

# STUNT NEWS



Art Pawloski wins the 1958 AMA Senior Nationals Championship and the Walker Cup.  
Eddie May Jr. takes Junior and Bob Randall wins Open. Photo by Don Ogren.

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- The Ferrells in Argentina
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# Letter to PAMPA Members

by Paul Walker

go\_stunt@comcast.net

(253) 639-0448



This being my last communication as PAMPA President, I would like to thank everyone involved in making PAMPA a success for the last two years. We were able to get a By-Laws update and a dues structure that will keep PAMPA whole for the foreseeable future. We managed to get by without any significant disagreements. I trust that I allowed everyone to voice their opinions. All in all, we worked well together.

I would like to thank the following people:

Vice President: Brett, I really appreciated your level headed reasoning on the issues we worked. You also stepped up when you were asked to do extra. PAMPA needed a committee to oversee the PAMPA web site, and when I asked you to head that, you didn't hesitate to take the bull by the horns and get things squared away quickly. With Steve's departure, you had to find a replacement. I appreciate the time you spent finding Bob Kruger as the new PAMPA Webmaster.

Secretary/Treasurer: Shareen, I am sure very few people recognize all the effort you have put into PAMPA these past many years. You have put forth an "above and beyond" effort. All the correspondence that is required each year for renewals, missing Stunt News copies, and EC business, as well, makes my head hurt just thinking of all the time you put in. Then there are the bookkeeping and banking issues you deal with. Where do you find the time? Nothing I am going to say is going to be enough, but thank you so much for all you have given PAMPA.

District 1 Director: Dave, when

Dave Midgley left us, we needed a replacement, and when I asked you to take his place, you also didn't hesitate. You then volunteered to work hard on the By-Laws rewrite. We were successful in getting that portion done, and now I'm sure Bill can use you to work on the EC operations guide that you are interested in. You have some good ideas on that. I'm sorry we didn't have the time to work it this year.

District 2 Director: Windy, you have been in that position for as long as I can remember. That means that your district members value your service, as do I. You provided me additional insight into issues that helped me understand the bigger picture. Bill will be lucky if you provide him that insight as well.

District 3 Director: Patrick, you are another fine example of PAMPA members willing to step up. Phil decided to leave his term of service early, and when I contacted you, you agreed to finish out Phil's term. Then you ran for re-election and won. I have read your column with interest, and you have done an excellent job with the District 3 column and keeping up with EC business.

District 4 Director: Bill, I appreciate your efforts even though things have been less than perfect for you. I also consider your inputs with value as you have an interesting viewpoint being an ex-coach and knowing what a "team" needs to do to be successful.

District 5 Director: Dale, I wish I could express my deepest sympathy regarding the loss of your shop. I know that you had all your precious modeling items in that shop, even the medal for

the World Champs was lost. You could have easily shrunk back and forgotten about PAMPA, and no one would have thought any less of you. But, that's not what you did. You continued to support PAMPA even after that event. You have set a standard for PAMPA that will be hard to match.

District 6 Director: Allen, you have been a steady force on the EC. You have seen all sides of problems, and offered your considered opinion. You have been in that position for a while and that indicates that your members value your leadership as well.

District 7 Director: Crist, like others, you are relatively new to being a District Director. You have taken this responsibility seriously. When asked to poll your district members, that is exactly what you did. I truly appreciated that effort, as not everyone did the same. As a result, you got the true sense of your district, and that was what I was hoping for.

District 8 Director: John, you bring to the EC a seasoned viewpoint and a willingness to work with your district members. Your years of experience in stunt are a benefit to PAMPA and the EC.

District 9 Director: Carl, like others, you stepped in when your director was unable to continue. You have done an excellent job considering you work second shift, and have a hard time communicating with others in "real time".

District 10 Director: David, like many others, you have your plate full of things other than PAMPA. Your job takes you away at different times,





and that makes staying in touch hard. You did a great job of working around that issue. Further, you have three youngsters that require a lot of your time, and keeping up with them and their activities is a full time chore in itself. Once again, you fit in all these activities, and supported PAMPA.

District 11 Director: Bruce, again, another director with many things occupying your time, yet still supporting PAMPA. I appreciate your level headed comments on issue that needed careful attention.

Membership Secretary: Russ, I appreciate your inputs to the EC in this last year. I know that you have tried/considered/discussed different things to increase the membership. Keep up that fine work.

