.67 | 531.67 | 540.00 | 1058.67 | | 401.00 | 0 | 401.00 | | | | |
| 20 | Derek Barry | 552.67 | 579.00 | 553.00 | 553.00 | 1132.00 | | 320.00 | 0 | 320.00 | | | | |

Beginner Stunt scores

Junior/Senior Beginner:

1. Aiden Woods 124
2. Jeffrey Scott 123

Open Beginner:

1. Rick Bollinger 253
2. Dave Wenzel 239
3. Carl Wiener 239
4. Steve Riebe 230
5. Thomas Creasey 228
6. John Park 178
7. Don Main 155
8. Richard Speer 123
9. David Betz 81

Intermediate Stunt:

1. Samantha Hines 487.5
2. Michael Paris 472
3. Mike Riebe 463.5
4. Don Sopka 408.5
5. Terry Bentley 243.5
6. Ben Mills 201

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C/L Precision Aerobatics AMA National Championships, 2015

| Event 325, Advanced | | |
|---------------------|--------------------|--------|
| Place | Name | Score |
| 1 | Dennis Vander Kuur | 945.67 |
| 2 | Michale Waldron | 942.33 |
| 3 | William DeMauro | 933.00 |
| 4 | Mark McKinney | 911.67 |
| 5 | Michael Schmitt | 862.67 |
| 6 | Samuel Niebel | 846.00 |
| 7 | Jerry Haupt | 421.00 |
| 8 | Donald Herdman | 278.33 |
| 9 | Roger Wildman | 268.67 |
| 10 | James Mills | 973.67 |
| 11 | Greg Voumard | 948.67 |
| 12 | Ronnie Thompson | 950.00 |
| 13 | Jeff Traxler | 930.00 |
| 14 | Jordan Segal | 907.33 |
| 15 | Dennis Moritz | 772.00 |
| 16 | Mark Scarborough | 475.00 |
| 17 | Robert Brookins | 0 |
| | | 7818 |

| Event 322 Open | | |
|----------------|-------------------|---------|
| Place | Name | Score |
| 1 | Paul Walker | 1149.50 |
| 2 | Dave Fitzgerald | 1136.67 |
| 3 | Orestes Hernandez | 1130.67 |
| 4 | Brett Buck | 1120.33 |
| 5 | Kaz Minato | 1119.00 |
| 6 | Doug Moon | 1082.33 |
| 7 | Chris Rud | 1075.00 |
| 8 | Todd Lee | 1071.33 |
| 9 | Kenny Stevens | 1070.00 |
| 10 | Howard Rush | 1065.00 |
| 11 | Bob Hunt | 1046.67 |
| 12 | Steve Moon | 1033.67 |
| 13 | Frank Williams | 1032.00 |
| 14 | Steve Fitton | 1027.67 |
| 15 | David Trible | 1022.00 |
| 16 | Gene Martine | 1012.67 |
| 17 | Joe Gilbert | 999.67 |
| 18 | Richard Oliver | 876.67 |
| 19 | Bud Wieder | 401.00 |
| 20 | Derek Barry | 320.00 |
| 21 | Chris Cox | 1086.33 |
| 22 | Matt Neumann | 1063.33 |
| 23 | Frank McMillan | 1063.00 |
| 24 | Wesley Dick | 1056.00 |
| 25 | Eric Taylor | 1080.67 |
| 26 | Matthew Colan | 1078.67 |
| 27 | Michael McHenry | 1074.33 |
| 28 | Josias Delgado | 1043.00 |
| 29 | Tom Dixon | 1042.00 |
| 30 | James Smith | 1040.00 |
| 31 | Dennis Adamisin | 1061.00 |
| 32 | Wes Eakin | 1027.00 |
| 33 | Mike Scott | 1021.33 |

| Event 322 Junior | | |
|------------------|----------------|--------|
| Place | Name | Score |
| 1 | Samantha Hines | 675.00 |
| 2 | Benjamin Mills | 274.67 |
| 3 | Samuel Londke | 71.67 |

| Event 322 Senior | | |
|------------------|---------------|--------|
| Place | Name | Score |
| 1 | Michael Paris | 887.67 |

| Walker Trophy Flyoff | | |
|----------------------|----------------|---------|
| Place | Name | Score |
| 1 | Paul Walker | 1100.00 |
| 2 | Michael Paris | 864.00 |
| 3 | Samantha Hines | 697.83 |

Workers at the 2015 Nats

Bob McDonald, Event Director

Judges

Mark Overmier, Head Judge
 Wes Eakin, Alternate
 Doug Patterson
 John Simpson
 Dale Barry
 Steve Smith
 Dan Banjock
 Warren Tiaht
 Bob Howard
 Jim Vornholt
 Gary McClellan
 Pete Peterson
 Steve Yampolsky

Tabulators

Priscilla Rush
 Elaine Brookins

Pull Test

Dave Wenzel
 Lynda Gleason

Runners

John Paris
 Mike Paris
 Ben Mills
 Joan Cox
 Edie Oliver

Unofficial Events and Administrative

Mike Stenson, Beginner ED
 Bob Brookins, Intermediate ED
 Curt Nixon, Assistant ED
 Bill Rutherford, Old Time/Classic ED
 Frank Williams, Old Time/Classic ED

Old Time Judges
 Classic Judges

Banquet

Jim Vornholt

Trophies

Derek Barry, Rookie of the Year
 Mike Stenson, Concours

Two Bachelors at the Nats

by James Mills

For the past several years, I have enjoyed the opportunity of attending our US Nats. This is normally a family vacation for us, but this year marked a change. My wife, Beth accepted an accounting position with a new company. Rather than spend what little vacation time she had accrued, (I had to throw in an accounting word for her), Beth stayed home and sent Ben and me off on our own.

Being a great wife and mom, she had concerns about our eating healthy, but I put her mind at rest and told her not to worry (hey, there's protein in burgers and milk in ice cream, so it's all good).

I had the best intentions of being 100% prepared so that all I would need to do when we arrived in Muncie was practice, but, as Burns hinted, the best laid plans sometimes fall short. I had my Junar from the 2014 Nats, but had changed the motor to the Cobra 35 series, the ESC to a Phoenix 60, and the battery pack to a Zippy 4,000 mAh type (I also used the 3,700 mAh pack and noticed no difference).

The power package worked flawlessly. The problem was that I had almost no flying time, less than a dozen



Ben and James rooted for their good friend, Charlie Reeves, in the Old Time Stunt competition. The wind during the OTS and Classic events was blowing very hard, but everyone pressed on. Photo by James Mills.



Dan Banjock (left) and Ben Mills ham it up with the gag dog leash that Dan brought to the Nats. He calls his invisible dog, "Victicious." Mills photo.



Ben has taken up guitar and he got an impromptu lesson from Bob Hunt. Mills photo.



James Mills' Bill Werwage-designed Junar dwarfs Bill's Classic Stunt-winning 1962 Ares. Mills photo.

flights, due to the record summer rainfall. As I type this in September, we are still seeing bridge and road repairs in our town. The few opportunities we had to fly were used to get Ben in the air.

On Friday afternoon, Ben and I hit the road for the first leg of our trip. If we were to drive nonstop, we could make the trip in eight or nine hours, but, since the grandparents are on the way, we decided to spend the night at their home (I'll give you three guesses as to who they were more excited to see—Ben or his ride). It was a nice visit and gave a chance for some good food (high on a teenager's priority list) and rest.

On Saturday we finished the drive with no issues other than I think Indiana is in competition with Oklahoma as to who can tear up the most highway.

I'd have to say one of the best parts of the week is seeing people you may have not seen since the prior Nats. The first guys we found were Mike Stinson and Kenny Stevens when we pulled into the hotel. The first comment they both made was how much Ben had grown since last year (I heard this several times during the week).

Seeing Mike gave me the chance to return the Beginner Eagles Nest perpetual trophy to be presented to the next Beginner Champion on Sunday. I want to take a moment and say a big thank-you and give a pat on the back to Mike for continuing Allen Brickhaus' legacy by



Bill Werwage signed the wing of the Junar at James's request. Mills photo.

being the CD for the Beginner event. This portion of the Nats was very important to Allen, and he would be proud of the job that Mike is doing.

If you have anything extra (kits, motors, handles, lines, and so on) that would help a beginner stay in the air, please contact Mike to donate. I can attest to how much it blesses the beginner pilots (and their parents) to receive these prizes.

Sunday was the Beginner/Intermediate competition. The crazy amount of rainfall made for some challenging conditions for both the field and parking. The parking area was very muddy. I put the Tahoe in 4-wheel drive just to be on the safe side.

We had some fun with Dan Banjock after he pulled in and managed to get his van stuck. It took some pushing but we got him out. I do want to say thank-you to Dan. He was a big help getting Ben in the air. The wheels on his plane were too wide for the wet grass which led to his lines getting chopped.

While I addressed the line issue, Dan attacked the wheels. On one launch, the grass was still grabbing the wheels and Dan was crawling on hands and knees slapping at the tail to keep the plane from turning in; if we only had a video...

All things considered, the turnout was good considering the weather. Both of the Event Directors—Mike Stintson for Beginner and Bob Brookins for Intermediate—deserve a big thank-you for a job well done.

I was finally able to practice a bit Monday prior to the Pilots' Meeting and Appearance Judging. As I mentioned at the beginning, this wasn't my first Nats and I have to say I think this was the smoothest Pilots' Meeting yet. Bob McDonald covered all the procedural material and the draw for the flight orders went quickly.

One of the executive decisions

After the competition on Friday, this motley group went to Farmland, Indiana, to have lunch at the ever-popular Chocolate Moose restaurant. Mills photo.

made was to move the Classic and Old Time competition to the L-Pad due to the rough conditions of the grass circles, with full support of all the pilots (I heard more than one person say something to the effect that it is their Nats too). Bob and all of the volunteers (judges, pull test, tabulators, score runners, computer support, and anyone else who helped) really ran a great Nats and deserve a hearty thank-you.

Appearance Judging is one of the highlight reel moments of the week. From a competitor standpoint—and I didn't fully appreciate this before—you are putting yourself "out there" when you turn your plane over to the judges.

When the doors are open, the stampede begins to see in which row you landed. There are some awesome finishes to be seen. You have to see them to fully appreciate the amount of time and work the builders have invested. I don't envy the judges placing the planes. The placement is not random. The judges look at everything.

For the record, my Junar was on the 13 point row, which is where it belonged. I'll work harder on the new bird for next year. After we were finished we went for supper with Charlie Reeves to the Texas Roadhouse. After supper, Charlie volunteered (or I volunteered him, depending on your point of view) for some coaching duty back at the L-Pad. We flew until it was dark.

I always enjoy the Classic and Old Time competition that is held on Tuesday. I had the chance to return the favor some by being Charlie's pit man. Charlie flies a mean Old Time pattern. The wind was howling by the end of the second round. I was working in some practice flights and finished just in time to watch Bill Werwage fly his 1962 Ares.

Allen always stressed watching other fliers to see what you can learn, and I'd he's a good one to watch. He was using some





From left to right are Michael Paris, the new Senior Nats Champion, Samantha "Sami" Hines, the repeating Junior Nats Champion, Samuel Londke, third in Junior, and Ben Mills, second in Junior. Mills photo.

body English to get through the wind, and put in a really nice flight to win the event. I was able to get a picture of Bill holding my version of his Junar (I told him to lift with his legs because I'm sure it is heavier than any of the ones he built. He verified that...). Afterward, Joe Gilbert came up to me and suggested that I have Bill autograph the wing. Thanks for the suggestion, Joe.

Back at the hotel, we spent some time in Bob Hunt and Buddy Wieder's room while they and Will DeMauro were ironing out a small issue with Bob's set up. I picked up a couple of tips for my electric set up, and promptly made some changes when I was back in our room. After the problem was solved, and tested, I helped Will take some stuff to his room while Bob gave Ben an impromptu guitar lesson.

Things got going Wednesday with better weather that would last through Thursday. I spent these two days chasing Roger Wildman for the final spot on our circle for Advanced. When it was all said and done, Roger bested me with his very nice Caprice, one of my favorite planes at the Nats. Maybe next year...

The weather took a radical change on Friday with some tough winds. I was pitting for my buddy from New York (I'm sure some of my southern ancestors are spinning). While I was holding Will's plane down in the pit area, to prevent the wind from taking it, I wasn't completely sorry that I missed the cut. When you have the opportunity to watch some of the top level pilots in the country fly in these conditions, saying its impressive is an understatement.

I saw part of one of Kaz's flights and his vertical maneuvers in the wind were a level above. His Hellcat, which has to be seen in person to really appreciate, powered through. I'm sure every pilot was feeling the effects of the wind, regardless of powerplant, however it was evident that some had practiced for and had a trim set up for the conditions.

Unfortunately there were some casualties during the week. Several gorgeous planes were lost for various reasons. I'm not going to list the pilots here, but we've all been there at some

point. One of the most notable injuries of the week was to judge, Jim Vornholt. After sustaining an injury from a fall, he insisted on fulfilling his commitment to judge finals on Friday before going to the hospital, which he did by ambulance after the last flight. I believe he is now on the mend, and I doubt anyone questions his toughness.

After the flying was finished on Friday, we went with a group to Farmland. This was our first trip there, and I think Ben wants to make it a family Nats tradition. We had the pleasure of having Rich Giacabone riding in our car. He's a fun guy to be around and has some great stories.

We visited the General Store in Farmland and had a great meal at the Chocolate Moose. We had a big table with a great group of people. I would list them all but I'm afraid of leaving someone out. It was fun listening to all the stories being swapped as well as a lot of laughing. It was fun watching Joan Cox play a trick on Chris by hiding his milkshake, with Randy Smith's help. We couldn't decide what Ben enjoyed the most, the food or the artwork hanging on the walls, if you've been there you know what I'm talking about.

The next , Ben did his best flying in the Junior Stunt event, but we had more room in the truck on the way home. We didn't have his plane ready to fly until very late in the week and he had no practice with it. Mike Paris observed a warp in the wing that probably contributed to the plane going in, nose first. He was disappointed but it was a good learning experience, and he has since improved a great deal.

We began the trip back to the grandparents and spent a lot of time talking. The high point of the week for me as a dad was spending all this time with Ben. I know in the back of mind that these opportunities will someday be gone as he grows up and moves into his own life, so I try and enjoy every minute of these trips. If you have kids at home and have a chance to make a trip like this I can't recommend it enough.

I often hear people say they will not attend the Nats because they do not believe they can place or be competitive. I'm as competitive a person as you'll ever meet, but I have come to the conclusion that placing is not necessarily the point. The best memories we have of the week all center around memories made with new and old friends.

Getting to hang out with Charlie and several of the Midwest guys, meeting Will's wife Jeannie, and watching, hanging out with both the East and West Coast groups, people from other countries, and watching how much fun Dan Banjock has with whatever he has on the other end of the lines is really what it's all about.

Looking forward to 2016, come on out. *SM*

—James Mills

E-Stunt

by Will and Jeannie DeMauro

A Wife's Perspective of the Nats

I would like to start off by congratulating Paul Walker on his Nats win. Paul won with his latest Predator. He used a Cobra motor, Thunder Power batteries, and Igor Burger's excellent active flight management system.



Congratulations, Paul Walker! Here's Paul's 2015 Nationals-winning Predator. Photo by Jeannie DeMauro.

This year, I've decided to present this column a little differently than I have in past years. Instead of having another pilot tell about his or her experiences, I will have my wife, Jeannie, relate her experiences from her point of view. This was her first time ever attending a Nats, and I will let her take over from here.

—Will

Jeannie's view of the Nats

My son, Kevin, and my husband, Willie, began a family tradition a few years back of traveling to the Model Airplane Nationals in Muncie, Indiana. All three of my sons were taught to fly, but Kevin seems to have stuck with it the longest. This father-son journey was a great opportunity for them to share their interest of building, flying, mechanics, and, most recently, electrical circuitry with the rest of the model aviators from around the USA, as well as other countries.

Kevin is now a sophomore in Macaulay Honors College at City College of New York. Kevin has many more time constraints lately, which, unfortunately, interferes with his interests to fly or even to observe other fliers.

Kevin attended a summer class to advance further in his pursuit of a degree in mechanical engineering. My husband announced one day that I was riding shotgun to the Nats by default. I went into panic mode. After all, this was my week to relax. My dog was disappointed, as well, since that was his week to sleep in my bed from which he was otherwise banned by my husband.

I could have kidded myself into thinking that my husband was dying for my company, but being a realist, and after being married for almost 31 years, I knew there was one big reason: Willie wanted me along for the 12-hour trek. Yes folks, he needed another driver. I thought about it and decided to jump at the

chance because, after all, it's the only time my driving skills vastly and mysteriously improve well enough to drive my hubby! (*Oh boy, this is great!* —Ed.)

We left at the ungodly hour of 3:30 a.m.! I haven't seen New York City look that desolate since I worked the 6 a.m. shift at Beth Israel Medical Center. The Belt Parkway was a breeze for a change. We cruised all the way through Staten Island, into New Jersey, and then through the never-ending, but beautiful, state of Pennsylvania. Then we traveled through Ohio and West Virginia. Boy I wish I had paid more attention in geography class.

We blinked our eyes and then we were finally in Indiana! I had heard from my husband about the corn fields, but nothing compares to the breathtaking beauty of the endless fields of haystacks, corn, and wheat. It reminded me of two totally different movies, *Children of the Corn* and *Field of Dreams*. Hey, this is how I entertain myself on a 12-hour car ride.



This welcoming greeting to all the Control Line pilots from John Brodak graced the entry road to the field at the Nats. Photo by Jeannie DeMauro.



The Gazebo is where everyone hangs out and waits for their scores to be posted. Jeannie DeMauro photo.

My husband and I stayed at the Baymont Motel, which was conveniently located to AMA Headquarters, the practice fields, and most importantly, the restaurants! We fell into a nice cozy

routine of waking up early, getting recharged for the day with the complimentary breakfast, going to the practice field, and then breaking for a while to bebop around.

This would entail hitting up Harbor Freight to get more tools—because you can never have enough tools. We also went to Walmart for much needed hydration purchases. You can never have enough drinks and healthy snacks for the field. I must admit the wafting aroma of the Boy Scout grill did call to me on occasion, and, after all, it was for a good cause.



Will DeMauro (right) and Ben Mills taking a break at the field. Jeannie DeMauro photo.



Will the Wills come up with an even better timer? Will DeMauro and Will Hubin ponder that question. Jeannie DeMauro photo.

Lastly, I would like to talk about the people I met. I went to the Nationals thinking that I wouldn't fit in. I thought it would be mostly a "boys club" mentality, so to speak. This was far from the truth. I met and photographed several of the top fliers. They were very gracious and friendly.

I also met many spectators who all had interesting stories to tell about where they grew up, where they lived now, if they had ever flown before, and what their interest in model airplanes was. Control Line flying is to me similar to a hobby like fishing. It's a slower pace in a fast moving and, often times, instantaneous society. It allows you for a brief moment in time to detach yourself from your emails, text messages, phone calls, and all the other demands of society. In that one Kodak moment you can transport yourself back in time when you were young and didn't have all the cares and responsibilities of adulthood, and when you first heard the roar of that loud gas engine and you were hooked.



Will DeMauro (right) and Orestes Hernandez preparing for practice flights. Jeannie DeMauro photo.

I heard that most of the top fliers were able to make it this year, so it was a real competition. I had the distinct pleasure of meeting them and seeing all of the beautiful craftsmanship that goes into building these true labors of love. With all of the time and effort you have to put into these models, let's face it, you have to love what you do, and you have to be in awe as I was when the planes soared through the sky.