Stunt News Managing Editor: Tom, you have done a wonderful job picking up after Tom Morris. Doing that job is never as simple as many may think. It was a major task to take the printing from Anniston, up to Arlington to where it was printed for most of the last two years. You also have done an excellent job of soliciting articles and assembling them into a quality magazine. Now, with the new printer, in Clinton, IA, we have a first class newsletter. All of PAMPA owes you a huge "thank you".

Finally, I would like to add one more "thanks". That goes to Randi Gifford. In the midst of the recent publishing problem, she helped PAMPA out by working with the post office to find out just what was going on with Arlington Press. She spent many hours with them and in her special way was able to get them to provide PAMPA with

the information on the SN mailings. She didn't do this on her own, as I asked her to do some of this work. Once again, this is another example of a PAMPA member stepping up to support PAMPA with their time.

Bill, you've got a great crew to work with. I know you all will get along just fine. I have talked to Bill on the following subject personally. I suggest that you consider having the EC business be conducted on the PAMPA web site. It is in a message board format, so everyone's comments are much easier to follow, and it doesn't clog up your e-mail folder like the current method. We did that for most of the by-laws update, and I thought it worked well.

Thank you all so much for the support you have given me these past two years. It made the effort that much easier. I was honored to serve PAMPA as President, and it was a pleasure to work with all of you. I wish you all the best in the future. If you have any questions for me in the future, please feel free to ask. Now, off to getting a new plane made and ready for France! I trust I'll see most of you at the NATs this coming summer working in my new role supporting the competition community.

-Paul Walker





## 2008 NATs: Summary

by Paul Walker

go\_stunt@comcast.net

(253) 639-0448



The 2008 NATs will be held from Sunday, July 13<sup>th</sup> through Friday, July 18<sup>th</sup>. The scheduling and format is much the same as past NATs, with a few exceptions. Official flying will start on Tuesday and the final flights will be on Friday. The site is available prior to the official start, and there are no restrictions this year. Come a few days early and get prepared on site. As of this writing, the 180 building which will be used for appearance judging is still in approval phase, and not yet final. The appearance judging and pilot meeting will be held in the 180 building. The process that was used in 2007 worked so well, it will be followed once again. Please bring your plane ready to be judged to the access door to the gym and hand it to an official, as access to the gym floor will be restricted to several "officials" who will place it on the floor. Please note that all Junior and Senior pilots will need to have their plane there ready for appearance judging on Sunday also. Please don't enter the gym until after the pilots meeting and the scores are assigned. I will let the pilots know when that time has come. As soon as you arrive on the NATs site, please check in at NATs headquarters to get your badge. If you don't have a badge, you will not be allowed to fly. Please take care of this early.

Beginner and Intermediate will be flown on the grass circles on Sunday. Old Time and Classic will be flown on Monday on the same grass circles. At the NATs planning meeting, I made sure the AMA knew that we were

not satisfied with the current state of the area. They understood and have agreed to get the grass prepared better this year, and not have the ruts in it like 2007. The process for seeding the fliers and judges for the qualifying rounds will follow the past process. The goal is to seed each circle to have balance in the quality of the fliers in each circle. One additional change this year is to have the Junior and Senior pilots mixed in with the open fliers, per AMA dictate. The winning Junior and Senior will be the highest placing Junior or Senior in this group. To minimize the confusion, all Juniors will be placed into one qualifying group, and all Seniors into a different qualifying circle. Further, Advanced and Open will be combined on qualifying circles as well. In the qualifying rounds, there will be four groups, A, B, C, and D. Group A will have all the Juniors, some Advanced, and some Open fliers. Likewise, Group B will have all the Seniors, some of the Advanced, and some Open fliers. Groups C and D will have only Advanced and Open fliers. Each group will remain intact during qualifying, switching circles after flying round one on Tuesday. Each group will fly in the following order: Junior (or Senior), Advanced, and Open. The order inside each sub group will change between rounds and days.

After the qualifying rounds are complete, you must remain at the field for your draw for the next day. First the top twenty (for both Advanced and Open) will draw for their circle assignment for the next day, and then draw for the

flight order.

Once this is done, the judges will then draw

for their judging assignments, circle and class. Before you leave the field on Wednesday, you will know where and when you will fly on Thursday.

After the flying on Thursday, the top five will go through the same process of drawing their flight order for the finals. Likewise, the judges will also draw for their assignment. Again, after the Open finals are complete, the flight order for the Walker Cup fly-off will be drawn, and the judges who were not selected for the Open finals, will draw for the Walker Cup assignment.