The judges' powwow: The judges brainstorm every morning after the warm-up flights to make sure they are all on the same page. Jeannie DeMauro photo.



An evening at Olive Garden. (L-R) Will DeMauro, Buddy Wieder, Rich Giacabone, Matt Colon, Bob Hunt, Don Herdman, and in front is Gene Martine. Jeannie DeMauro photo.

My mom and I would hear the buzz of the Control Line engines in the 1960s in the distance before I ever met my husband. I would ask her, “What’s that noise?” and she would say, “They’re flying airplanes at Saint Mike’s baseball field.” Little did we know that I would one day travel 12 hours to Indiana to see that same, albeit vastly upgraded, type of planes fly!

I especially enjoyed the fact that I was not the only wife there. It was a pleasure to meet with Shal Walker, Mrs. Rutherford, Kathleen, wife of one of our illustrious judges (and no, we didn’t talk shop; that would be a conflict of interest, lol), and Marilee McMillian. The comradery reminded me of when I was an unofficial member of the wife’s club of my brother-in-law’s USN squadron on Whidbey Island, Washington.



Chris and Joan Cox journeyed from Canada to compete in the 2015 Nationals.

A special shout out to my Canadian buddy, Joan Cox, who took me under her wing and was great company at the field (let’s go Toronto Blue Jays!). It was also a pleasure to meet Chris Cox and to see his expertly crafted, Maple Leaf-adorned Crossfire airplane. It was great meeting the Smith Brothers Crew, who hail

from Florida. They were gracious in every sense of the word, and I would like to extend a special thanks to Wayne, Jim, and Sam for their Southern hospitality.

I especially enjoyed our dinners out with the NY/NJ/PA crew. (The stories were quite entertaining.) The traditional trip to Farmland to enjoy lunch at the Chocolate Moose was a perfect ending to a great experience!

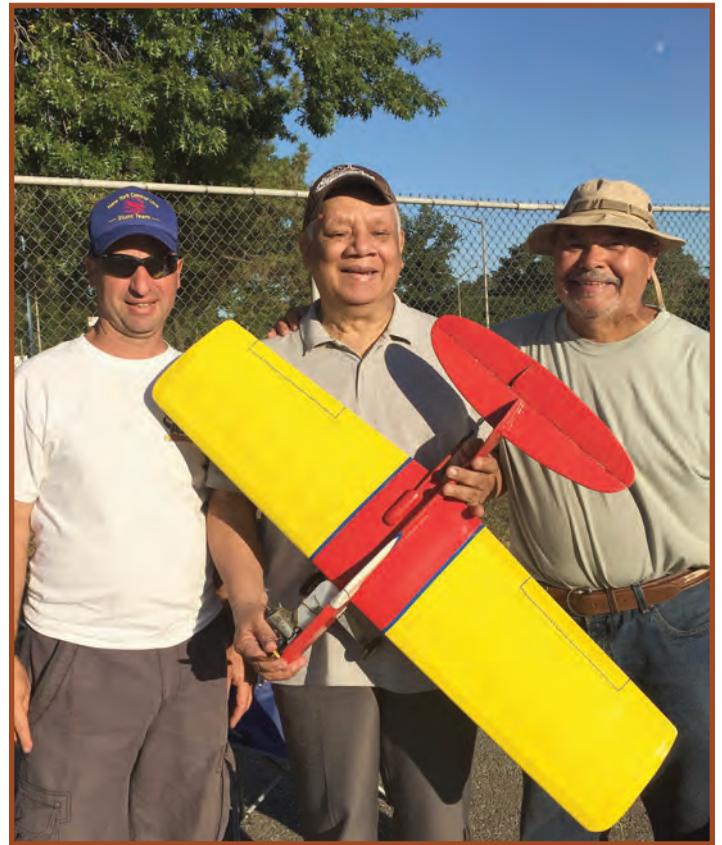
In conclusion, this rookie had a great time, and I hope Kevin has another college class next summer! I hope to see all my walking group and friends next year.

—Jeannie DeMauro

An amazing Ringmaster

The final photo gives tribute to Dario Concepcion! What is so amazing about this Fox .35-powered Ringmaster? This Ringmaster took two years to build and came out perfectly straight! This is pretty amazing, considering that Dario is blind, and the only help he had was from his cousin, David Plaza, and that was in painting it.

Dario even replaced kit wood that he did not feel was of good quality. He also added adjustable leadouts and a tip weight box. David and I took two short flights on this plane while Dario stood near the circle and listened to his creation take flight.



Will DeMauro, Dario Concepcion, and David Plaza pose with Dario’s Fox .35-powered Ringmaster. This was taken at Flushing Meadows right before this article went to press. See the text for the amazing story behind this plane and its builder. Photo by David Plaza.

I promised Dario that I would take him into the center of the circle and let him hold the handle of my electric-powered Flite Streak and guide him through a few slow one-minute flights. Dario, who has not flown a Control Line plane in over 20 years, jumped at the chance, and can’t wait for that day to come. ^{SN}

—Will DeMauro

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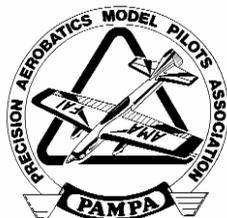
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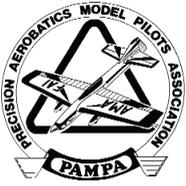
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PAMPA News & Reports

Vice President's Report

by Matt Neumann



I would like to start this column by saying that we now have an Event Director (the Boss) for the 2016 Nats. He is Dennis Adamisin. I am sure he will make a good director and will bring some good improvements to the running of the Nats.

Dennis and I have talked (emailed) a bit on the subject, and it should be interesting to see what he comes up with in improvements as to the way the scores are posted. Hopefully, his ideas will come to fruition and we can have an even better-run Nats than the excellent ones in the past.

Because technology is just getting better and better (and cheaper), is it possible to improve upon what has already been done. I don't want to say much right now, because I don't want to make any promises Dennis cannot keep. Not to mention, I think he should really be the one to announce any changes. So stay tuned.

On that subject, Dennis is also nominated to be the next PAMPA president. And, barring some weird cosmic circumstance, he will be the next president since he is currently the only one running. When only one person is running, there is not much suspense on who is going to win, is there?

Again, Dennis and I have been communicating via email about certain things. He has some interesting ideas on how to push PAMPA forward into the future. Again, I do not want to say too much because, as of this writing (very early September), things certainly are just works in progress. Dennis is ramping up to hit the ground running, as it were, when his tenure starts on January 1. What I do know is that I think the membership will appreciate his ideas.

Since this is September, flying season is starting to wind down for most of us. because I am on the farthest western edge of my time zone, I get more daylight at night than I do in the morning. Actually, for me the sun comes up about the time I need to get going to work. So morning flying during the work week is out of the question. So my flying time is naturally after work.

Right now, for this time of year, it is starting to get dark a little after eight at night. That leaves me just enough time to go home, get a quick bite to eat, and then head out to the field for a little flying. It is this time of year that I try out things that I just did not have time to try out earlier, because I'm out practicing for the next contest. This gives me an idea on how to start out next spring.

It is now when I also start to look back at the past flying season and try to figure out what did and did not work. I will then try to figure out how to fix what did not work and, if possible, try to figure out how to improve upon what did.

One thing about this hobby is you never stay put. If you are heavy into competition, then you are always looking for that extra 1% better performance. If you are a Sunday flier, as I put it, and are in it just to have a lot of fun doing different things, you are now probably looking to find a different type of plane that you never have built before, or looking to build something because you feel it would be a real "hoot" to build and fly, even if it is not too competitive. Maybe you now have intentions of finally finishing that project that has been on the bench for quite a while. Either way, no one is standing still. Hopefully, you are moving forward.

For me, I am planning on building Enterprise-A over the winter. I have had two seasons with the current Enterprise and have figured out a few minor things that I hope could improve it. Fortunately, I feel I got the structure and shape pretty close to "spot on."

The current Enterprise came out a bit tail-heavy and heavy overall. So, on my next plane I will be making the nose a little over an inch longer. That will be it for any external differences. I will make a few internal changes—mostly so it will be easier to build. There will also be a few other things done that will shed a few grams here and there.

On the current one, I designed some things as I went. There were a few things that I did not know how I wanted done, and thought that I would come back to it and figure them out later. As it turned out, I should have figured them out right away instead of later, because it would have been a lot easier on me. I won't make that mistake on the "A" version.

The airframe on the original Enterprise was quite light for its size. However, my paint job lacked a bit—okay, a lot—in lightness. That is where most of the excess weight came from. I had a lot of trouble with the paint on the last one. I think I narrowed the cause of it down to the thinner I used, plus putting on way too much clear. So I hope to fix that this time and take out, hopefully, 10% of the total weight in the new plane.

Remember when I said that Enterprise means to take on and overcome a great challenge? Well, the goal of taking out 10% of the weight is a lofty goal, but I think it is obtainable. So, again, the plane is well named. Time will tell if I succeed, and I will give you updates as I go.

With that I would ask that you also set goals for yourself and try to obtain them. Without goals there is nothing to strive for. Always strive; always dream. Remember, dreams can and do come true.

'Til next time. *SN*

—Matt

Secretary/Treasurer

by Jim Vornholt

I started writing this column in late July from my room at Allisonville Meadows Nursing Home. You might be asking yourself, “Hey, wait a minute. Wasn’t he a judge at the Nationals this year? What’s he doing in a nursing home?” I shall explain.

I was staying at a hotel in Muncie. The morning of Friday, July 17, started off as usual—awake at 5:30 a.m., a glass of orange juice and a snack, then off to the shower. All was going well until I made a slight turn to the right and my feet came out from under me. All I could see was the edge of the bathtub coming at me fast. I landed with my right hip bone striking the tub at 90°, leaving the top half of me on the floor and my legs still in the tub.

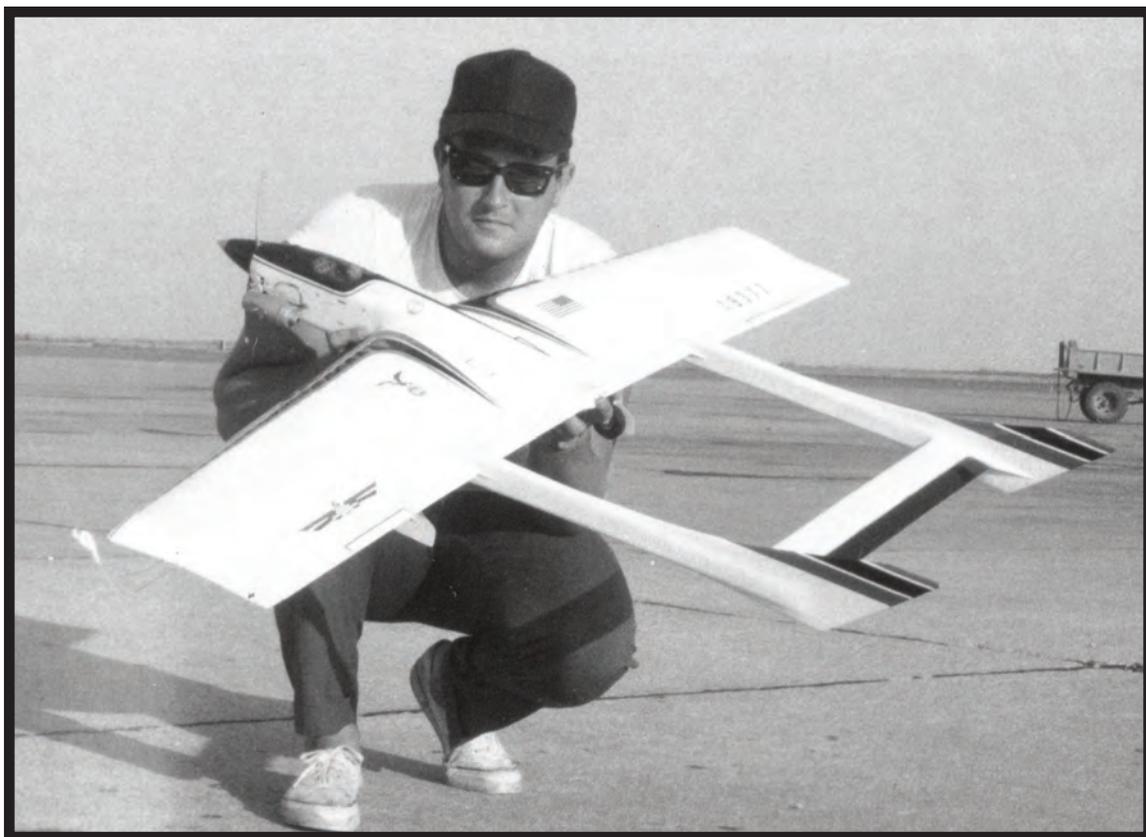
As I lay on the floor, I noticed my right ring finger was dislocated and pointing 80° to the right from its natural location. I grabbed a towel and pulled my finger back into place. Next, I began to assess my injuries. I could wiggle my toes and move my legs, so I thought I was good to go! I checked out of the hotel as planned and advised the desk clerk what happened. I was in the group that was assigned to judge the Advanced contestants, so I knew it would be a short day.

I drove out to the AMA site and began judging; all the while the pain in my hip was getting worse. At that point my right hip and thigh were as hard as a rock and I was in extreme pain. When the judging was complete, I found I had another problem; I could not get out of the lawn chair. With help I was pulled from the chair. I insisted on walking to my car, intending to drive back to Indianapolis.

About halfway to the car, I got lightheaded and dizzy. With help I was able to sit down in the lawn chair again. The ambulance arrived in about four minutes and I was on my way to Ball Memorial Hospital.

Having spent 20 years of my life in Emergency Rooms, I was extremely impressed with the treatment I received at the Ball E.R. A surgeon ordered a C/T scan, and an hour later I was in surgery to stop internal bleeding.

I would like to thank Todd Lee, Michele LaVecchia, Dan Banjock, Samantha Hines, and Don Ogren for insisting that we call 911. Without them, that Friday might have had a whole different outcome. I would also like to thank all of the people who came to see me at the hospital: Warren Tiaht, Gary McClellan, Jack and Shirley Sheeks, Don Ogren, Gary Alspaugh, and Bob Fisher.



Tomorrow is August 7 and I hope to bust out of here soon. As Dorothy in *The Wizard of Oz* said, “There is no place like home.”

Farewell

If you don’t already know, this will be my last column as your PAMPA Secretary/Treasurer. December will be the end of my second term. Mike Strand as agreed to take over all duties of both his job and mine.

One happy note to close out the year: The first three years in this post I was told that the PAMPA Awards Banquet would be at the McCullough room (garage) in the AMA museum. No option; that is what we were doing. PAMPA lost approximately \$400 every year on the banquet due to poor attendance.

Our current president, Warren Tiaht, allowed me the freedom to return the banquet to the newly remodeled Horizon Center in downtown Muncie. I am proud to say that this year’s banquet actually had a net profit. We still have several issues that will need to be dealt with, however some include:

1. Getting a Junior on the FAI team.
2. Continuing to find ways to increase or membership.
3. Encouraging current members to take a more proactive approach by volunteering for district representative, president, and vice president.

Thank you, Dennis Adamisin, for stepping up to become the PAMPA President for the next two years.

So for now, I must mention that it’s been fun! *sv*

—Jim

District I

by Steve Yampolsky

No column this month. *sv*

—Steve

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

District II

by Buddy Wieder

Hi, all. Because I didn't receive anything from any of our District II members for this issue, I have decided to write about my 2015 Nationals experience.

My Nats started about a year and a half ago when Bob Hunt and I decided to build something a little out of the ordinary. Bob had always said how really well Gordan Delaney's twin flies, so we decided to design our own twins. Bob designed and built a twin (the Second Wind) a few years ago, but only got it to the finish stage, so we decided that building a test-bed model would be of great value.

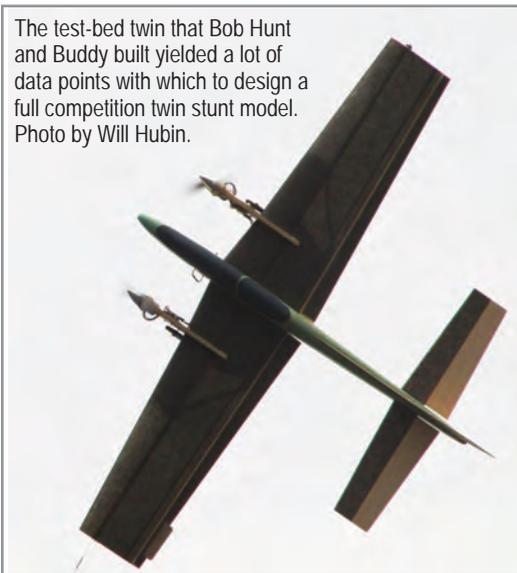
Bob is a master designer and had a new design "on the board" very quickly. We decided that we wanted the wing to have a leading edge "cuff" like on the P-51 Mustang and retractable tricycle landing gear. The cuff was employed to allow extra room inside the wing at the leading edge for clearance between the bellcrank and the motor wires and retract wiring.

The test bed was built with a foam wing, a built-up body, hollowed foam top and bottom blocks, and profile nacelles. Will Hubin helped us out by designing a timer that had an extra port for the second motor and a retract function. He also incorporated a pot that allows the inboard motor's rpm to be adjusted in relation to the outboard motor's rpm. It's a very nice and compact unit!

Bob and I got in a bunch of test flights with the landing gear in the down position and then decided to give the twin a try with the gear retracted. Seeing Bob do a wingover with the gear up was an amazing sight. The twin flew really well and we were really "amped up."

It was just about that time that the Garden State Circle Burners (GSCB) club was having its annual Fall Contest at the Palisades Park, New Jersey, venue. Bob and I both entered and we both flew the test-bed twin. Bob flew it to a first, and I placed fourth. Everyone seemed to be excited over the twin's design and appearance.

The test-bed twin that Bob Hunt and Buddy built yielded a lot of data points with which to design a full competition twin stunt model. Photo by Will Hubin.



New Jersey, New York



Buddy launches the test-bed twin model for Bob at the 2014 GSCB Fall Contest in Palisades Park, New Jersey. The ship is powered by two E-Flite Power 10 motors and a Hyperion 4S 4,000 mAh battery pack.



Bob won the Fall GSCB meet with the test bed. Note that the gears are retracted.



Bob Hunt (L) and Buddy Wieder pose proudly with their test-bed twin after its first contest victory. The ship uses E-Flite 10/15 electric retracts.

Next, it was back to the drawing board to come up with two full competition twins. Bob really likes the jet-style look and I like the more classic look. Bob's new twin had a fuselage shape that was similar to the test-bed aesthetics; my twin had a more conventional-style fuselage, but all other dimensions on both ships were the same.



Here the wing has been installed in the fuselage crutch, and the molded balsa top shell is being test fitted. Photo by Bob Hunt.



Buddy's twin is beginning to take shape. The nacelles are being installed here. Hunt photo.



Buddy admires his handiwork. He just finished assembling the framework for his new twin in a Lost-Foam fixture.



With the fin installed and the nacelles in place and fitted with spinners, the final shape of the fuselage on Buddy's twin comes into focus. Hunt photo.



Here's a photo of Bob Hunt's American Spirit twin under construction. Hunt photo.



A side view of Bob's twin reveals the jet-like aesthetics. Photo by Buddy Wieder.

Because of a *very* bad back problem, Bob was not able to put in the time necessary to complete his newest twin, so he put the finishing touches on his original Second Wind twin design at the eleventh hour. I finished my twin before Bob got his done and started my test flights only about three weeks before the Nats. Bob didn't get his twin done and flying until the week before the Nats.