The Banquet will be held in the Horizon Center (same as 2007) on Friday evening. That reservation has already been confirmed. As in the past, the AMA has blocked rooms for the NATs. They have agreements with many, so if you don't like one, check with another and ask for the AMA rate. Both the Signature Inn and Lee's Inn have good rates, and do give the AMA rate, for the blocked rooms, so reserve early. If you have questions, you can e-mail me at [go\\_stunt@comcast.net](mailto:go_stunt@comcast.net).

-Paul Walker



# 2008 AMA Control Line Aerobatics National Championships

## July 13 – 18, 2008

### Sunday, July 13

|            |                                               |                      |
|------------|-----------------------------------------------|----------------------|
| 6:30 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        |
| 12:00 noon | Old Time and Classic Stunt Registration*      | L-Pad Pavilion       |
| 12:00 noon | Open/Advanced entries close                   | NATs Headquarters    |
| 2:00 p.m.  | Open/Advanced Models Presented for Appearance |                      |
|            | Judging and Concours Voting                   | 180 Building         |
| 2:30 p.m.  | Open/Advanced Appearance Judging              | 180 Building         |
| 2:30 p.m.  | Pilots meeting/Forum                          | 180 Building         |
| 4:30 p.m.  | Concours Voting complete                      | 180 Building         |
| 6:30 p.m.  | Judges Seminar Review                         | TBD                  |

### Monday, July 14

|           |                                                 |                      |
|-----------|-------------------------------------------------|----------------------|
| 6:30 a.m. | Control Line Precision Aerobatics Practice      | L-Pad, 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        |
| 9:00 a.m. | Judges Seminar Phase II (Flight)                | L-Pad Circle 4       |
| 6:00 p.m. | Judges Seminar Review                           | TBD                  |

### Tuesday, July 15

|           |                                            |                      |
|-----------|--------------------------------------------|----------------------|
| 6:30 a.m. | Control Line Precision Aerobatics Practice | L-Pad, Grass Circles |
| 8:00 a.m. | Open/Advanced Qualifications Rounds 1 & 2  | L-Pad                |

### Wednesday, July 16

|           |                                            |                      |
|-----------|--------------------------------------------|----------------------|
| 6:30 a.m. | Control Line Precision Aerobatics Practice | L-Pad, Grass Circles |
| 8:00 a.m. | Open/Advanced Qualifications Rounds 3 & 4  | L-Pad                |

### Thursday, July 17

|           |                                            |                      |
|-----------|--------------------------------------------|----------------------|
| 6:30 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                |

### Friday, July 18

|            |                                                  |                      |
|------------|--------------------------------------------------|----------------------|
| 6:30 a.m.  | Control Line Precision Aerobatics Practice       | L-Pad, Grass Circles |
| 7:30 a.m.  | Junior/ Senior Processing and Appearance judging | L-Pad Pavilion       |
| 8:00 a.m.  | Junior and Senior Events                         | L-Pad, Circle 3      |
| 8:00 a.m.  | Open Finals                                      | L-Pad Circle 4       |
| 11:00 a.m. | Walker Cup Fly-off                               | L-Pad Circle 4       |
| 6:00 p.m.  | PAMPA Reception                                  | TBD                  |
| 7:00 p.m.  | PAMPA Banquet                                    | TBD                  |

#### \*Unofficial Event

If you are flying only unofficial events, you must register with NATs headquarters as a mechanic.

# Aerobatics

by R. G. Moulton

Hi Tom!

Quick work! Ian Russell phoned for my e-mail address only this a.m. & explained, now I have your request which takes me back to '60 when I was in a state of underdrive and had to take a break from the office. Ken Bedford (ETA) offered his seaside house so I decamped with all available files and put the CL Manual together while recovering.

First edition was in '61. Chapter 6 was not changed in any subsequent edition, except that the original was by letterpress, hot metal and copper engraving pics, while later the reprints were by offset litho. Somewhere in my archives I have the films.

Of course you can run it in PAMPA News as long as it is credited to myself and I get to see how you deal with 30 or so pages.

Reading it again I can only wonder how it ever came to fruition. The whole book had been an ambition since about 1952 and for the intervening 8 yrs I could only collect and collate info in the hope of getting it together.

Go ahead, my pleasure.

- Ron Moulton

The U-Control system was launched by Jim Walker as a means to pilot control a model aeroplane through aerobatics in the looping plane. His *Fireball* was demonstrated throughout the Western States of the U.S.A. as being capable of multiple loops during its initial year of 1941, and California contests were subsequently dominated by this kit design. This was the first *Fireball* (Fig. 66) with lifting wing surface and no special facilities for the stunts that were yet to come.