I had some electronics problems with my setup, but, as always, Will Hubin was there to solve my problems. There was a minor glitch in the programming that told the gear to retract about 20 seconds after the ship was on the ground after a flight. We made sure to get to the model and disarm it quickly to avoid this problem until Will re-programmed our timers. After that we had no other problems.

After about a week of trimming, I got down to some serious practice. One problem that I had was that my Ryan's Evil Twin was heavier than our test-bed ship, and the flaps were a little too small. There wasn't enough time to make new flaps, so I had to make an adjustment in how I flew the twin.

Another problem that we had was that Bob was having issues with the brakes in his van. Nothing too important; it just didn't stop very well, and this was the day before we were to leave for Muncie! Bob came over to my house so I could repair the rear brakes. After putting in new brake parts, I gave Bob the same warranty that I give all my friends when I do brake jobs for them: five miles or five minutes, whichever comes first.

The next day at 2 a.m., we met in Pennsylvania on Rt. 80 and started our two-car caravan to Muncie. Mistake number one: never be car number one when you did a brake job on car number two ... Somewhere about two thirds of the way to Muncie we had a near accident in a work zone. Everything was fine, but it was at that time that I decided to be car number two for the remainder of

the trip to Muncie! (See the Nats report in this issue for a more accurate and complete report on this incident. —Ed.)

After arriving at the Nationals, we started our usual routine of getting up early to be at the flying field by about 6:45a.m. so we could get in as many practice flights a possible before the qualifying rounds on Wednesday and Thursday.

It was during the afternoon of the one of those practice sessions that I did a "Wieder Blunder." I forgot to change the battery between flights which meant that the motors stopped around the square loops, and the landing gear would not extend. Bob and I were flying on circle two on the L-Pad where there is a grass area adjacent to that circle. After I realized what I did, I made a split-second decision to run from the center of the flying circle towards the grass area and land there. I had to whip the plane around another lap to get to the "soft" spot.

Just before I was to set the plane down, I looked over my left shoulder to make sure no one was walking there. I landed in the grass, and as the twin slid to a soft landing, everyone over on circles three and four started clapping. I went over and inspected my plane; it didn't have a scratch on it. Then I said to Bob, "Hey, I got a standing ovation!" to which he answered, "Buddy...they were *already standing.*"

Next up was the appearance judging, which is always an exciting thing for me. I received 18 appearance points for my efforts, and, because there were no 20-point airplanes, that meant that I finished in the second row.

Wednesday was qualifying day and I did okay making the all-important cut to be in the top 20, which started the next day.



Buddy's new Ryan's Evil Twin looks great in flight. Here he flies an official in one of the qualifying rounds at the 2015 Nats. Hubin photo.

The finals were on Friday. Qualifying pilots get two flights, both to be added together for the final score. The weather was very bad with winds at about 18 mph gusting to 24 mph. I started my first flight, and everything was going okay until I got to the vertical eights.

The wind was blowing so hard that the inboard motor had to work way above the normal and the ESC (electronic speed control) shut the inboard motor down. It was my fault because I should have set the ESC spike setting higher to allow for the amps that were pulled in the heavy wind. That ended my Nationals experience for 2015.



Bob flew his first twin, the Second Wind, at the Nats. The ship had only 17 flights on it at the end of the contest. Hubin photo.



Bob placed 11th at this year's Nats and then announced that he was retiring from Nats Open competition because of health issues. Hubin photo.

Bob did a bit better than I did and placed 11th with a ship that had only 17 flights on it at the end of the Nats. He has decided to retire from Nats Open competition because of the back issues that he has to face in the future. There will apparently be several surgeries scheduled, and the prognosis is that he will lose a lot of mobility. He has decided to call it a career while he's still one of the top fliers, and to be remembered as such.

That's it for this time. Please, please send in your District II information and photos for this column. Otherwise, you'll have to read about how I painted my son's room... *SN*

—Buddy

Ohio, Pennsylvania, West Virginia

District III

by Ken Armish

The 19th Annual Brodak Fly-In has come and gone. Next year is scheduled to be the last fly-in in Carmichaels, Pennsylvania. A 20-year run for a Control Line contest in and of itself is amazing, but one that has been running continuously for 20 years in one location is quite amazing.

When you consider that the Brodak Fly-In has been in one location, John and Buzz Brodak's backyard, speaks volumes as to the commitment that John has made to keep the hobby, that we all love, alive. If you have never attended the fly-in or if you have not attended in a while, I would suggest that you schedule the week proceeding Father's Day weekend for 2016 on your calendar and attend the largest Control Line family reunion in the country!

This year's fly-in had 135 entrants who put in 610 official flights. There were at least another 300-plus flights flown as practice/trimming flights. Stunt flew five events, each having four classes (Beginner to Expert). Even our national event doesn't have this kind of Stunt lineup. I think one of the most notable events was CLPA Beginner, which drew seven fliers, all of whom put up some very respectable flights.

The event was won by District III newcomer, Tim Clifford, who I predict won't be a beginner for very long. Great job, Tim!



Tim Clifford receiving one of three trophies earned in the Beginner class.

Advanced CLPA saw eight District III fliers compete in a field of 23 entrants. Placing well at Brodak's is a good indicator of how you would do against all fliers from across the country in your class—a good barometer of one's skill level.

The Intermediate class had 20 fliers entered with District III's own, Tom Smeltzer, finishing a very respectable sixth place. Again, it was a real test of skills against a formidable field.



Tom Smeltzer and Bruce Jennings. Tom finished sixth in CLPA Intermediate.

Expert was well represented with 22 fliers, five of whom represented District III. Philly Flyers' Dan Banjock finished second followed by another Philly Flyer, Mike Palko, in third.



Mr. Dan Banjock receiving one of his many trophies, this one for second place in CLPA Expert.



Mike Palko, another Philly Flyer, collecting his third-place trophy in CLPA Expert. The Expert class was loaded with 22 fliers and was close in scores at the top.

Two special awards were given out, one for Club Participation and one for Spirit of the Sport. It will be no great surprise that the recipient of the Club Award went to the Philly Flyers. The Philly group participates in most of the events, showing their diversification within the Control Line discipline. The Philly gang takes home a lot of hardware, which is well deserved and earned on Awards Day.

The second award, the Spirit of the Sport Award, went to a very deserving flier, and no surprise, a member of the Philly Flyers, Mr. John Saunders. John, congratulations! It could not have gone to a better or more deserving person!

The Brodak Fly-In was its usual great time, being with great friends and many newly made friends. The only down side to the week was our usual intermittent rain and copious amounts of mud, but this only adds to the excitement if you don't let the weather get you down.

I only hope that the last 2016 Brodak Fly-in in Carmichaels will be attended by many, many modelers so we can give John and Buzz Brodak the thanks, love, and admiration they so justly deserve.



Philly Flyer Dennis Moritz ready to do battle in the Advanced Class.



Banjock and Palko enjoying a cookout at my buddy Alan Buck's, camper. Yes, it was raining ... Surprise, surprise!



Mike Palko's electric P-51. This plane has been around for quite a while and still remains absolutely gorgeous. It's a Bob Hunt design.



Mark Weiss CDed the fly-In, along with William Davis. These two have done an outstanding job running the greatest Control Line show on earth. Many thanks, guys.



Joe Adamusko with his electric Viper. If it comes to an elliptic-winged plane, Joe is the expert at building them. Joe, the Viper is beautiful, as are all of your designs.



Bruce Jennings' beautiful .46-powered Juno, a Werwage design. Bruce builds one of the nicest models at any field and he has become a very good flier.



Another view of Mike Palko's P-51.



Another view of Joe's Viper.



John Saunders receiving his second-place trophy in Old-Time Stunt Expert. I think John almost owns this class.



My good friends, Berney Suhamski, George Waters, and my little buddy, Alan Buck. When not flying, this group looks like they could be hired to carry out some dastardly deed!



George Waters received the coveted first-place trophy for Junkyard Wars.



Berney Suhamski with his well-earned first-place trophy in Old-Time Stunt Advanced.



Club Participation Award goes to the Philly Flyers.



John Saunders receives the Perpetual Trophy for the Spirit of the Sport; to a great guy goes the much-deserved award!



Berney Suhamski hams it up for the camera.



The ladies have fun also. Here's Diane Buck with her daughter, Erin, Ann Cole, Shirley Reese, and my better half, Norine.



George Waters gets so excited when he flies.



And last, but not least, how we all feel after a week of fun ... Doug Benedetti says, "That's all, folks!"

That's all for this issue. Please keep sending in your District III news and views to be presented in this column. *SN*

—Ken Armish

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District IV

by Scott Richlen

It's getting to the end of summer and what am I going to talk about? Winter! More specifically: winter activities. Now is the time to start thinking about winter activities for your club or local group of fliers.

For many of us winter is our off-season with a lot less (or no) flying. (Hey! This is a hobby! It's supposed to be fun! Flying in the cold and snow is more like unfun. You are supposed to be in the shop working on your killer ship!)

But sometimes our off-season gets a little too much off and we don't do our building, either. Our poor, lonely shop is left to gather dust, wondering, "Where is that guy? Doesn't he know he needs to be working on his killer ship to have it ready by next spring?" Meanwhile, we are sitting around watching Oprah and stuffing our faces with bonbons. What to do? What to do?

Well, now is the time to start thinking about what you will do to help your buddies and yourself stay energized through the winter. That way, next spring when the swallows return to Capistrano and it's time to fly, you and your flying gang will be ready. This might look altruistic in that you are setting up activities/workshops/clinics for your fellow fliers, but it is in your best interest if you want someone to launch your plane and someone to critique your flight, and someone to travel with when you make next year's (last!) trip to the Brodak Fly-In (or maybe even the Nats!).

Hosting a building session is fun, but hosting a clinic is even more fun, so round up one of your local experts and ask him to conduct a clinic. Make it easy by making all of the arrangements, sending out the invitations, providing food, and creating a situation where the person can concentrate on what he is trying to teach you and have it all prepared.

We are fortunate in District IV to have some skilled builders and fliers, one of them being Tim Stagg. Every year, NVCL takes advantage of this by inviting Tim to give a clinic/workshop. Last year it was on molding. We invite area fliers to attend. (By the way, if you are in District IV and an active builder and flier, you are invited, but you have to let me know that you want inviting. Space is limited and these clinics are done for a reason, not just entertainment, so only ask if you plan to use what you learn.)

John Tate from the Norfolk club attended and I'll let him tell you about it (which I've edited a tiny bit to add a couple of comments):

"Hi Gang!

"I drove up to Scott Richlen's workshop to watch Tim Stagg give his demo on how to make fiberglass components for Control Line model airplanes. There were eleven of us in Scott's workshop for this demo. The guys there were representing the following clubs: Northern Virginia Control Line, Eastern Shore Aeromodelers, and the Norfolk Aeromodelers. A big thank you goes out to Scott and his wife for letting us hang out in that great workshop and for the nice lunch that was provided. It was nice to communicate with the fellow modelers in a noncontest environment.

"Tim started with how to make a 'one-off' item by using blue Styrofoam blocks. He shapes the block into a 'male' mold of the final shape that he wants. Here is Tim fiberglassing a carved blue Styrofoam block that was made into the nose of a model airplane. The epoxy does not eat the foam, so you can glass the blue styrofoam all you want.



Tim is applying the fiberglass cloth to blue foam.

"Tim then uses acetone to remove the blue foam mold. Using acetone instead of gasoline is better on your sinuses in an enclosed area. After pouring the acetone on the fiberglass, it was set outside in a pail until all of the acetone evaporated. Here is a shot of where Tim is pouring acetone on the styrofoam block to get the foam to melt away from the fiberglass.



Melting out the Styrofoam using acetone.



Tim discussing molding and ingredients that he uses.

“Tim showed us all of the ingredients that he used to make male plug and a female mold so he could make the cheek cowl for his Mustang. Here is Tim displaying the female mold for the Mustang cheek cowl.



Tim displays the female mold for the cheek cowl.

“Here is a shot of the finished cowl installed on the profile Mustang: (exhaust stacks were added later).



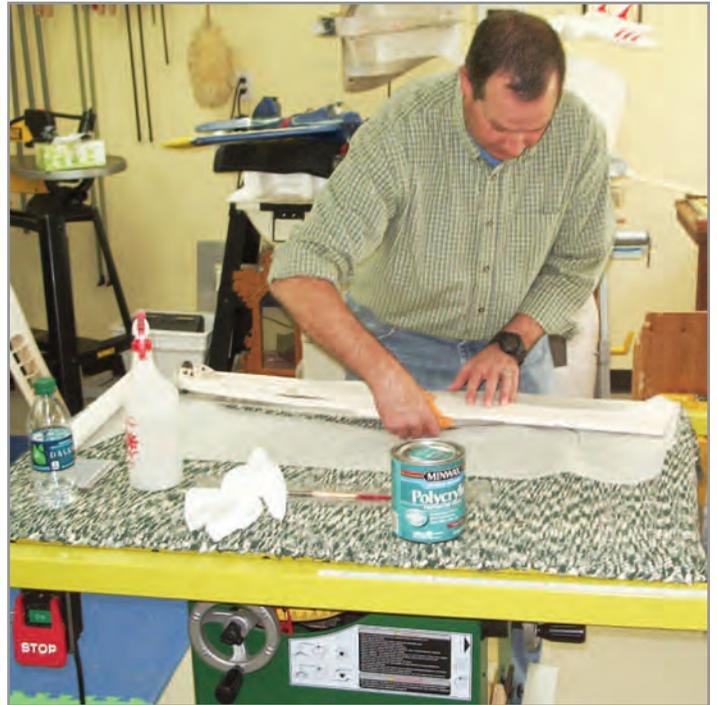
Here is the finished cheek cowl on the nose of Tim's Mustang.



This photo shows the business end of the Mustang.

“Here is how the other side of the nose looks for you electric fans. Check out all of those lightening holes.

“Tim also showed us how he applies silkspan using Polycrylic on another Mustang fuselage.



Tim is applying silkspan using Polycrylic.

“The Mustang stands ready for the final coats of paint.”



Tim's Mustang is ready for paint.

Thanks for the report, John!

By the way, if you were at the Brodak Fly-In this year, you saw the results of Tim's efforts in the Mustangs that he and Joe Gilbert were flying. Both were works of art. SW

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

District V

by Don Ogren

This report is going to be easy to put together, because of all the great activity that was rolled into the 2015 Control Line Precision Aerobatic Stunt Nationals!

If the other district representatives cover the Nats in this issue, as I suspect most of them will, you readers are going to be sure that nothing has been left uncovered. (That is, if you read all of the districts reports.) I'll highlight the District V participation and not attempt to do a complete Nats Stunt coverage.

This year the Indiana weather lived up to its reputation, being windy and nasty at times, to say the least. I got there on Saturday, put in a couple of practice flights, in pretty good air during the early evening hours, and chatted with some of our circle of friends that we all have and enlarge on each year. That's what makes every year a little bit better each time we return.

But then, on Sunday, the wind lived up to past history, piping up to 10-15 mph. The circles on the L-pad were active, however. Intermediate and Beginner Stunt events were scheduled to be flown from the grass circles. This reporter had the pleasure of judging the Intermediate Stunt event again, along with Rich Giacobone.

The circles had been mowed fairly short, as always, but the rain from the past week had left a lot of wet spots, including puddles at the circle centers. All went surprisingly smooth on the Intermediate circle, in spite of the wind. Most of the fliers stood outside of the center, as the water and mud made for a slippery place to stand. The Intermediate Class had seven entries, in which the order of finish was: first, Samantha Hines, second, Mike Paris, and third, Mike Riebe.

One of the most enjoyable gatherings at the Nats is the Appearance Judging that takes place each year on Monday in the "180 Building." This year there were 44 entries in the Open class, and 17 entries in the Advanced class, making a total of 61 planes that were to be judged.

This year was spectacular again, with four aircraft on point-row 19. Kaz Minato, Todd Lee, Paul Walker, and Gene Martine were on the front row. The appearance judges are to be commended for the great task they did of sorting the *best* from the *better* and the *good*.



This is a shot taken from the balcony in the 180 Building of the final alignment of the 61 airplanes that were presented for appearance point judging.

On Monday of Nats week at the pilots' meeting, it was decided to fly the Tuesday's scheduled Classic and OTS events on the L-pads because of the wet grass circles. On Sunday, several cars had gotten stuck in the adjacent parking area mud. (Dan Banjock can be labeled the "King of the Mud Holes" after his superb job of getting stuck.)

District V was well represented this year by several outstanding Stunt pilots. Attending from my home here in Spring Hill, Florida, was Mike Waldron, flying in his first Nationals since 1971. Mike flew a kit-built (large) Legacy. Other District V Nats participants included Gene Martine, Eric Viglione, Wayne Smith, Jim Smith, Sam Niebel, Josias Delgado, Orestes Hernandez, Tom Dixon, Derek Barry, and others, I'm sure.



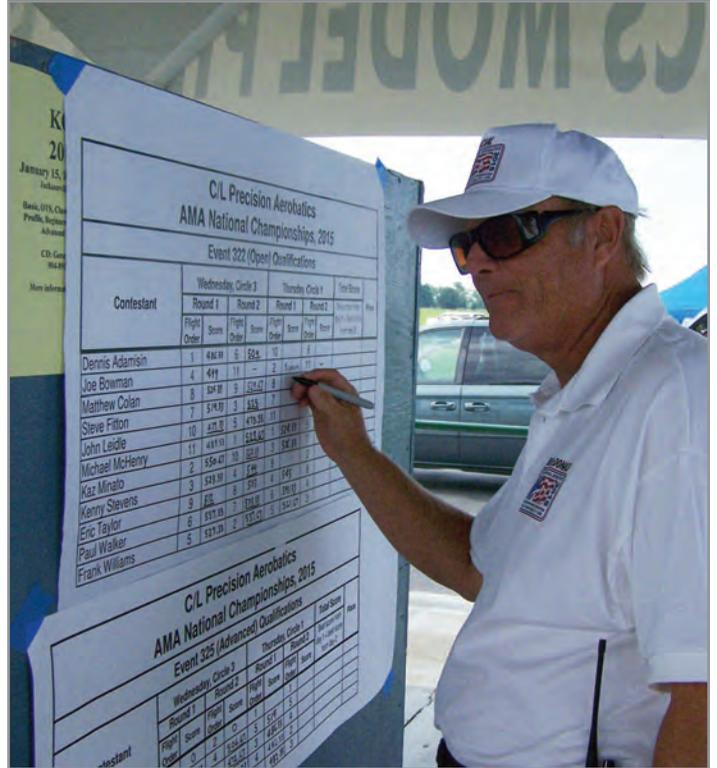
Mike Waldron, Spring Hill, Florida, with his kit-built Legacy and his dad, Ron, who still has Stunt flying blood in his veins. Mike placed second in the Advanced Class, missing first place by 3.33 points behind Dennis Vander Kuur.



Here's the "Smith Team" of Wayne Smith, Sam Niebel, and Jim Smith of Tampa, Florida. They sport new shirts each year with their team logo. Sam placed sixth in this year in the Advanced Class.



Josias Delgado and Orestes Hernandez from Miami, Florida, await their turns to fly in the Open Class. Orestes finished third overall in that class.



The Event Director, Bob McDonald, attends to his job of posting another score of the approximately 280 flights of the 61 entrants. Some pilots chose to pass on their flights because of the windy conditions.



Dale and Derek Barry, from Georgia, are prepping to fly in the Open Class. Derek was to lose this pretty ship later when the outboard wing spars failed during an official flight, resulting in a total loss of a beautiful plane.



Gene Martine, from Jacksonville, Florida, holding his "19 Pointer" SV-11, a Randy Smith design.



The Dale Barry dynasty, from Georgia, introduced their third generation Stunt flier to the 2015 Control Line Stunt Nationals. Dale, Derek with his young son Liam, and his pretty wife Melissa.



Eric Viglione, from Clearwater, Florida, with his beautiful SV-23 Katana.

To see the listing of all the pilots and their scores, please refer to the Contest Results pages near the end of this issue as gathered by Howard Rush. Thanks, Howard.



Dave Platt, from Palm Bay, Florida, brought four planes to fly in the Control Line Scale events.

Until next issue, tight lines always to you all. *sn*

—Don Ogren, District V
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District VI

by Dennis Adamisin

Illinois, Indiana, Kentucky, Missouri

This year was the 50th anniversary of my first Nats. We had hoped to make it a big family affair, but various setbacks prevented the rest of the clan from being able to attend. For me it was actually 32 years since I had last flown CLPA at the Nats!

With this goal in mind, I finally made some time to finish my new airplane. It started off as a test build for an electric conversion installation using the Cobra short kit from Brodak. Steve Wooley built major portions of the original Cobra one summer in dad's workshop, so the design has always held a special place for me.

I think the Cobra is the ultimate expression of the classic I-Beam design aesthetic, but I really did not have any room in the fleet for a Cobra—or so I thought.

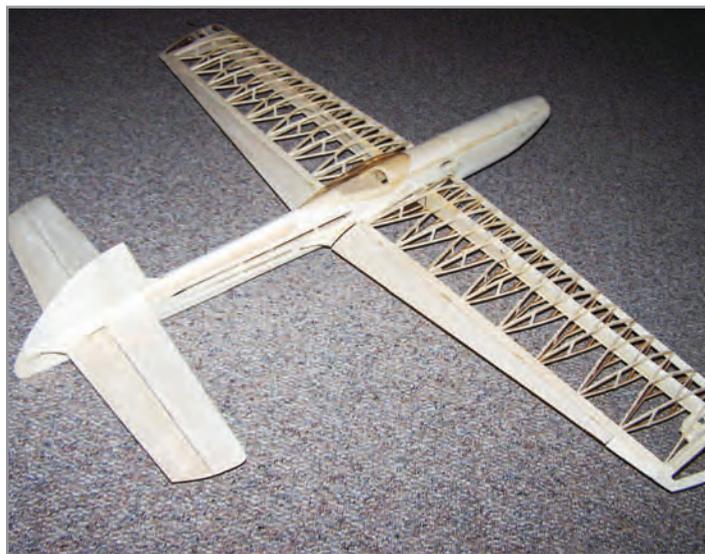
My original intent was to build just the fuselage, take some pictures, write an instruction manual, and set it aside. The intended conversion installation went pretty well, but I really need to redesign it to make it a little friendlier to build.

Meanwhile, I had spent a lot of time looking over and being seduced by all those Cobra shapes! It did not take long for me to start looking at things I could do to modernize it and reinterpret it in a way to make my own. Thus, while it started as a kit, not a single piece escaped unscathed! Actually, I might have been farther ahead to start with a scratch-build.

At the time I was contemplating this build, I was flying some smallish airplanes that also lacked aspect ratio. I could either increase the wingspan (along with the stab size, fuselage, motor size, and battery size) or redistribute span, chord, and area.

If one were to summarize the last 75 years of Stunt design, the knee-jerk reaction would be always “go bigger.” So naturally I went the other way. Besides, the Stunt world does not need another 650-square-inch, 65-ounce airplane.

I narrowed the root chord some, the tip chord a little more, then added one inch of span to make the panels equal. It ended up with just less than 520 squares with a 6:1 aspect ratio. I also brought the wingtips forward, effectively lengthening the tail, which is a good thing.



Here's a “bones shot” of what would become Riki Tiki Tavi. Note the stringered fuselage and trussed I-Beam ribs.

Even with the wing area trimmed down, the tail was still slightly smaller than I like, so I added a ½-inch-wide strip to the stab. I moved the stab aft a little more than one inch to lengthen the tail. (Did I mention this was a good thing?)

I am beyond tired of looking at currently fashionable turtledeck-styled fuselages. Thus, while I like the Cobra, I decided to try something a bit bolder with an oversized bubble canopy. I also “lost” the chin scoop, which has been a Stunt model icon since the 1950s. In retrospect, I wish I had lowered the thrustline a little and gone for a more aggressive look. Guess I will leave that for the next one.

I decided to go with a stringered rear fuselage to save some weight. I took full advantage of the $\frac{3}{16}$ -inch thick fuselage sides to carve as much roundness as I could into the cross section.



Another shot highlighting the trussed rib arrangement. The ribs were all very stiff due to the half-rib intersections, and the wing structure is stiffer in torsion than a normal I-Beam wing.

For the wing, I was still committed to an I-Beam, but I always wanted to try one with the ribs trussed for better torsional stiffness and stability prior to covering. It is a lot stiffer than a normal beamer, but it is still pretty flexible compared to a D-tube. After covering, it is plenty stiff in torsion. While fiddling with the wingtips, it occurred to me that I always wanted to try over/under leadouts. I designed a nifty slide adjuster but eventually concluded that I could get away with a fixed position—KISS (and lazy) won out! Recent experience leads me to believe this is an acceptable risk.

This is the third I-Beam I have built, and I still have not taken advantage of using the spar as a landing gear mount! I wanted the gear well forward for my grass field and did not want to use an extra half-foot of music wire to accomplish that. Fuselage gear on an electric can be a PITA though...

I knew at this size the weight would be critical, and I tried very hard to keep it light. The old-school standard of 8 oz./100 squares (about 11.5 oz./sq. foot) yields a target weight of 42 ounces, but I secretly hoped to achieve 38 ounces! Ready to fly it turned out 44 ounces, so I cannot whine too loudly. At that weight I was able to downsize to a 2,200 mAh pack and a 10-inch diameter prop.



Roger Wildman from Indianapolis has built a series of beautiful Stunters that feature a pink cancer awareness ribbon worked into the trim scheme. While finishing this bird, I learned that someone near and dear to me was undergoing treatment for bladder cancer. Thus, I worked a "Roger Ribbon" into this bird using the colors for bladder cancer awareness.

So what's in the name? Riki Tiki Tavi was the heroic mongoose that saved his human family from attack from Cobras in Kipling's *Jungle Book*. Since this new design hacked-up the Cobra parts and it uses a non-Cobra brand motor, the name seemed to fit. Wish I could claim I thought of the name, but that honor goes to my brother, Dave. Anyhow, some really nice vinyl lettering from CFC Graphics set it off real well.

For test flights, I used an Arrowind 2815 motor fed by a 4S, 2,600 mAh battery pack, routed through a Phoenix 35 ESC and driving an APC 10 x 5.8EP at 9,700 rpm. Test flights were good; the battery was larger than needed but it also needed nose weight. After chewing on this a little, I decided to swap in a larger 2820 motor (weight forward) and switched to a 2,200 mAh battery (less weight but aft location). I also changed the prop adapter and spinner installation.

As a result, I was able to move the CG forward and *reduce* the total weight of the airplane—not a bad tradeoff! The larger motor runs effortlessly and so the battery usage was further reduced. The rebalanced airplane was closer to correct, and I flew it that way at the Brodak Fly-In. A subsequent switch to slightly narrower line spacing at the handle sealed the deal. I am very happy with the performance.

The over/under leadout arrangement is interesting. I was not really sure what to expect. There are people whose opinions I trust who claim they can move a single leadout slider by $\frac{1}{32}$ inch and can tell the difference. There are other folks with Nats Champ résumés whose leadouts can only be adjusted in maybe $\frac{3}{16}$ -inch increments and are perfectly fine with the results. There are computational programs like "Line-3" that will give you a pretty darned good estimate for leadout position for most "normal" airplanes.

Can they all be correct? I think the answer lies in realizing that leadout position interacts with several other parameters—like CG position, tip weight, wing asymmetry, fuselage and fin side area, side area balance, and probably other things. Changing one of these things starts a domino effect on other parameters. I cannot look you in the eye and claim that over/under leadouts make a big

difference, but there are subtleties that make me want to keep using it; they are already shown on the next Q-ship design, and they are also shown as adjustable—don't want to tempt fate again!



I expected to spot the field some appearance points but did not expect to be *dead last* in appearance... Spotting the likes of Walker, Fitzgerald, Buck, and Moon, 7 to 8 points is *not* a recipe for success!

So how did it all pan out? Not very well, actually! The first slam occurred during appearance judging; it was placed *last*. Watching others practice, I was sure that I could out corner and hit the 45s better than anyone. I also saw how fast everyone was going and knew I could do that, too. Unfortunately, on Day 1 of qualifying, I tried to do all of those things—in the wind—and it resulted in a jerky mess that sealed my fate. On Day 2 I flew much better, but could not dig myself out of the hole I dug on Day 1. Bleah...



Will Hubin got this in-flight shot of Riki Tiki Tavi and me during the Nats. The sleek profile is part throw-back, and part new-age. I garnered a lot of positive comments about the model; wonder how it will influence new design themes?



In my last column, I mentioned Indy's Gary Alspaugh and his success with Jack Sheeks' Panic design. The infatuation continues as Gary just finished a modernized/enlarged version of the design that he calls the Senior Panic. It's powered by an Evolution .60. Test flights look real promising.

In all it was a fun week; I got third places in both Classic and OTS, flying in high winds. While my performance in Open was regrettable and forgettable, it was still fun to be there in the middle of it all. At the annual PAMPA meeting I was nominated to be president—same thing happened to me the *last* time I attended the Nats in 1983! Subsequently, I also volunteered to be Event Director for 2016. I'm getting coached by the director of the last two Nats, Bob MacDonald, and am looking forward to doing this deed.

One more picture: I have been telling you about Gary Alspaugh's fascination and successes with Jack Sheeks' Panic design. Well, it seems that Gary finally finished his upsized version which he calls the Senior Panic. Gary reports that it is the *best* airplane he has ever flown, and he is very excited to continue shaking it down and prepping it for the contest circuit.

Until next time. *SN*

—Dennis

District VII

by Bob McDonald

Time again for stuff from District VII. This time I have just a few photos from the June round of the Tour D' Michigan held in Jackson as well as photos of my new AQUILA. As you might recall from some of my prior columns the Tour D' Michigan is a series of fun fly events aimed at getting people into competition not only Stunt, but they also include fun racing and other stuff.



Some of the lineup for Fun Stunt at the June round of the Tour D' Michigan. Photo by Bob McDonald.

Iowa, Michigan, Minnesota, Wisconsin

There are four events held in southern Lower Michigan (Kalamazoo, Jackson, Flint and Lansing) through a cooperative effort of the respective clubs. The idea seems to work as it has produced several fliers who have progressed to actual competition the most notable of whom would be Samantha Hines, our current Junior National Champion.

The event itself was this time lightly attended, as the day before Jackson had a real frog swallower of a thunderstorm and the field was really wet. It was also cold for June and there was no sun but the wind wasn't bad. There were, I believe, five participants in Fun Stunt, which similar to PAMPA Beginner Stunt and most of them also flew Balloon Bust and Fox racing.



Rich Kacmarsky (I hope I spelled that right) with his purpose-built Balloon Buster. This creation features a diamond airfoil and sharp leading edges to help pop balloons, which *is* a problem if you ever have seen the event. Often the airplane will hit the balloon and just knock it aside. Also Rich has used the advantage of momentum, as this thing weighs just slightly less than his toolbox. McDonald photo.



Here's my new Aquila (1979 version). The paint scheme and colors are from a 1983 version. It's an I-Beam design, and it weighs 52 ounces on 600 square inches of wing area. It's powered by a PA 40 lite. McDonald photo.

Last, but not least, you might recall from the March/April column that I was in the process of building one of my Aquila designs from the late 1970s for Super 70s Stunt event. The story

behind it is covered in that column, but it is finished now, and although I haven't had a lot of flight time on it yet, I think it's going to work well.



Vince Bode helps Tarry Bentley prepare for a Balloon Bust flight. McDonald photo.

'Til next issue. *sv*

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**Arkansas, Louisiana, New Mexico,
 Oklahoma, Texas**

District VIII
 by Doug Moon

District VIII has made it through the heat of the summer and we are now headed into the start of the building season. Please be sure to send in pictures and information on your new builds.

Back in May, there was the Memorial Day contest at Scobee field in Katy, Texas. I got the following report from Mark Troutman.

The weather forecast for a week before Memorial Day weekend was severe blowing tumbleweeds with monsoon to

follow. Despite this, we had a nice turnout with a lot of racing, combat, and hang-on-for-your-lives Stunting. In the end, with 12-20 mph winds on Saturday and a brief moment of good weather on Sunday morning followed by a steadily increasing wind, the



Bill Rutherford's USA AMA.



Sean McEntee's new Hutchison AT-6. Great detailing.

hardly were rewarded and everyone seemed to have a good time.

Big thanks to CD Frank Williams, Carl Chapman, and Darrell Harvin for judging. When the rain and tornadoes cleared, the winners were as follows: Old-Time and Profile, Joe Gilbert; Classic, Allan Perret; Advanced PA, Mark Troutman; and Expert PA, Don Cranfiled. Here are a few pictures of the models.



Frank McMillian's Big Job.



Gayload Ellings Old-Time fleet. In these winds, it's best to bring spare models.



Allan Perret's beautiful Olympic sneaking up on Mark Troutman's Veco Brave.

In June, we had the Dallas Aero Summer Heat (DASH) contest. This is a nice tune up for the Nats, only this time we had a special task ahead of us. As most of you know, Bob Gieseke passed away earlier this year. His daughter, Christy, thought it would be nice to have a tribute to him at this contest. It was a really cool gesture.

Bob's younger brother, Don, came out as well and told stories about how he and Bob used to travel to contests together. Christy brought out some items of his from his estate and offered them to whoever would like to have them. It was a very nice gesture, for sure. Several of Bob's family members attended as well.

I was honored to fly one of Bob's models as a tribute flight. It was very emotional experience to say the least and I am very glad to have been a part of it.



Jim Young, Mike Scott, and Don Gieseke share Bob stories.



Doug Moon flies the tribute flight for Bob Gieseke.

As always, we had our Labor Day contest. We had a very nice turnout for this one as well. The weather was the usual—hot! But that didn't stop Stunt, it never does. We also awarded the District VIII points champion. We had two Junior beginners as well. Stunt is alive and well in District VIII.



Mike Greb with our two aspiring beginners.



Sunday's contestants gather for a final picture.

This year's winner of the District VIII points championship was Richard Oliver. Richard is a longtime top expert flier here in District VIII and a multiple top 5 competitor at the Nats. He is dedicated to Stunt and works hard to perfect his craft.

I can't talk about his success without mentioning the support from his wife, Edie. She is always at our events with Richard and works tirelessly to help us have excellent contests every time. Congratulations to you both!



Richard and Edie with the fruits of their labor.



Frank McMillan's Stardust.



Richard Oliver proudly displays the District VIII points champion award.



Don Cranfill's What Nought.



Frank McMillan's Caudron 8 with John Hill on the handle.



Gaylord Elling's Impact.



Frank William's Sidewinder.

In mid-September, the DMAA hosted the F2C Team Trials at Hobby Park in Dallas. Congratulations to District VIII's Bill Lee and Patrick Hempel as they made the team this year. They will be attending the World Championships in Perth, Australia, in May 2016. The team consists of Dave Fischer/Steve Wilk, Alex Topunov/Aleksander Elbert, Patrick Hempel/Bill Lee, Jason Allen/Bob Whitney (alt).



The contestants at the F2C Team Trials.

The Tulsa Glue Dobbers club held its annual Tulsa Championships, September 26-27, at the field on Bob Reeves' property. It's a great place to fly with a webcam as well. I was able to look in on the contest happenings from time to time this weekend because I was unable to attend.

I have added some photos of the event taken by Elwyn Aud. Lou Wallard was on the scene and he put in a few flights at young age of 92! The silver fox has been around Stunt along time and it just goes to show you once you have it in your blood it never really leaves you. Way to go, Lou! You can find photos from Elwyn and more information at <http://stunthanger.com/smf/index.php/topic,40592.0.html>.



Max Moon pull tests his profile Bear.



Lou Wallard puts in a flight at age 92! Yep, that's right, 92!



Dale Gleason's hand is healing nicely and he is able to fly again.

Once again I would like to thank all of those who got me the information I needed to complete another District VIII column for *Stunt News*. Keep it coming. *sv*

—Doug Moon



Mike Makepeace, his wife Peggy, and their grandsons got in on the action and took home some hardware.



The group photo at the Tulsa Glue Dobbys championships!

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

District IX

by Jack Pitcher

We have some coverage this issue of District IX members who attended the Brodak contest in June. Five Colorado pilots made the long trip to Pennsylvania, and we were joined in Carmichaels by our district Professor Emeritus of Stunt, Lew Woolard.

We had some success there. After we were on site for a few days, Linda Brainard was persuaded to enter the Ladies & Youth Basic Flight event, her first-ever contest entry and flights. Linda flew a couple of practice flights with her Barnstormer to figure out the Basic pattern, ending with one that featured a



Right: Here's the District IX contingent at Brodaks. (L-R) Chris Brainard, Linda Brainard, Jerry Higgins, Lew Woolard, Mark Gerber, and Jack Pitcher. Photo by Linda Brainard.

subterranean arrival. After some quick field repairs, Linda went on to finish in first place in the Basic Flight event. Linda also served as a judge for the Advanced Class PAMPA event.

Jerry Higgins took the second-place trophy in Old-Time Advanced flying his .40FP-powered Jamison Special.

At the conclusion of the week's competition, Lew Woolard was presented the Iron Man award. This was a one-time special award just to recognize Lew for competing all these years, and, at age 92, he is still competing. Lew was also last year's recipient of Spirit of the Sport Award.



Jerry Higgins flying his Jamison Special in Old Time Stunt. Jerry took the second-place trophy in Old Time Advanced. The "1,000 hot dogs" vendor is seen in the background. Linda Brainard photo.



Bob Brookins is ready to launch Lew Woolard's Smoothie for an Old-Time flight. Photo by Jack Pitcher.



Here's Lew flying his Old-Time flight on the Advanced circle. Pitcher photo.



Jack Pitcher and Jerry Higgins preparing to launch Jack's Oriental with the AeroTiger .36 in full song. Brainard photo.



Jack's Oriental is seen here on takeoff. Brainard photo.



The Colorado crowd is caught resting up between flights. Mark Gerber's good flying buddy, Len Harding (R) from Massachusetts, has dropped in for a visit. Brainard photo.



Linda Brainard getting a launch from Chris on her very first contest flight with her Barnstormer. Photo by Mark Gerber.



Linda is receiving the Ladies & Youth Basic Flight first-place trophy from co-event directors Will Davis and Mark Weiss. Chris Brainard photo.



Linda Brainard holds her Barnstormer, the winner of the Ladies & Youth Basic Flight event. Photo by Chris Brainard.



Lew Woolard makes a few remarks on being presented the Iron Man award by Mark Weiss and John Brodak. Linda Brainard photo.