Thoughts turned to scale models, for surely the elementary desire of any control-line enthusiast was to see a true scale aeroplane flying under his full control. So the seeds of basic U-Control were sown among the more enterprising modelers and by 1945, a new type of model appeared. This was the scale *Ercoupe*, the proportions of which were as ideal for a control-line aerobatic model as could be found in any full size design of that time. The full-size *Ercoupe* was in fact the brain-child of an ex-modeller, and its advanced control system with coupled rudders and ailerons was meant to make it the family man's flivver in the post-war boom years. Unfortunately, though more successful than most of its contemporaries, the full size *Ercoupe* did not enjoy the sales it might have attracted and in consequence it has become a comparatively rare bird, though many still fly, and are in fact still made under other names in small numbers.

Although a sales disappointment in full-size form, the model *Ercoupe*s paved the way to the aerobatic model today.

A modeller's team with the military nomenclature title of SNAFU (Situation Normal. All Fouled Up) came on the scene in 1945 with their Super Cyclone powered *Ercoupe*s with a wing area of up to 300 square inches and NACA 2412 or Clark YH airfoils. Their tricycle undercarriages and extreme manoeuvrability attracted a considerable following, including many enthusiasts in remote parts

of the world, through published details, and several famous American Film Stars, including Eddie "Rochester" Anderson and Reginald Denny became active followers of this new phase in the hobby.

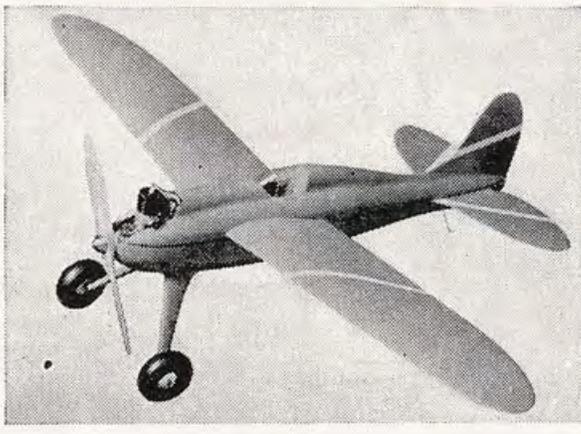
Scale models flourished and in 1946, Roy Mayes led the Lockheed contests with his Fokker D VII through flying *upside down*. This inverted aviation was in its exciting infancy. Names that were to become responsible for the whole development of stunt design began to come to the fore once inverted had been demonstrated as possible. Jim Saftig, J.C. Yates, and Bob Palmer were soon achieving seemingly impossible manoeuvres and in order to regulate contests, the Aeromodellers Association of Northern California adopted the first ever stunt contest schedule in July 1946.

The order of stunts was: Takeoff, level flight, climb, dive, wingover, five inside loops, inverted flight, one outside loop, one horizontal figure of eight, one vertical figure eight, special manoeuvres and landing. In addition, points were awarded for appearance rating, and penalties deducted if nominated stunts from the schedule were not in fact completed. It was this first schedule which influenced organizations throughout the world to adopt similar lists of aerobatics for their National contests, including, of course, the S.M.A.E., two years later.

When first published, those outside of California were literally flabbergasted at the suggestion that such a schedule was at all possible. The vertical figure eight was as likely a manoeuvre as the passing of a proverbial camel through the eye of a needle. Yet these stunts were practical targets for the Californians. Such was the localization of initial progress, influenced in no small degree by the rapidly expanding full-size aeronautical industry and rapid introduction of new model engines of local manufacture. As with most new items in an amateur hobby, practice preceded theory.