That's all for now. Please send me pictures and comments about what you're doing, and I will report on them here. You can reach me through my contact information listed on the Trustees page in this issue. *SN*

—Jack

Arizona, California, Guam, Hawaii, Nevada, Utah

District X

by Jim Hoffman

The Woodland-Davis Aeromodelers' Summer Stunt Fest was held on June 27 and 28 at the Woodland-Davis Aeromodeler Field. I received the following report from Pete Cunha, who served as the CD for Woodland-Davis Aeromodelers' Summer Stunt Fest:

"The Summer Stunt Fest is traditionally held the weekend after the start of summer and is generally well attended with good weather. This year was no exception. Saturday weather was breezy; however, turnout was good with eight entrants in Classic and seven in Profile. The winner of both was Bob Harness, who

came up from Southern California to show us NorCal boys how it is done. Old-Time Stunt was not so well attended, as Jerry Arana was the sole entry. Nevertheless, he flew a credible pattern in the wind and was awarded a first-place trophy for his efforts.

"The weather report for Sunday was also for wind, but *surprise!* The weather guessers got it wrong. Overcast, temp in the low 90s with variable winds—about as good as it gets this time of year at Woodland. Beginner featured the father-and-son team of Dave and Sam (age 10) Shorts, while Grandpa Lanny flew in Advanced. The Intermediate class had two entrants, while nine fliers competed in Advanced. The winner was Brian Moore,

who has been compiling an excellent record of wins and is close to moving up to the next class. Expert had five entrants and was won by Brett Buck with Jim Aron placing second.



It takes a NASCAR-size crew to get Carter Fickes big Black Widow Stunter into the air. (L-R) Carter Fickes (builder), Bob Duncan (pilot), and Gordon Tarbell (pit man) at the Woodland-Davis Aeromodelers' Summer Stunt Fest. Photo by Pete Cunha.



Jim Aron being awarded his trophy for second in Expert stunt by Stunt Fest contest co-CD Clint Ormosen. Cunha photo.



Three generation of Shorts competed at this year's Stunt Fest. (R-L) Father Dave, Grandfather Lanny, and son/grandson Sam at the Woodland-Davis Aeromodelers' Summer Stunt Fest. Cunha photo.

"A special feature at this contest is the Sunday lunch time Exhibition Class. In this event, one can fly any AMA-legal plane or demonstrate any event one wants to. However, it has to be with a different plane than the one flown in the other events. Weirdness is encouraged.

"There were two entries: a balloon busting exhibition and Carter Fickes' winning entry, a P-61 Black Widow stunter. Carter's model is powered by two LA .40 engines. It is scratch-built and features retractable landing gear and near-scale proportions (shades of Al Rabe!).

Expertly flown by Bob Duncan, it was not stunted, but once trimmed it will be capable of a full pattern."

—Pete Cunha

Dave Fitzgerald in Brazil

Dave Fitzgerald spent some time with a few of the stunt fliers in São Paolo, Brazil, this past June. There was an interview with David posted on the www.stunthanger.com Internet forum in June. Dave forwarded some photos and two emails to me, as well. Here are some excerpts from those emails:

"I was on a layover in São Paulo, Brazil, and called up Thomas Case. Thomas had a prior commitment, so Thomas Jr. picked me up at my hotel and we went flying and out to dinner. Brazilian hospitality is fantastic, and make sure you go there hungry! We flew for three hours.

"Last year, Thomas Jr. finished college in Dallas, Texas, and is now working for his father learning to run one of his factories.

"The Extra 300S was by another local flier who used to work for Yatsenko, so it is very much like a Yatsenko design powered with a Retro Discovery, maybe a .75. The Shark is vintage Yatsenko with a Retro .60. It was fairly windy and turbulent, but both planes did a good job of cutting through the wind. I had several flights on the Extra and found it to be a very good flying plane."



Thomas Case Jr. poses with an Extra 300S that was built by a local São Paulo, Brazil, flier who used to work for Yatsenko. The Shark is vintage Yatsenko with a Retro .60. Photo by Dave Fitzgerald.

Dave specifically thanked both Thomas and Thomas Jr for their hospitality and use of Thomas's plane:

"The profile Pathfinder is by Anderson Boni. Yes, it's a Gordan Delaney design, with an Enya .30. It flies very nicely and just like its big brother. The whole São Paulo crowd came out to fly.

"We had a small trimming clinic; I would watch a flight,

then fly their planes, do some trimming, then watch again. There were some major improvements. I also did some coaching for Thomas Jr. He is already a very good flier and was improving fast. He had planned to go to the US Nats this year, but his dad says he has to work instead, at his factory.

“Like here in the US, electric is making inroads in Brazil. I had a chance to fly several electric planes. It is hard, because I don’t know much about electric setups, and trimming is also a little different for the electrics, but the basics can still be worked on.

“Many of the Brazilians now use Paul Walker’s recent trimming articles (published in his ‘Flying’ column in *Stunt News*—Ed) to work on their planes. They asked me to say a very big thank-you to Paul.



A large portion of the São Paulo stunt crowd joined David Fitzgerald on his visit. Dave enjoyed flying a ThunderGazer built by Marcus Cordeiro (back row, fourth from the right). Photo by Luis Strufaldi.

“I had a special treat. A Brazilian flier named Marcus Cordeiro built an RSM ThunderGazer, on pipe. It is always fun to see how someone else interprets one of your designs. He needed some help in setting the rudder, leadouts, and tip weight. Once those were close, the plane flew much better.

“All in all, it was a wonderful trip, again. This time I was on a United Airlines trip and layover in São Paulo for a day and a half. We made the most of my visit.”

Thanks for the report, Dave.

Dave Sabon Pathfinder

Dave Sabon, of Ramona, California, provided me with some photos and the following write-up on his latest project, an electric twin Delaney Pathfinder mocked up as a WWII fighter:

“The complete electric system was supplied by Eric Rule at RSM. The two motors are equivalent to glow .25s. The props are APC 9 x 6, and the motors are counter-rotating with the tips going away from the canopy. I’m using one battery. Each motor has its own ESC and KR governor.

“Currently, I’m flying at 66 feet center-of-plane to center-of-handle, and the lap times are 5.3 seconds. My plan is to lengthen the lines to slow the plane down a bit. The wing and stabilizer are from a Brodak ARF; the fuse and nacelles are laser cut by Eric. The plane is heavy, so I’m not going to embarrass myself by publishing the weight, but even with that the plane flies quite well. I’m told that the sound of the twin electric is much like that of a turboprop.



This twin electric Pathfinder was built by Dave Sabon. Photo by Dave Sabon.



Here’s Anderson Boni and his profile Pathfinder, a Gordan Delaney design, powered with an Enya .30. It flies very nicely, just like its big brother. Fitzgerald photo.



Left: This is the business end of the Dave Sabon's twin Pathfinder. Check out that clear canopy and the semi-enclosed motors. Sabon photo.

“Yes, I’ve sent pics to Gordy. The remote battery seems to be fine and I believe Bob Hunt is only using one battery for his twin.

“The wiring uses both 10- and 12-gauge wiring but that was not my decision. I let Eric put the system together since this is his kit. The motors that Eric specified are based on using a three-cell Lipo battery.

“I’m using a 6,500 mAh three-cell battery to fly the pattern. After each flight, the battery has between 15 and 20 percent charge remaining, so I’m not taxing it too much. FYI, Eric, Gordy and I will be working on a full-body version of this plane that will incorporate retracts.” *SN*

—Jim

District XI

by Mark Scarborough

Well greetings, Stunt guys! Glad to be back again. This month I am going to review our season-ending contest. I am also going to review my first trip to the Nats.

I was able to go to Muncie, Indiana, this year thanks to some friends here locally. As a few of you know, I also fly Radio Control Pylon Racing. I joke that flying Stunt is my artistic finesse event, and Pylon Racing is my macho “I am going to kick your butt” event.

Anyway, a group of local Pylon Racers wanted to go race in Muncie at the Nats this past year. The problem with them is that they wanted to fly back to Muncie, and that meant crating and shipping their equipment there and back. So, as an alternative, I offered the use of my pickup to haul their equipment home. They covered my travel expenses, and all I had to do was cover my entry, food, and hotel rooms. Pretty hard to pass up a deal like that!

Alaska, Idaho, Montana, Oregon, Washington

I finished my new Impact in time to make a trip to Auburn with it for the contest. I was able then to make a trip up to Paul Walker’s house in Deer Park for some trim and tune time with Paul. By the time I left for the Nats, I had just fewer than 40 flights on it. The trip to Muncie was pretty uneventful. Bryan Batch and I swapped driving time and we made it in two and a



Mark Scarborough's Impact at appearance judging. Hunt photo.



Mark Scarborough making trim changes on the Impact during practice days. Bob Hunt photo.

half days. I have always loved driving cross country, and the weather on the trip was perfect for travel.

For those who don’t know Bryan, he owns B and B Hobbies in Spokane, Washington. Bryan has been a modeler his entire life, and the hobby shop has been there for almost 50 years! This is an old-school hobby shop. Every corner is packed full of kits, hardware, and old

stock—stuff you haven't seen for 30 years. The real bonus is he knows modeling and is willing to talk, share, and help. Anyway, I am meandering. Back to the story.

We arrived in Muncie, checked into our room, and then went out to do a drive-by of the site. That place is *huge!* We went back to the room and proceeded to finish assembling my 424 race plane. I had my backup, but had built a new Quickie 500 for my primary, but did not have it finished. Since you aren't Pylon Racers, I won't go too far in depth, but I will say I finished mid-pack, which was pretty fair considering I have not raced that many times. I won a couple heats, cut out of a couple, and my airplane, which is my design, was as fast as anything there. It's apparent that the pilot needs to refine his course and learn how not to be nervous.



John Leidle pull testing for an official flight. Hunt photo.



Paul Walker loading up a new fuel cell. Hunt photo.

My first exposure to flying on the L Pad was an evening after racing. It was rather windy, but I knew that if it was windy on official days, I would fly, so it was obvious I needed to practice in it. The airplane performed perfectly in the wind, which was blowing 15 to 17 mph. I hadn't really ever flown in that kind of wind, but the combination of the trim (thanks, Paul) and the

electric power made it much more manageable than I imagined it would be. I managed to get in another 15 or 20 practice flights over the upcoming days before scoring flights started.

Classic day was enjoyable, to say the least. My Avenger was received very well and drew a lot of comments, which I enjoy (especially since my flying usually brings less-flattering comments). I flew decently in the first round but knew I left points on the table, so I was optimistic I could raise my score in the second round. However, as these things go, the wind started to pick up and the Avenger is not wind friendly.

I was fueled and waiting my turn as I watched those ahead of me fly, although a great number of them passed. I decided at the last minute that the wind was not going to cooperate and I wasn't going to get a break. So, I passed my second flight. In fact, I think all but about 20% of the entries passed on the second round.

Again, I ended up mid-pack, which I was satisfied with. However, I was surprised to in fact receive the "Best Appearing Classic Entry" award. That is a pretty high honor, and that plaque is in a special place in my hobby room. It hangs next to my Pilots' Choice plaque from the 2012 VSC.

Another highlight of Classic was flying with Billy Werwage; that's something pretty special. The closing image of Classic was watching Dan Banjock try to get his second flight in—the last person to do so. He was flying his really cool Galloping Comedian, which is small and pretty. He was flying in some nasty wind, yet he did the whole pattern. To be honest, it wasn't very elegant, flowing, or pretty, but it was dangd impressive to watch. I recall his Clover pretty much taking up the whole sky just surviving it. It was quite memorable to watch, and he seemed to be having "fun?"

The next adventure was the infamous Pilots' Meeting. For all that had to be covered, it was not as painful as I was led to believe it would be. Yes, it takes time (like two hours or so), but it's part of the whole adventure that makes the Nats experience, well, the Nats. During this time the appearance judging takes place. I was awarded 16 points which, considering the works of art there, that was pretty satisfying.



Chris Cox and Joan with his Crossfire. Hunt photo.



Mr. Rush with his serious game face on. Hunt photo.

I suppose it's time to mention the other District XI pilots that were there. Of course Paul Walker was there, Howard Rush, Chris Cox, and John Leidle were also present. As luck would have it, I was drawn to fly first up on my circle. Chris was in the same group with me so he volunteered to be my stooge. I really appreciated this because I hadn't considered how awesome it was going to be to have a friendly face. I had not considered how nervous I was going to be, and having his smiling face was quite beneficial.



Howard making ready for some practice flying. Hunt photo.

So first qualification day dawns and it looks perfect: warm and sunny and with a mild breeze. I got to the field early and got my Impact out, test cycled the electrics, and everything was working fine. Chris and I carried my plane out to the circle and waited for

the judges. He made a nature break while we were waiting and I stood there.

It amazes me even now how nervous I actually got. I did manage to talk myself down and get calm before the judges showed up and Chris got there. So we got positioned; the judges were ready and I plugged the arming plug in. Nothing! No beeps, no chirps, no nothing. Well, that certainly isn't how you impress the judges, now is it, not to mention my nerves.

Well, Chris and I carried it off the circle and over to the pits. Next thing I know I have Paul and Chris elbows deep in my plane helping me diagnose the problem. We swapped timers, batteries, and motors. Nothing gave me a beep. So the only thing left was the ESC. As Murphy dictates, the one part I cannot simply unbolt and swap is the ESC. I had it soldered into the arming plug so no simple way to swap it out.

I loaded up and headed back to the hotel to solder in a new ESC and program it. After reprogramming the ESC and the timer, and verifying it was spinning the prop the right way, I headed back to the site to make my second flight. I checked on the flight order and got my lines on and setup in the pits. I found Chris and took a seat next to him waiting for my second attempt.

We chatted and I told him how relieved I was to have my "drama" out of the way and now I could "Settle down and fly. I mean, it can't get any worse, right?" Well, Chris snapped his head around and looked at me in shock. "You didn't really just say that, did you?" he said. Yeah, I did say it, but rest assured I won't ever say it again!

So Chris and I hauled my beast out to the circle for my second-round flight. All went well and it sang its "song" when I armed the system. I was feeling good, confident, and calm. My takeoff was as good as I have done with this airplane. I felt pretty locked in. The reverse wingover was pretty solid; the insides and outsides felt solid, though I pulled one loop a bit tight.

I got through the inside squares and went into the outsides. I think it was on the second triangle that I saw a spray of shiny stuff go away from my airplane. I don't really watch the airplane; I more fly around my vision. My next observation was that the plane wasn't pulling anymore. My brain didn't process what was happening at first and I just tried to fly the thing. I was managing to get it around until it went upwind, and then it came in on me so badly I couldn't back up fast enough.

At that point it stalled nose up and fell the last 10 feet to the ground hitting tail first, then slapping down on the gear snapping the fuse cleanly right behind the wing. My knee-jerk reaction was to make sure the arming plug was pulled so it wouldn't energize again. I called Chris and asked him to pull the plug for me; it was when he chuckled that I realized it wasn't going to matter because there was no battery in the airplane any longer! After the fact I found out that the battery had bounced pretty much down through the pits along the line of airplanes. I really dodged a bullet there as the 13-ounce battery escaped at 55 mph going uphill but didn't touch anything or anyone. For that I am extremely thankful.

Well, after assessing the damage, I disconnected the elevator pushrod so it prevented any additional damage to the break area. I pulled out the Avenger and processed it for second-day qualifications. Unfortunately, getting zeros on both flights the first day eliminated any chance to qualify to fly Friday. But, hey, I came to fly so I was going to fly. After processing the Avenger, I hung out and put in some practice flights trying to get a better level of trim on the Avenger. John Leidle was helpful enough to hang out and help me practice.

On Thursday—day two of qualifying—I put up my two flights with no real added drama, except on my square eights. There I managed to drag the rudder inverted on my second flight. Thanks

go out to Paul for launching for me on that flight. I flew okay, but not great. Still, I managed to overcome and persevere, so I felt okay with that.



I should thank Brett, Dave, and a couple others for teasing me about dragging the rudder. It actually was pretty nice to know someone was paying attention when I flew, besides the judges anyway. Chris narrowly missed making Top 20, but it was not for a lack of effort. He flew a lot of practice flights, tweaking his trim level and working on presentation with Paul. One of the things I took away was the false impression I had that I would be able to watch a lot of flying.

Perhaps because of my drama, I was busy for a lot of the time when I had wanted to watch a lot of flying. I did manage to watch lots of flights in my group but missed watching Howard, Paul, and John fly, excepting practice flights.



Paul Walker with the Walker Trophy. Hunt photo.

Things I learned

I learned that equipment preparation and spares are very important, but moreover, having the ability to swap out components without having to solder or deconstruct parts of the airframe.

If I would have been able to swap out my ESC at the field, I might have avoided at least part of the drama. I also learned that I personally will not use Velcro as my sole battery restraint system. If you choose to, do so knowing it's not without problems. My restraint is now mechanical and won't fail without mechanical failures of the airframe.

I learned that the gentlemen who fly in this event are great people and almost to an individual, they are supportive and positive, especially when you are having "one of those days." I received so much support from people as a whole that it was very humbling. Especially from guys who were fighting to make Top 20 but still took the time to wander by and offer encouragement to me. I also enjoyed having time in the evenings to visit and catch up with some of the people I met in Tucson in 2012.

I came home with a lot of respect for those who compete in this environment and I truly want to return, hopefully with a better level of preparedness. I have to thank Paul for his help in getting me trimmed and adjusted on my Impact. It made a huge difference. He also invited me up to the WSR to fly after the Nats, where he put me on the handle of one of his Impacts so I could fly something that was in good trim. It was eye-opening as to what I want my plane to be like. This year has been probably the highest level of progress in my flying that has occurred. I hope next year to progress even further.

After returning home from Muncie, I repaired the Impact structurally, but not cosmetically. I have flown it a lot more, including in Salem for the Fall Follies. It is flying even better now than it was previously.

In the process of this year I have gone from a canted handle that weighed 6 or 7 ounces, to a straight vertical handle that weighs 13 grams. My trim has gone from requiring me to use my forearm to input for squares to now where it is virtually a flick of the wrist.

Now I am focused on getting my hand in front of me during maneuvers, and centering the maneuver on my body. It never ends, which is one of the reasons I love this event. There is always something to improve on.

Fall Follies

So, that leaves us with Salem and the Fall Follies. Once again, Mike Hazel and John Thompson knocked it out of the park. The weather was great, attendance was fairly good, and there was some great flying done. Okay, so that good flying wasn't done by me, but it was there. Mike cooked his famous burgers Sunday for lunch.

Randy Powell showed up with his fairly new Fancher-style stunter. He was working it into trim slowly, but on his second official Sunday, he hit some weird air on his hourglass where the airplane dropped vertically along the lines.

With nowhere to run and nowhere to hide, it came down and made a perfect spinner divot in the asphalt. What a shame; it was a pretty airplane, as are all of Randy's creations. Rumor has it he is refinishing his Slider now that he converted from glow to electric earlier this year. This was a great-flying, uniquely styled airframe. I look forward to seeing it in its new colors!

Well, that's all I have for now. It's building season. Get making some balsa shavings, sand thoroughly, and paint light. ^{sv}

—Mark

Bean Field Grand Prix

August 1-2, 2015, Dresden, Ontario
Results from <http://www.balsabeavers.com>

MAAC

Judges: Chris Brownhill, John McFayden

| | | |
|---|--------------|-------|
| 1 | Peter Hanson | 537.5 |
| 2 | John Paris | 496 |
| 3 | Keith Morgan | 472 |
| 4 | Len Bourel | 139 |

Old Time

Judges: Naomi Macklem, Peter Hanson

| | | |
|---|----------------|-------|
| 1 | John Paris | 318.9 |
| 2 | Len Bourel | 313.4 |
| 3 | John McFayden | 311.6 |
| 4 | Keith Morgan | 305.1 |
| 5 | Doug Blackmore | 278 |

Profile

Judges: Naomi Macklem, Len Bourel

| | | |
|---|-----------------|-------|
| 1 | John Paris | 574.5 |
| 2 | Keith Morgan | 557.5 |
| 3 | John McFayden | 538.5 |
| 4 | Chris Brownhill | 504 |
| 5 | Doug Blackmore | 498.5 |

Jim Coll Memorial Stunt Contest

August 8-9, 2015, Hurlock, MD
Results from Tom Taylor

Expert

| | | |
|---|----------------|-------|
| 1 | Mike Palko | 568.5 |
| 2 | Steve Fitton | 559.5 |
| 3 | Tim Stagg | 541 |
| 4 | Scott Richland | 537 |
| 5 | John Saunders | 533 |
| 6 | Phil Spillman | 503.5 |
| 7 | Craig Gunder | 503 |
| 8 | John Lindberg | 59.5 |

Advanced

| | | |
|----|-----------------|-------|
| 1 | Alan Buck | 531 |
| 2 | Price Reese | 520.5 |
| 3 | Gerry Glier | 519.5 |
| 4 | Rick Wetzel | 518.5 |
| 5 | Brad Smith | 515 |
| 6 | Bernie Suhamski | 499 |
| 7 | Jerry Raimo | 490.5 |
| 8 | Bob Krug | 477 |
| 9 | John Tate | 437 |
| 10 | Ken Armish | 249.5 |

Intermediate

| | | |
|---|--------------|-------|
| 1 | Tom Smeltzer | 457.5 |
| 2 | Mark Weiss | 434.5 |
| 3 | Denny Thomas | 430 |
| 4 | John Murphy | 427.5 |
| 5 | Tom Taylor | 422 |

Beginner

| | | |
|---|-----------------|-------|
| 1 | Dennis Hastings | 225.5 |
| 2 | Joseph Colly | 114 |

Old Time Advanced-Expert

| | | |
|---|-----------------|-------|
| 1 | Phil Spillman | 277 |
| 2 | John Saunders | 276.5 |
| 3 | Rick Wetzel | 274.5 |
| 4 | Price Reese | 273.5 |
| 5 | Bernie Suhamski | 271 |
| 6 | Brad Smith | 232.5 |
| 7 | Dick Houser | 227 |
| 8 | Scott Richland | 164.5 |

Old Time Beginner-Intermediate

| | | |
|---|--------------|-------|
| 1 | Tom Taylor | 247.5 |
| 2 | Denny Thomas | 222 |

Profile Expert

| | | |
|---|----------------|-------|
| 1 | John Saunders | 518.5 |
| 2 | Scott Richland | 508 |
| 3 | Tim Stagg | 503 |
| 4 | Phil Spillman | 496 |
| 5 | John Lindberg | 447 |
| 6 | Dick Houser | 389.5 |

Profile Advanced

| | | |
|---|---------------|-------|
| 1 | Gerry Glier | 473 |
| 2 | Price Reese | 469.5 |
| 3 | John Tate | 468 |
| 4 | Brad Smith | 439.5 |
| 5 | Rick Wetzel | 436 |
| 6 | Dave Riechard | 394.5 |
| 7 | Ken Armish | 382 |

Profile Intermediate

| | | |
|---|--------------|-------|
| 1 | Denny Thomas | 428.5 |
| 2 | Tom Taylor | 414.5 |

Profile Beginner

| | | |
|---|--------------|-----|
| 1 | Colton Smith | 150 |
|---|--------------|-----|

CD: Jack Rosemere

Canadian F2B Team Trials

September 20, 2015, Niagara Falls, Ontario
Results from <http://www.balsabeavers.com>

Judges: Chris Brownhill, Dave Kelly,
Geoff Higgs

| | | |
|---|----------------------|---------|
| 1 | Peter Hanson | 2322.03 |
| 2 | Konstantin Bajaikine | 2302.56 |
| 3 | Len Bourel | 2251.33 |
| 4 | Pat Mackenzie | 2235.34 |
| 5 | John McFayden | 2128.76 |

Tabulation: Naomi Macklem

Western Kentucky/Southern Illinois Stunt Championships

Allen Brickhaus Memorial

August 15-16, 2015, Paducah, KY

Results from Charles Reeves and Jim Lynch, Co-CDs

Expert

Judges: Jim Lynch, Charles Reeves

| | | | | |
|----|-------------------|-------|-------------|----------------|
| 1 | Matt Neumann | 578 | Enterprise | E-Flite 32 |
| 2 | Mark Hughes | 574.5 | MC-72 | PA .65 |
| 3 | Tom Dixon | 570.5 | 1974 Nobler | DS .40 BB |
| 4 | Robert Storick | 567.5 | Minado | Supertigre .60 |
| 5 | Eric Taylor | 554 | SV-23 | PA .61 |
| 6 | Dennis VanderKuur | 548.5 | Impact | PA .65 |
| 7 | James Lee | 544.5 | Gee Bee Y | Evolution .60 |
| 8 | James Mills | 535.5 | Junar | Cobra 35 |
| 9 | Dan McEntee | 535 | Score | Saito .56 |
| 10 | Michael Schmitt | 533.5 | Encore | PA .40 |
| 11 | John Simpson | 490 | Cavalier | Aero Tiger .36 |

Advanced

Judges: Zuriel Armstrong, Ryan Taylor

| | | | | |
|---|-----------------|-------|---------------|----------------|
| 1 | Mike Waldron | 527 | Legacy 40 Pr. | E-Flite 32 |
| 2 | Tom Morris | 521.5 | Cavalier Pr. | Cobra 2820 |
| 3 | Paul Taylor | 492 | Nobler | OS .46LA |
| 4 | Jordan Segal | 490 | Original | Cobra 2820 |
| 5 | Ronnie Thompson | 485.5 | Strega | Supertigre .60 |

Intermediate

Judges: Michael Stinson, Rowland Trevino

| | | | | |
|---|-------------|-----|-----------------|----------------|
| 1 | LeRoy Polk | 451 | Time Machine 40 | OS .46LA |
| 2 | Ty Marcucci | 376 | P-51B | Supertigre .46 |

Beginner

Judges: Michael Stinson, Rowland Trevino

| | | | | |
|---|---------------|-------|-------------------|-------------|
| 1 | Mike Londke | 265.5 | Sakitumi | OS .46LA |
| 2 | Steve Riebe | 231 | Orien | OS .40LA |
| 3 | Bill Gray | 218 | Twistmaster | OS .40LA |
| 4 | Andy Saunders | 180 | Caribbean Cruiser | OS .46LA |
| 5 | Ben Mills | 159.5 | Scimitar | Rocket 3020 |

Basic

Judges: Michael Stinson, Rowland Trevino

| | | | | |
|---|---------------|-----|--------|---------|
| 1 | Samuel Londke | 205 | Skyray | Fox .35 |
|---|---------------|-----|--------|---------|

Nostalgia 30

Judges: Matthew Neumann, Charles Reeves

| | | | | |
|----|-----------------|-------|-------------|----------------|
| 1 | John Simpson | 524 | Cavalier | Aero Tiger .36 |
| 2 | Tom Dixon | 520 | 1974 Nobler | DS .40BB |
| 3 | Robert Storick | 492.5 | Continental | Supertigre .46 |
| 4 | Michael Schmitt | 489 | Stiletto | PA .61 |
| 5 | Steve Drake | 483.5 | Cavalier | E-Flite |
| 6 | Dan McEntee | 479 | Shark 45 | Supertigre .51 |
| 7 | Tom Morris | 477.5 | Cavalier | Cobra 2820 |
| 8 | James Lee | 456.5 | ARF Nobler | Fox .35 |
| 9 | Paul Taylor | 455.5 | Nobler | OS .46LA |
| 10 | Jordan Segal | 444 | Nobler | Brodak .40 |
| 11 | James Mills | 423.5 | Ringmaster | Rocket Exceed |

Old Time

Judges: Jim Lynch, Paul Taylor

| | | | | |
|---|-------------------|-------|--------------|-------------|
| 1 | James Lee | 282.5 | Barnstormer | Fox .35 |
| 2 | Michael Schmitt | 271 | Jamison Spl. | OS .40FP |
| 3 | James Mills | 254 | Ringmaster | Exceed 3015 |
| 4 | Everett Shoemaker | 235.5 | Barnstormer | Fox .35 |
| 5 | Dan McEntee | 132 | Ringmaster | OS .25LA |

Profile

Judges: Zuriel Armstrong, Ryan Taylor

| | | | | |
|----|-------------------|-------|--------------|---------------|
| 1 | Tom Morris | 561.5 | Cavalier | Cobra 2820 |
| 2 | Mike Waldron | 549 | Legacy | E-Flite 32 |
| 3 | Dennis VanderKuur | 531 | Twister | Tower .40 |
| 4 | Michael Schmitt | 524 | Wildcat | OS .46LA |
| 5 | Dan McEntee | 517 | Dusty | OS .46LA |
| 6 | Steve Drake | 514.5 | Cavalier | E-Flite 15 |
| 7 | Tom Dixon | 511.5 | P-51C | DS .54 |
| 8 | James Mills | 505 | Scimitar | Rocket Exceed |
| 9 | Jordan Segal | 503.5 | P-51 | OS .46LA |
| 10 | Paul Taylor | 485 | Force | OS .46LA |
| 11 | Everett Shoemaker | 465 | Cardinal | OS .46LA |
| 12 | LeRoy Polk | 435 | Time Machine | OS .46LA |
| 13 | Ty Marcucci | 427 | P-51B | ST .46 |
| 14 | Michael Jennings | 380 | L-17 Navion | OS .46LA |

Best OTS Model: James Lee, '51 Cheek Cowl Barnstormer

Best Nostalgia Model: Robert Storick, Continental

PAMPA Pilots' Choice: Robert Storick, Minado

BARF (Best Score): Dan McEntee, Score

Best PAMPA Warbird Flight: Ty Marcucci, P-51B

High Point: Tom Morris

"OOPS": John Simpson

Dick Scobee Memorial

August 22-23, 2015, Auburn, WA

Expert

Judges: Bruce Hunt, Pete Peterson

| | | | | |
|---|---------------|-------|---------------|----------|
| 1 | Howard Rush | 585.5 | Impact | Electric |
| 2 | Alan Resinger | 565 | Crossfire | Electric |
| 3 | Mike Haverly | 537 | Fifth Element | Electric |
| 4 | Randy Powell | 531.5 | Slider I | Electric |
| 5 | Steve Helmick | 503 | Eagle TS | OS .46VF |
| 6 | Keith Varley | 500.5 | Sultan E | Electric |

Advanced

Judges: Mike Haverly, John Leidle

| | | | | |
|---|----------------|-------|----------------|-----------|
| 1 | Pete Ferguson | 480 | SV-11 E | Electric |
| 2 | Tom Brightbill | 472 | Knobler | OS .46LA |
| 3 | Dane Covey | 470.5 | Profile Nobler | Electric |
| 4 | Rex Abbott | 440 | Legacy | Saito .56 |

Classic

Judges: John Leidle, Bruce Hunt

| | | | | |
|---|--------------|-------|------------|-----------|
| 1 | Mike Haverly | 507.5 | Freedom 45 | Electric |
| 2 | Dane Covey | 465 | Nobler | Electric |
| 3 | Rex Abbott | 446 | Strathmoor | Saito .40 |

Old Time

Judges: Pete Peterson, Dave Gardner

| | | | | |
|---|----------------|-------|---------------|-----------|
| 1 | Tom Brightbill | 255 | Humongous | OS .46LA |
| 2 | Dane Covey | 231.5 | Ringmaster | Electric |
| 3 | Rex Abbott | 230.5 | Adams Special | Saito .40 |

Profile

Judges: Pete Peterson, Steve Helmick

| | | | | |
|---|----------------|-------|----------------|----------|
| 1 | Fred Underwood | 519.5 | Similar 2 | Electric |
| 2 | Tim Wescott | 514.5 | Sister Jenny | OS .46LA |
| 3 | Mike Haverly | 510.5 | Starfinder | Electric |
| 4 | Dane Covey | 480.5 | Profile Nobler | Electric |
| 5 | Tom Brightbill | 467 | Knobler | OS .46LA |

CD: Pete Ferguson

FCM at AMA Stunt Championships

August 22-23, 2015, Muncie, IN

Results from Allen Goff, CD

Masters

| | | |
|---|-------------------|-------|
| 1 | Allen Goff | 559.5 |
| 2 | Bob McDonald | 558 |
| 3 | Matt Neumann | 556.5 |
| 4 | Mike McHenry | 544 |
| 5 | Dennis Adamisin | 540.5 |
| 6 | Scott Reynolds | 531.5 |
| 7 | Dennis VanderKuur | 518.5 |

Expert

| | | |
|---|-----------------|-------|
| 1 | Jerry Haupt | 493 |
| 2 | Michael Schmitt | 491 |
| 3 | Vince Bodde | 490.5 |
| 4 | Ronnie Thompson | 489 |
| 5 | Wes Dick | 485 |
| 6 | Gary Lutz | 458.5 |

Advanced

| | | |
|---|----------------|-----|
| 1 | Jordan Segal | 480 |
| 2 | Jeff Traxler | 478 |
| 3 | Gary Alspaugh | 474 |
| 4 | Will Hinton | 465 |
| 5 | Samantha Hines | 447 |
| 6 | John Jordan | 418 |

Intermediate

| | | |
|---|------------|-------|
| 1 | Mike Eber | 464.5 |
| 2 | Bob Fisher | 415 |

Beginner

| | | |
|---|-----------|-----|
| 1 | Don Main | 238 |
| 2 | Dave Betz | 83 |

Classic

| | | |
|---|-----------------|-------|
| 1 | Bob McDonald | 506 |
| 2 | Mike McHenry | 487 |
| 3 | Vince Bodde | 479 |
| 4 | Dennis Adamisin | 466 |
| 5 | Jerry Haupt | 457 |
| 6 | Michael Schmitt | 456 |
| 7 | Wes Dick | 455.5 |
| 8 | Jeff Traxler | 430.5 |
| 9 | Jordan Segal | 425.5 |

Old Time

| | | |
|---|-----------------|-------|
| 1 | Dennis Adamisin | 291.5 |
| 2 | Michael Schmitt | 283.5 |
| 3 | Vince Bodde | 274 |
| 4 | Jeff Traxler | 266 |
| 5 | Roger Wildman | 257.5 |

Profile

| | | |
|---|-------------------|-------|
| 1 | Dennis VanderKuur | 489.5 |
| 2 | Mike McHenry | 485 |
| 3 | Michael Schmitt | 474 |
| 4 | Vince Bodde | 460 |
| 5 | Jordan Segal | 458.5 |
| 6 | Don Sopka | 328 |

Concours award: Gary Lutz

Judges: Bob McDonald, Matt Neumann, Mike McHenry, Roger Wildman, Scott Reynolds, Dennis VanderKuur, Mike Eber, John Jordan, Will Hinton

Tabulation: Dawn Goff

High Desert Control Line Fiesta
 August 22-23, 2015, Albuquerque, NM
 Results from Jim Hoffman

Expert

Judges: Linda Brainard, Gary Marchand

| | | |
|---|----------------|-------|
| 1 | Lou Wolgast | 571.5 |
| 2 | Jim Hoffman | 569 |
| 3 | Chris Brainard | 539.5 |
| 4 | Jack Pitcher | 533.5 |

Advanced

Judges: Linda Brainard, Gary Marchand

| | | |
|---|---------------|-------|
| 1 | Jerry Higgins | 527.5 |
| 2 | Burt Brokaw | 493.5 |
| 3 | Ray Nyce | 468.5 |
| 4 | Mark Gerber | 452 |

Beginner

Judges: Linda Brainard, Gary Marchand

| | | |
|---|--------------|-----|
| 1 | Henry Werner | 198 |
|---|--------------|-----|

Old Time

Judges: Linda Brainard, Russ Gritzo

| | | |
|---|----------------|-------|
| 1 | Lou Wolgast | 299.5 |
| 2 | Burt Brokaw | 281.5 |
| 3 | Jim Hoffman | 277 |
| 4 | Jerry Higgins | 272.5 |
| 5 | Chris Brainard | 272 |
| 6 | Ray Nyce | 246.5 |

CD and Saturday dinner host: Dick Perry

Southern Ontario Control Line Championships

August 29-30, 2015, Dresden, Ontario
 Results from <http://www.balsabeavers.com>

MAAC

Judges: Chris Brownhill, Dave Kelly

| | | |
|---|----------------------|-------|
| 1 | Konstantin Bajaikine | 572.5 |
| 2 | John Paris | 556.5 |
| 3 | Peter Hanson | 556 |
| 4 | Len Bourel | 545 |
| 5 | Pat Mackenzie | 528 |
| 6 | John McFayden | 526.5 |
| 7 | Bill Trumble | 462.5 |
| 8 | Mike McMahan | 380.5 |

Old Time

Judges: Naomi Macklem, Len Bourel

| | | |
|---|-----------------|--------|
| 1 | John Paris | 335.25 |
| 2 | John McFayden | 323.75 |
| 3 | Chris Brownhill | 297.5 |
| 4 | Doug Blackmore | 290.75 |

Profile

Judges: Konstantin Bajaikine, Len Bourel

| | | |
|---|-----------------|-------|
| 1 | John Paris | 566.5 |
| 2 | John McFayden | 553 |
| 3 | Dave Kelly | 531.5 |
| 4 | Bill Trumble | 511 |
| 5 | Doug Blackmore | 504 |
| 6 | Chris Brownhill | 473 |
| 7 | Mike McMahan | 436.5 |

Top Class 2

August 30, 2015, Topeka, KS
 Results from James Lee, CD

Classic-Nostalgia 30

| | | | | |
|---|-----------------|-------|-----------------|--------------|
| 1 | Dave Tribble | 520.5 | Oriental | Fox .35 |
| 2 | Andrew Hathaway | 492.5 | Nobler | OS Max-S .35 |
| 3 | John Bender | 463.5 | Thunderbird I | OS .40FP |
| 4 | Bob Brookins | 440 | Oriental | Brodak .40 |
| 5 | John Holliday | 416.5 | Ringmaster Imp. | OS .46LA |

Profile

| | | | | |
|---|-----------------|-------|-------------------|----------------|
| 1 | Gary Mondry | 496 | Sig Profile Force | OS .25FP |
| 2 | John Bender | 478 | Buccaneer Profile | Supertigre .60 |
| 3 | Darwin Ulledahl | 470.5 | Sig Fazer | OS .40FP |
| 4 | Kevin Prier | 465.5 | Heartbeat Sukhoi | OS .40FP |
| 5 | Andrew Hathaway | 465 | Flite Streak | Fox .35 ABC |
| 6 | Bob Brookins | 433 | Super Magician | Supertigre .46 |
| 7 | John Holliday | 415 | Gotcha Streak | OS .40FP |
| 8 | Dylan Prier | 88.5 | Sig Akromaster | Enya .15 |

Stunt ED: Jim Lee
 Judges : Jim Lee, Dale Hrenchir
 Pull test: Bob Henningsen, Melvin Schuette
 Tabulation: Dan Kinder
 Runners: Thomas Baughman, Dylan Prier

Rocky Mountain Control Line Championships

September 5-6, 2015, Watkins, CO

Results from Jerry Higgins

Expert

Judges: Linda Brainard, Jerry Higgins

| | | | | |
|---|----------------|-------|------------|----------------|
| 1 | Jack Pitcher | 541.5 | Centennial | PA .61SE |
| 2 | Keith McMahan | 534.5 | Sierra | Magnum .36 |
| 3 | Jared Hays | 519 | Strega | Supertigre .60 |
| 4 | Chris Brainard | 487 | Kairos | Magnum .53 |

Advanced

Judges: Linda Brainard, Chris Brainard

| | | | | |
|---|----------------|-------|------------|----------------|
| 1 | Jerry Higgins | 519.5 | RH-1 | T&L |
| | Supertigre .51 | | | |
| 2 | Ray Nyce | 500.5 | ARF Nobler | E-Flite 15 |
| 3 | Jerry Chambers | 471.5 | ARF Nobler | OS .40LA |
| 4 | Mark Gerber | 456 | ARF Nobler | Aero Tiger .36 |

Novice

Judges: Jerry Higgins, Keith McMahan

| | | | | |
|---|----------------|-------|---------------|------------|
| 1 | Kaige Jones | 201.5 | Flight Streak | LA .25 |
| 2 | Bob Barthel | 180.5 | Doodle Bug | Fox .40 |
| 3 | Linda Brainard | 120 | Original | Magnum .15 |

Classic

Judges: Jerry Higgins, Linda Brainard

| | | | | |
|---|----------------|-------|-----------|----------------|
| 1 | Keith McMahan | 534.5 | Gladiator | Magnum.36 |
| 2 | Chris Brainard | 518 | Caprice | Evolution .36 |
| 3 | Jared Hays | 470.5 | Shark 45 | Supertigre .46 |
| 4 | Jerry Chambers | 456.5 | Stuka | Fox .35 |
| 5 | Ray Nyce | 454.5 | Nobler | E-Flite 15 |

Old Time

Judges: Linda Brainard, Mark Gerber

| | | | | |
|---|----------------|-------|-----------|--------------|
| 1 | Chris Brainard | 269.5 | Jamison | Brodak .40 |
| 2 | Keith McMahan | 269 | Humongous | OS .46LA |
| 3 | Jerry Higgins | 258.5 | Jamison | OS .40FP |
| 4 | Ray Nyce | 235 | Chief | Turnigy 3642 |
| 5 | Jerry Chambers | 228.5 | Stuka | Fox .35 |

Profile

Judges: Linda Brainard, Jack Pitcher

| | | | | |
|---|----------------|-------|--------------|----------------|
| 1 | Jared Hays | 503 | ARF Cardinal | Supertigre .46 |
| 2 | Jerry Higgins | 494.5 | RH-1 | T&L |
| | Supertigre .51 | | | |
| 3 | Chris Brainard | 452.5 | Cardinal | OS .46LA |
| 4 | Jerry Chambers | 445.5 | Tutor II | OS .46LA |
| 5 | Keith McMahan | 412 | Venture | OS .40SF |

Event Directors: Jerry Higgins, Linda Brainard

Tabulators: Jack Pitcher, Diane Nyce

RF Stevenson Memorial Raider Roundup

September 12-13, 2015, Auburn, WA

Expert

Judges: Bruce Hunt, Pete Peterson

| | | | | |
|----|---------------|-------|---------------|----------------|
| 1 | Paul Walker | 598 | Predator | E-Flite 32 |
| 2 | Howard Rush | 584 | Impact | Cobra 3520 |
| 3 | Chris Cox | 579 | Crossfire | Cobra 3520 |
| 4 | Alan Resinger | 565.5 | Crossfire XL | Cobra 3520 |
| 5 | Mike Haverly | 531.5 | Fifth Element | E-Flite 32 |
| 6 | John Leidle | 528.5 | Song Bird | Supertigre .60 |
| 7 | Randy Powell | 516 | Deviation | E-Flite 32 |
| 8 | Steve Helmick | 498 | Eagle TS | OS .46VF |
| 9 | John Thompson | 497 | SVX | E-Flite 32 |
| 10 | Keith Varley | 487 | Sultan E | AXI 2826-12 |

Advanced

Judges: Steve Helmick, John Thompson

| | | | | |
|---|----------------|-------|-------------|----------------|
| 1 | Dave Royer | 493.5 | Magnum Plus | Stalker ST .60 |
| 2 | Dane Covey | 488.5 | Nobler | Electric |
| 3 | Mike Hazel | 464 | Cardinal | OS .40FP |
| 4 | Rex Abbott | 416.5 | Legacy | Saito .56 |
| 5 | Tom Brightbill | 339.5 | Knobler | OS .46LA |

Classic

Judges: Steve Helmick, Bruce Hunt

| | | | | |
|---|---------------|-------|-------------|-------------------|
| 1 | Mike Haverly | 516.5 | Freedom 45 | OS .46LA |
| 2 | John Leidle | 508 | Space Hound | Double Star .54 |
| 3 | Rex Abbott | 460 | Strathmoor | Saito .40 |
| 4 | John Thompson | 453 | Blackbird | Thunder Tiger .36 |

Old Time

Judges: Dave Gardner, Mike Haverly

| | | | | |
|---|---------------|-------|---------------|-----------------|
| 1 | Dave Royer | 250.5 | Humongous | Merco .61 |
| 2 | John Thompson | 238 | Ringmaster | OS .26 4-Stroke |
| 3 | Dane Covey | 228 | Ringmaster | Electric |
| 4 | Rex Abbott | 219 | Adams Special | Saito .40 |

Profile

Judges: Chris Cox, Alan Resinger

| | | | | |
|---|----------------|-------|------------|-------------------|
| 1 | Mike Haverly | 477.5 | Starfinder | Plettenberg 20-16 |
| 2 | John Thompson | 441 | Scrub J | Evolution .36 |
| 3 | Mike Hazel | 440 | Cardinal | OS .40FP |
| 4 | Tom Brightbill | 429 | Knobler | OS .46LA |

RF Stevenson Crock Pot award: Mike Haverly

CD: Howard Rush
General, continuous work: Dave Gardner, Steve Helmick
Runner: Gary Letsinger
Food: Alan Resinger, Marilou Rush

Meet 'n Meat
September 19-20, 2015, Davis, CA
Results from Jim Aron, CD

Expert

Judges: Brian Moore, Larry Fernandez

| | | | | |
|----|------------------------|-------|-----------------|-------------|
| 1 | Brett Buck | 588 | Infinity | RO-Jett .61 |
| 2 | Jim Aron | 581 | Systema | E-Flite 32 |
| 3 | Ted Fancher | 574.5 | Trivial Pursuit | RO-Jett .61 |
| 4 | Kestas Dvarvydis | 573.5 | Electra | E-Flite 32 |
| 5 | Paul Pomposo | 557 | Temptation 3 | E-Flite 32 |
| 6 | Bob Harness | 549.5 | Black Tiger | Electric |
| 7 | Pete Cunha | 537 | Traveler | OS .46LA |
| 8 | Mark Wasnick | 528.5 | Wazzi | PA .75 |
| 9 | Marshall Palmer | 502 | SkipJack | OS .46VF |
| 10 | Richard Walbridge, Jr. | 275.5 | Diva | OS .40VF |

Classic

Judges: Brett Buck, Richard Walbridge, Jr.

| | | | | |
|---|------------------|-------|------------------|-------------|
| 1 | Ted Fancher | 558.5 | Ruffy | Merco .40 |
| 2 | Jim Aron | 546.5 | Feno | OS .25LA |
| 3 | Pete Cunha | 509 | Olympic | RO-Mag. .36 |
| 4 | Mark Wasnick | 491 | Tempest | OS .40FP |
| 5 | Brian Moore | 490.5 | Gieseke Nobler | Stalker .46 |
| 6 | Michael Scholtes | 480 | Olympic Mark VI | OS .46LA |
| 7 | Lanny Shorts | 474.5 | RSM Tony | AT .36 |
| 8 | Mike Massey | 456 | Green Box Nobler | OS .46LA |
| 9 | Brian Massey | 455 | ARF Nobler | Brodak .40 |
| 9 | Jerry Arana | 455 | Oriental ARF | Brodak .40 |

Advanced

Judges: Brett Buck, Ted Fancher

| | | | | |
|---|------------------|-------|---------------|-------------|
| 1 | Brian Moore | 522 | SV-11 | Stalker .60 |
| 2 | Bob Duncan | 501.5 | Lazer | Axi 2826/10 |
| 3 | Heman Lee | 494.5 | Vector40 ARF | Brodak .40 |
| 4 | Dave Royer | 488 | Vector 40 ARF | PA .40 Lite |
| 5 | Mike Massey | 487.5 | 90% Legacy | OS .46LA |
| 6 | Brian Massey | 483.5 | Chipmunk | OS .46LA |
| 7 | Michael Scholtes | 477.5 | Legacy 60 ARF | OS Electric |

Old Time

Judges: Doug Barton, Dave Fitzgerald

| | | | | |
|---|----------------|-------|--------------|------------|
| 1 | Bob Harness | 283.5 | Ringmaster | |
| 2 | Bob Duncan | 277.5 | Jamison | Magnum .32 |
| 3 | Paul Pomposo | 269.5 | El Diablo | Fox .35 |
| 4 | David Hueseman | 245.5 | All American | |

Fox 15 Hurl: Larry Fernandez

Intermediate

Judges: Pete Cunha, Paul Pomposo

| | | | | |
|---|---------------|-------|-----------------|----------------|
| 1 | Doug Barton | 463 | Vector 40 ARF | Stalker 4RE |
| 2 | Ted Klein | 432.5 | The White Plane | Supertigre .34 |
| 3 | Elliott Scott | 425.5 | Sakitumi | OS .46LA |
| 4 | Don Chandler | 422.5 | Cardinal | OS .46LA |

Broken Arrow 28 Stunt and Scale Contest

Jim Thomerson Memorial

September 19-20, 2015, Valley Park, MO

Results from Fred Cronenwett

Expert

| | | |
|---|-------------------|-------|
| 1 | Dennis VanderKuur | 557.5 |
| 2 | Robert Storick | 563.5 |
| 3 | Michael Schmitt | 562.5 |
| 4 | Darwin Ulledahl | 561.5 |
| 5 | Dan McEntee | 541 |
| 6 | James Mills | 535.5 |

Intermediate

| | | |
|---|----------------|-------|
| 1 | Bob Johnson | 437.5 |
| 2 | Ty Marcucci | 359 |
| 3 | Rick Bollinger | 353 |

Classic

| | | |
|---|----------------|-------|
| 1 | Robert Storick | 535.5 |
| 2 | James Mills | 525.5 |
| 3 | Jordan Segal | 485 |

Beginner

| | | |
|---|-------------|-------|
| 1 | Tom Creasey | 238 |
| 2 | Ben Mills | 228 |
| 3 | Ed Palacios | 139.5 |

Old Time

| | | |
|---|-----------------|-------|
| 1 | Michael Schmitt | 293 |
| 2 | James Mills | 251.5 |

Advanced

| | | |
|---|--------------|-------|
| 1 | Jordan Segal | 526 |
| 2 | Gary Frost | 486 |
| 3 | Brian Harris | 464.5 |

Nostalgia 30

| | | |
|---|-----------------|-----|
| 1 | Michael Schmitt | 543 |
|---|-----------------|-----|

Profile

| | | |
|---|-------------------|-------|
| 1 | Dennis VanderKuur | 523.5 |
| 2 | Michael Schmitt | 516 |
| 3 | Jordan Segal | 452 |
| 4 | Ty Marcucci | 341.5 |

CD: Robert Arata

Oklahoma Control Line Championships

September 26-27, 2015, Catoosa, OK

Results from De Hill, CD

Expert

Judges: Lee Thiel, Walt Weatherford

| | | | | |
|---|----------------|-------|-------------|---------------|
| 1 | Dale Gleason | 566 | Impcat | PA .75 |
| 2 | Dave Tribble | 559 | Desperado | RO-Jett .76 |
| 3 | Don Cranfill | 553.5 | Dreadnaught | RO-Jett .67 |
| 4 | Jim Lee | 550 | Gee Bee | Evolution .60 |
| 5 | Richard Oliver | 536.5 | Maverick | RO-Jett .67 |
| 6 | John Hill | 530.5 | Galeron | RO-Jett .65 |

Advanced

Judges: Joe Gilbert, Vance Munsell

| | | | | |
|---|---------------|-------|-----------------|----------------|
| 1 | Jim Svitko | 545 | Time Machine | OS .46LA |
| 2 | Gary Mondry | 541.5 | Primary Force | OS .25FP |
| 3 | Andrew Stokey | 529.5 | Buccaneer 746 P | Supertigre .60 |
| 4 | Bob Brookins | 529.5 | Air Bender | SFx OS .46LA |
| 5 | Kevin Prior | 521.5 | Matrix T | RO-Jett .61 |

Intermediate

Judges: De Hill, Wade Bognuda

| | | | | |
|---|----------------|-----|----------------------|-----------|
| 1 | Mike Makepeace | 408 | Nobler | OS .46LA |
| 2 | John Blanchard | 397 | Rugged Stunt Trainer | OS .25 FP |

Beginner

Judges: De Hill, Wade Bognuda

| | | | | |
|---|-----------------|-------|-------------------|----------|
| 1 | Doug Burright | 186.5 | Vector | OS .46LA |
| 2 | Grayson Manning | 56.0 | Flight Streak Jr. | OS .25FP |

Classic/Nostalgia

Judges: Lee Thiel, Walt Weatherford

| | | | | |
|---|----------------|-------|----------------|-------------|
| 1 | Joe Bowman | 563 | Road Runner | Brodak .40 |
| 2 | Jim Lee | 553.5 | ARF Nobler | SFx Fox .35 |
| 3 | Larry Oakley | 550.5 | Thunderbird II | DS .54 |
| 4 | John Hill | 539.5 | Caprice | PA .40 |
| 5 | Jim Svitko | 502 | Oriental | OS .46LA |
| 6 | Mike Makepeace | 498 | Nobler | OS .46LA |
| 7 | Bob Brookins | 496 | Oriental | Brodak .40 |

Old Time Plus

Judges: De Hill, Vance Munsell

| | | | | |
|---|----------------|-------|-------------|---------------|
| 1 | Gary Mondry | 352 | Super Clown | Veco .19 |
| 2 | Jim Lee | 345.5 | Barnstormer | SFx Fox .35 |
| 3 | Don Cranfill | 334 | Stinger | Thunder Tiger |
| 4 | Bob Brookins | 322 | Humongous | SFx Tower .46 |
| 5 | Lew Woolard | 301.5 | Smoothie | SFx OS .40LA |
| 6 | Mike Makepeace | 102 | Barnstormer | Magnum .25 |

Profile

Judges: Lee Thiel, Walt Weatherford

| | | | | |
|---|----------------|-------|-----------------|----------------|
| 1 | Richard Oliver | 536.5 | SBD | OS .46LA |
| 2 | Don Cranfill | 513.5 | Mustang | RO-Jett .40 |
| 3 | Gary Mondry | 497.5 | Primary Force | OS .25FP |
| 4 | Kevin Prior | 473.5 | Sukhoi | OS .40FP |
| 5 | Andrew Stokey | 455.5 | Buccaneer 746 P | Supertigre .60 |
| 6 | John Blanchard | 434 | RS Trainer | OS .25FP |
| 7 | Mike Makepeace | 431.5 | P-40 | OS .46LA |
| 8 | Bob Brookins | 386.5 | Super Magician | Supertigre .46 |

| | |
|----------------------------------|----------------|
| Spirit of '52: | Jim Lee |
| Spirit of '64: | Joe Bowman |
| Charles Ash Sportsmanship Award: | Dave Tribble |
| Charles Ash Sportsmanship Award: | Lew Woolard |
| Charles Ash Sportsmanship Award: | Andre Ming |
| KK McClure Most Fun Award: | Wade Bognuda |
| Pachyderm Award: | Mike Makepeace |

| | |
|------------------------|---|
| Assistant CD: | Lee Thiel |
| Pull testers, runners: | Wade Bognuda, Joe McGilbra, Doug Ames, Grayson Manning |
| Tabulators: | Pat Reeves, Andre Ming |
| Raffle: | Tom Martin, Jerry Neafus |
| Photographer: | Elwyn Aud |
| Awards: | Bob Reeves |
| Food: | Colleen Gilbert, Linda Gleason, Nan Beavers, Sheila Cranfill, Janice Stokey, Edie Oliver, Stella Hill, Pat Reeves, Tom Martin |

Karl Marschinke Memorial

September 26-27, 2015, Tucson, AZ

Results from Jim Hoffman

Expert

Judges: Jack Comer, Robin Sizemore

| | | |
|---|---------------|-------|
| 1 | Lou Wolgast | 591 |
| 2 | Jim Hoffman | 581 |
| 3 | Bob Whitely | 558.5 |
| 4 | Leroy Black | 521.5 |
| 5 | John Wright | 493 |
| 6 | Grady Widener | 490.5 |

Classic

Judges: Keith Trostle, Lou Wolgast

| | | |
|---|---------------|-------|
| 1 | Bob Whitely | 537.5 |
| 2 | Ken Gulliford | 449 |

Old Time

Judges: Robin Sizemore, Warren Tiahrt

| | | |
|---|---------------|-------|
| 1 | Lou Wolgast | 321 |
| 2 | Bob Whitely | 305 |
| 3 | Leroy Black | 302 |
| 4 | Jim Hoffman | 299 |
| 5 | John Wright | 283.5 |
| 6 | Rick Green | 251 |
| 7 | Ken Gulliford | 163.5 |

Super 70s

Judges: Keith Trostle, Lou Wolgast

| | | |
|---------------|----------------------------------|-----|
| 1 | Leroy Black | 542 |
| 2 | John Wright | 515 |
| CD: | Lou Wolgast | |
| Tabulators: | Peggy Capitanelli Kathy Comer | |
| Score Runner: | Linda Wolgast | |
| Pull test: | Jack Comer Gary Gingerich | |

Hi Johnson Memorial
October 3-4, 2015, Van Nuys, CA
Results from *The Burner*

Expert

| | | |
|---|--------------|-------|
| 1 | John Wright | 554.5 |
| 2 | Stan Tyler | 534.5 |
| 3 | Chris Forbes | 505.5 |

Classic

| | | |
|---|--------------|-------|
| 1 | Ray Firkins | 541.5 |
| 2 | Jerry Silver | 527.5 |
| 3 | Burt Brokaw | 505 |

Profile

| | | |
|---|--------------|-------|
| 1 | Bob Harness | 492.5 |
| 2 | Scott Dinger | 299.5 |

Advanced

| | | |
|---|-------------|-----|
| 1 | Fred Staley | 494 |
| 2 | Stan Kitzes | 441 |

Old Time

| | | |
|---|-------------------|-------|
| 1 | Burt Brokaw | 296 |
| 2 | Bob Harness | 289.5 |
| 3 | John Wright | 275.5 |
| 4 | Scott Dinger | 253.5 |
| 5 | Terry Thorkildsen | 154.5 |

CD: Bill Barber

Judges: Alan Hieger, Jim Lally, Stan Kitzes, Kestas Dvarvydis, Scott Dinger

Registration and Scoring: Sally Yee, Sylvia Strickland, Steve Sobel, Steve Schiff, John Patwell

Pit Bosses: Perry Ohal, Dave Hull

Fall Follies

October 3-4, 2015, Salem, OR
Results from <http://flyinglines.org/follies.15.html>

Expert

Judges: Dave Royer, Scott Riese

| | | | | |
|----|------------------|------------|--------------|----------------|
| 1 | Chris Cox | 576.5 | Crossfire | Cobra 3520 |
| 2 | Howard Rush | 569.5 | Impact | E-Flite 32 |
| 3 | Fred Underwood | 553 | Genesis | Cobra |
| 4 | Alan Resinger | 542 | Crossfire XL | Cobra 3520 |
| 5 | John Leidle | 530, 528.5 | Song Bird | Supertigre .60 |
| 6 | Mike Haverly | 530, 518 | 5th Element | E-Flite 32 |
| 7 | Tim Wescott | 529 | Sister Jenny | OS .46LA |
| 8 | Randy Powell | 499.5 | Deviation | Cobra |
| 9 | Mark Scarborough | 481.5 | Impact | E-Flite 32 |
| 10 | John Thompson | 478.5 | SVX | E-Flite 32 |

Classic

Judges: Mark Scarborough, John Leidle

| | | | | |
|---|---------------|-------|------------|-------------------|
| 1 | Scott Riese | 554.5 | '68 Nobler | OS .46LA |
| 2 | John Thompson | 496 | Blackbird | Thunder Tiger .36 |
| 3 | Dave Royer | 470.5 | Warrior | McCoy .35 |
| 4 | Dave Denison | 445 | Shark | E-Flite 32 |

Old Time

Judges: Scott Riese, Steve Helmick

| | | | | |
|---|-----------------|--------|------------|-----------------|
| 1 | Dave Royer | 285.25 | Humongous | Merco .61 |
| 2 | John Thompson | 269.25 | Ringmaster | OS .26 4-Stroke |
| 3 | Russell Shaffer | 217 | Taurus | K&B 45 |
| 4 | Pat Chewning | 91 | Ringmaster | OS .25 |

Advanced

Judges: Steve Helmick, Chris Cox

| | | | | |
|---|-----------------|-------|-------------|----------------|
| 1 | Dave Royer | 474.5 | Magnum Plus | Stalker ST .60 |
| 2 | Walter Hicks | 466.5 | Giles 202 | Stalker K .77 |
| 3 | Mike Hazel | 465.5 | Cardinal | OS .40FP |
| 4 | Russell Shaffer | 453.5 | Medic | OS .25LA |

Profile Expert

Judges: John Leidle, Dave Royer

| | | | | |
|---|----------------|-----|--------------|---------------|
| 1 | Fred Underwood | 506 | Similar 2 | Cobra |
| 2 | Tim Wescott | 487 | Sister Jenny | OS .46LA |
| 3 | John Thompson | 441 | Scrub J | Evolution .36 |

Intermediate

Judges: John Thompson, Alan Resinger

| | | | | |
|---|--------------------|-------|----------|----------|
| 1 | Richard Entwhistle | 295.5 | Tutor II | OS .46LA |
|---|--------------------|-------|----------|----------|

Profile Sportsman

Judges: John Leidle, Dave Royer

| | | | | |
|---|-----------------|-------|----------|----------|
| 1 | Mike Hazel | 446.5 | Cardinal | OS .40FP |
| 2 | Russell Shaffer | 213 | TEOSAWKI | OS Max H |

Beginner

Judges: John Thompson, Alan Resinger

| | | | | |
|---|--------------|-------|------------|----------|
| 1 | Pat Chewning | 142.5 | Akromaster | OS .15LA |
|---|--------------|-------|------------|----------|

Vintage Stunt Trophy: Dave Royer

CD, mowing, setup, food: Mike Hazel
Stunt Event Director: John Thompson
Registration, tabulation: Barbara White
Weighing, pull-testing: Mike Denlis, Richard Entwhistle

Stunthanger.com

Control line forum

Jim Tichy Memorial Napa Valley Vintage Stunt Contest

October 4, 2015, Napa, CA

Results from Jim Aron, CD

Classic

Judges: Brett Buck, Dave Fitzgerald

| | | | | |
|---|------------------|-------|------------------------|-------------|
| 1 | Clint Ormosen | 527.5 | Vanloo Chipmunk Brodak | .40 |
| 2 | Paul Pomposo | 527 | Coyote | OS .35 |
| 3 | Pete Cunha | 484.5 | Olympic | Ro-Mag .36 |
| 4 | Michael Scholtes | 479 | Olympic Mk VI | OS .46LA |
| 5 | Brian Moore | 460 | Gieseke Nobler | Stalker .46 |
| 6 | Bob Duncan | 406.5 | Jamison | Magnum .32 |
| 7 | Fred Constantine | 402 | Super Clown | Electric |
| 8 | Ted Klein | 351 | Flite Streak | OS .25FP |

Old Time

Judges: Doug Barton, Dave Fitzgerald

| | | | | |
|---|------------------|--------|------------|------------|
| 1 | Bob Duncan | 284.5 | Jamison | Magnum .32 |
| 2 | Paul Pomposo | 271.75 | El Diablo | Fox .35 |
| 3 | Fred Constantine | 257.25 | Ringmaster | OS .25LA |
| 4 | Elliott Scott | 183.75 | Jamison | OS .40LA |
| 5 | Larry Wong | 139.75 | El Diablo | OS .20FP |

Jim Tichy Memorial Trophy Winner: Bob Duncan

Charlie Melancon Memorial Stunt Championship

October 17-18, 2015, Baton Rouge, LA

Results from Doug Patterson

Expert

Judges: Allan Perret, Steve Millet

| | | |
|---|-----------------|--------------|
| 1 | Frank McMillan | 550.5, 549.5 |
| 2 | Frank Williams | 550.5, 548.5 |
| 3 | Tom Dixon | 549 |
| 4 | Dale Gleason | 527 |
| 5 | Bill Rutherford | 525.5 |
| 6 | Jim Lynch | 516 |

Advanced

Judges: Nick Iacussa, Gil Causey

| | | |
|---|--------------|-------|
| 1 | Norm Faith | 553 |
| 2 | Mike Waldron | 545.5 |
| 3 | Bill Brown | 522 |
| 4 | Jim Svitko | 521.5 |
| 5 | Paul Taylor | 333 |
| 6 | Andy Stokey | 290.5 |

Beginner

| | | |
|---|-----------------|-------|
| 1 | Don Shackleton | 272 |
| 2 | Courtney Tanner | 270 |
| 3 | Bill Gray | 235.5 |
| 4 | Charles Meeks | 54 |

Nostalgia 30

Judges: Dale Gleason, Frank Williams

| | | |
|---|----------------------|-------|
| 1 | Tom Dixon | 514 |
| 2 | Bill Brown | 427 |
| 3 | Richard Stubblefield | 335.5 |

Classic

Judges: Andy Stokey, Steve Millet

| | | |
|---|-----------------|-------|
| 1 | Frank McMillan | 544.5 |
| 2 | Bill Rutherford | 525 |
| 3 | Joe Bowman | 510 |
| 4 | Jim Lynch | 509.5 |
| 5 | John Hill | 495.5 |
| 6 | Norm Faith | 440 |
| 7 | Jim Svitko | 437 |

Old Time

| | | |
|---|----------------------|-------|
| 1 | Frank McMillan | 305 |
| 2 | Don Cranfill | 269 |
| 3 | Richard Stubblefield | 232.5 |

War Bird

Judges: Gil Causey, John Hill

| | | | |
|---|----------------|-------|---------|
| 1 | Frank Williams | 541 | Bearcat |
| 2 | Don Cranfill | 527.5 | P-51B |
| 3 | Dale Gleason | 396.5 | T-6 |
| 4 | Don Hutchinson | 137.5 | Vega |

Profile Expert

Judges: Nick Iacussa, Brent Rogillio

| | | |
|---|--------------|-------|
| 1 | Jim Lynch | 552 |
| 2 | Tom Dixon | 445 |
| 3 | Don Cranfill | 243.5 |

Profile Advanced

Judges: Nick Iacussa, Brent Rogillio

| | | |
|---|----------------------|-------|
| 1 | Mike Waldron | 555 |
| 2 | Norm Faith | 527.5 |
| 3 | Richard Stubblefield | 525.5 |

Profile Intermediate

Judges: Nick Iacussa, Brent Rogillio

| | | |
|---|----------------|-----|
| 1 | John Blanchard | 456 |
|---|----------------|-----|

Profile Beginner

Judges: Nick Iacussa, Brent Rogillio

| | | |
|---|-----------------|-------|
| 1 | Don Shackleton | 270.5 |
| 2 | Courtney Tanner | 248 |
| 3 | Bill Gray | 87.5 |

Best War Bird: Frank Williams, Bearcat

Concours: Jim Lynch, Geo-XL

Spirit of '52: Don Cranfill

Spirit of '64: Bill Rutherford

Top Gun: Frank McMillan

Golden State Stunt Championships

October 17-18, 2015, Madera, CA

Results from Brian Massey, CD

Expert

Judges: Kirk Mullinnix, Clint Ormosen, Pete Cunha

| | | | | | |
|----|-------------------|-------|----------------|---------------|-----|
| 1 | Brett Buck | 603.3 | Infinity | RO-Jett | .61 |
| 2 | David Fitzgerald | 603 | Thundergazer 2 | PA | .75 |
| 3 | Paul Walker | 602.7 | Predator | E-Flite | 32 |
| 4 | Howard Rush | 594 | Impact | E-Flite | 32 |
| 5 | Orestes Hernandez | 590.3 | Yatsenko Shark | Cobra 3515/18 | |
| 6 | Chris Cox | 578.3 | Crossfire | Cobra 3520 | |
| 7 | Jim Aron | 569.2 | Systema | E-Flite | 32 |
| 8 | Bob Whitely | 555.7 | Formula S | DS | .60 |
| 9 | Alan Resinger | 548.3 | Crossfire XL | Cobra 3520 | |
| 10 | Paul Pomposo | 545.7 | Temptation 5 | E-Flite | 32 |
| 11 | Steve Harris | 544.7 | Hawker Hunter | PA | .65 |
| 12 | John Wright | 534 | Sig Magnum | Merco | .64 |
| 13 | John Callentine | 531.7 | Rabe P-51 | PA | .61 |
| 14 | Ray Firkins | 524.7 | Calypso | AXI 2826/12 | |
| 15 | Warren Tiaht | 520.7 | Shark .35 | Cobra 2820/10 | |
| 16 | Mike Haverly | 519 | Fifth Element | E-Flite | 32 |
| 17 | Marshall Palmer | 511.7 | Skipjack | OS .46VF | |
| 18 | Mark Wasnick | 472.5 | Wazzi | PA | .75 |
| 19 | Bob Swan | 458 | Yakie | DS | .40 |
| 20 | Gordan Delaney | 199 | Ki-61 Tony | Saito | .82 |

Advanced

Judges: Brett Buck, Chris Cox

| | | | | | |
|----|-----------------|-------|-------------|-------------|-----|
| 1 | Osvaldo Campos | 491.5 | | | |
| 2 | Brian Moore | 477.5 | SV-11 | Stalker | .60 |
| 3 | Steven MacBride | 472.5 | Shark 45 | RO-Jett | .67 |
| 4 | Lanny Shorts | 471 | Genesis 46 | Supertigre | .51 |
| 5 | Mike Massey | 468 | 90% Legacy | OS .46LA | |
| 6 | Fred Staley | 466.5 | Shark 45 | Supertigre | .60 |
| 7 | Bob Duncan | 465.5 | Lazer | AXI 2826/10 | |
| 8 | Dave Royer | 457.5 | Magnum Plus | Stalker | .60 |
| 9 | Tom Brightbill | 393.5 | Nobler | OS .46LA | |
| 10 | Roy DeCamara | 392.5 | Vector 40 | Cobra | |

Intermediate

Judges: Bob Swan, Howard Rush

| | | | | | |
|---|----------------|-------|-----------------|------------|-----|
| 1 | Charles Carter | 474.5 | Top Flite Score | Supertigre | .51 |
| 2 | Roger Kramar | 457.5 | Ki-61 Tony | Saito | .72 |
| 3 | Dennis Nunes | 447.5 | Circulas | Supertigre | .60 |
| 4 | Eliott Scott | 372.5 | Sakitume | OS .46LA | |
| 5 | Ted Klein | 372 | Aardvark | Supertigre | .34 |

Beginner

Judges: Bob Swan, Charles Carter, Brian Moore

| | | | | | |
|---|--------------|-------|----------|----|-----|
| 1 | Greg Metzger | 216.3 | Magician | OS | .35 |
|---|--------------|-------|----------|----|-----|

Classic

Judges: John Wright, Joan Cox

| | | | | | |
|----|-----------------|-------|-----------------|------------|--------|
| 1 | Gordan Delaney | 570 | Apteryx | PA | .61 |
| 2 | Steve Harris | 568.5 | Hawker Hunter | PA | .65 |
| 3 | John Callentine | 566 | Rabe P-51 | PA | .61 |
| 4 | Bob Whitely | 563.5 | Formula S | DS | .60 |
| 5 | Ray Firkins | 554 | Heinz 57 | Aero Tiger | .36 |
| 6 | Jim Aron | 539.5 | Feno | OS .25LA | |
| 7 | Clint Ormosen | 526.5 | Vanloo Chipmunk | Brodak | .40 |
| 8 | Fred Staley | 512.5 | Shark 45 | Supertigre | .60 |
| 9 | Lanny Shorts | 511.5 | Tony | Aero Tiger | .36 |
| 10 | Steven MacBride | 478.5 | Shark 45 | RO-Jett | .67 |
| 11 | Mike Massey | 474 | Nobler | OS .46LA | |
| 12 | Roger Kramar | 467.5 | Nobler | Fox | .35 |
| 13 | Mark Wasnick | 461 | Tempest | OS FP | 40 |
| 14 | Jerry Arana | 453 | Thunderbird | Fox | .35 |
| 15 | Ethan Chen | 436.5 | Cavalier | Saito | .40 GA |
| 16 | Mike Haverly | 436 | Freedom 45 | OS .46LA | |
| 17 | Brian Moore | 312.5 | Gieske Nobler | Stalker | .46 |

Old Time

Judges: Alan Resinger, Paul Walker

| | | | | | |
|---|----------------|--------|------------|-------------|-----|
| 1 | Bob Whitely | 314.75 | Humongous | Double Star | .60 |
| 2 | John Wright | 306 | Big Job | Supertigre | .56 |
| 3 | Ray Firkins | 298 | Ringmaster | OS | .25 |
| 4 | Tom Brightbill | 219.5 | Humongous | OS .46LA | |
| 5 | Bob Duncan | 201.25 | Jamison | Magnum | .32 |

Concours: Gordan Delaney, Ki-61 Tony

Important Positions: Bill Swan, Bob Swan

Appearance Judges: Phil Granderson, Ray Firkins

Pull Testers: Mike Massey, Fred Staley

Weighers: Mike Massey, Doss Porter

Raffle: Gary Rosa

Tabulators: Barbara Swan, Norm Gayer

Cook: Chuck Milsap

2016 AMA Control Line Aerobatics National Championships

July 17-23, 2016

Looking for help in all phases of the eight separate events over the 7 days of competition. Get involved!

Friday, July 15-Saturday July 16

After Camp AMA Control Line Precision Aerobatics Practice Speed, McCool, Grass Circles

Sunday, July 17

| | | |
|-----------|---|----------------------|
| 7:00 a.m. | Control Line Precision Aerobatics Practice | L-Pad, Grass Circles |
| 8:00 a.m. | Beginner & Intermediate Stunt Registration* | Grass Circles |
| 8:30 a.m. | Beginner & Intermediate Stunt Pilots Meeting* | Grass Circles |
| 9:00 a.m. | Beginner & Intermediate Stunt Event* | Grass Circles |

Monday, July 18

| | | |
|------------|---|----------------------|
| 7:00 a.m. | Control Line Precision Aerobatics Practice | L-Pad, Grass Circles |
| 12:00 noon | <i>Jr/Sr/Open/Advanced entries close</i> | Nats Headquarters |
| 2:30 p.m. | Open/Advanced Models Presented for Appearance Judging | 180 Building |
| 3:00 p.m. | Pilots meeting | 180 Building |
| 4:30 p.m. | Concours Voting | 180 Building |
| 6:00 p.m. | Judges Seminar Review (Rules review) | AMA Board Room |

Tuesday, July 19

| | | |
|-----------|---|----------------------|
| 7:00 a.m. | Control Line Precision Aerobatics Practice | L-Pad, Grass Circles |
| 7:00 a.m. | Judges Seminar Phase (Flight) | L-Pad Circle 4 |
| 7:00 a.m. | Old Time and Classic Stunt Registration* | Grass Circles |
| 8:00 a.m. | Old Time & Classic Stunt Events Pilots Meeting* | Grass Circles |
| 8:30 a.m. | Old Time & Classic Stunt Events* | Grass Circles |

Wednesday, July 20

| | | |
|-----------|--|----------------------|
| 7:00 a.m. | Control Line Precision Aerobatics Practice | L-Pad, Grass Circles |
| 8:00 a.m. | Open/Advanced Qualifications Rounds 1 & 2 | L-Pad |
| 5:00 p.m. | PAMPA EC meeting | AMA Board Room |
| 6:00 p.m. | PAMPA General meeting | AMA Board Room |

Thursday, July 21

| | | |
|-----------|--|----------------------|
| 7:00 a.m. | Control Line Precision Aerobatics Practice | L-Pad, Grass Circles |
| 8:00 a.m. | Open/Advanced Qualifications Rounds 3 & 4 | L-Pad |

Friday, July 22

| | | |
|-----------|--|----------------------|
| 7:00 a.m. | Control Line Precision Aerobatics Practice | L-Pad, Grass Circles |
| 8:00 a.m. | Open Top 20 | L-Pad |
| 8:00 a.m. | Advanced Finals | L-Pad |

Saturday, July 23

| | | |
|-------------|--|------------------------|
| 7:00 a.m. | Control Line Precision Aerobatics Practice | L-Pad, Speed, McCool |
| 7:30 a.m. | Jr/Sr processing and Appearance Judging | L-Pad |
| 8:00 a.m. | Jr/Sr Finals | L-Pad |
| 8:00 a.m. | Open Finals | L-Pad Circle of choice |
| 12:00 noon. | Walker Cup Fly-off | L-Pad Circle of choice |
| 6:00 p.m. | PAMPA Reception | Horizon Center |
| 7:00 p.m. | PAMPA Banquet | Muncie |

*Unofficial Event

If you are flying only unofficial events, you still must register with NATs headquarters and pay a site use fee, \$10.



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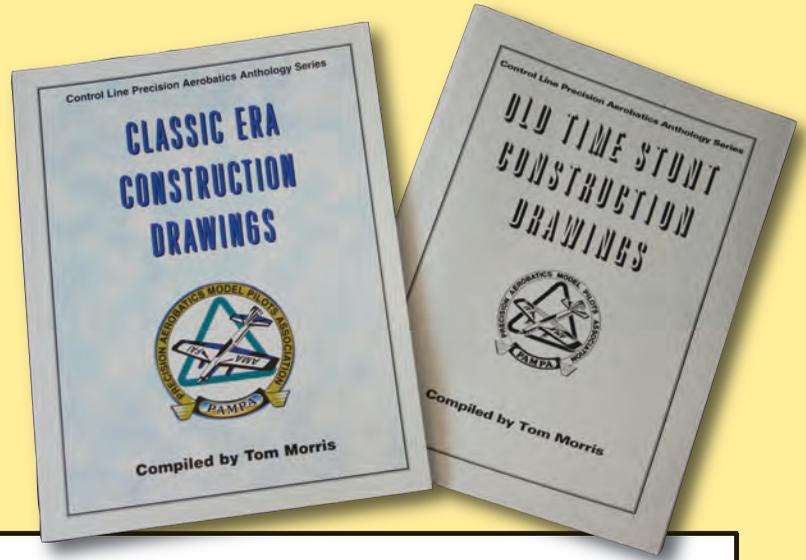
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