One can see in this original stunt schedule that the outside loop and figure eight manoeuvres were considered difficult by virtue of only one of each being required. This was in turn due to the inherent free-flight consideration

Fig. 66. The first Jim Walker *Fireball* had a lifting section wing, solid cabin and spine, smaller wing and different shape tail surfaces. This was the model that started stunt flying in the U.S.A.





weighing only 28 ounces for 320 square inches of wing and 10 c.c. power, zipped through the eights, inverted flight and even clover leaf manoeuvres to demonstrate control-line at its best (Fig. 71). They gave us side mounted engine ideas, wing tip weights and rigid pushrods, yet at the 1948 British Nationals they were eclipsed by wild man Peter Cock from Southampton who launched the profile style model in his E.D. 2

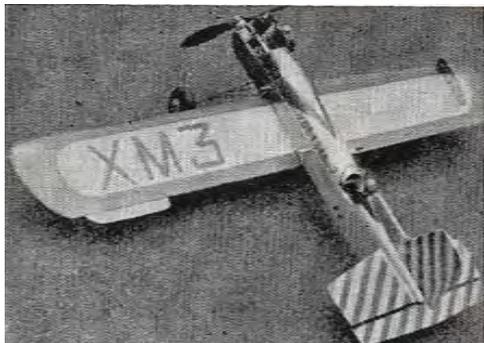


Fig. 72. The author's "Voetsak", capable of loops and figure eights only on Ohlsson 10 c.c. made many demonstrations in 1947. Note clockwise flight direction common then.

c.c. powered *Kan-doo*.

One should never forget the pioneers, or the trials and tribulations of their day for the simplicities of present modeling stem from their discoveries (Figs, 72, 73, 74). That is why the author dwells on their story, to give credit where due, and to relate to the newcomer what he may not have appreciated happening back in 1947 and 1948.

Yet there is one more important credit to give each country, U.S.A. and Great Britain. To Bob Palmer in the U.S.A. we owe the use of wing flaps. He tried them in 1948, they were

Fig. 73. Below is Ted Buxton of St. Albans who introduced the larger wing and lower loaded aerobatic model in Britain.

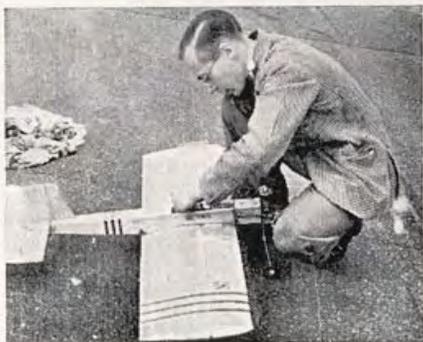


Fig. 74. First ever intimation of flaps for a control line model in this H. A. Thomas sketch in "Model Airplane News" of 1948. Bob Palmer was first to use them and discover practical application.

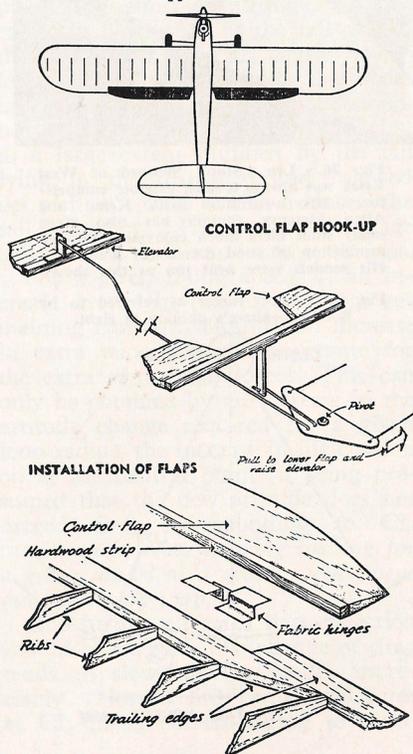


Fig. 76. Len "Stoo" Steward of West Essex was always a most capable competitor. His association with Kemp and Allen Mercury engines has also given many stunt fliers much enjoyment through production of good diesels for aerobatics. His models were neat too as this shows.

suggested by H. A. Thomas in *Model Airplane News* of February that year (Fig. 74) and their application is now universal among ardent stunt fliers. To Fred Deudney in G.B. we owe the full-stunt small diesel model (Fig 75), coupled with his first ever application of the Elfin 1.8 to a lightweight design.



Fig. 75. Fred Deudney of West Essex was first to realize the potentialities of the Elfin 1.8 c.c. diesel for aerobatics, and subsequently this engine became the essential partner for countless designs until production ceased. Note size and simplicity of model.

The power to weight ratio of his prototype set the standard for many others to follow, and established the typically fast flying British stunt model design which was to remain popular for so many years (Fig. 76).

So much then for reflection on earlier times. We are now in the

position to say that theory has now caught up with practical progress, and we can design our stunt model to suit the special requirements of the two main aerobatic schedules. These are the Academy of Model Aeronautics (U.S.A.) schedule, also used in Great Britain, and the Federation Aeronautique Internationale schedule, used in Continental countries and for the World Championships. The same type of model can be used for each of the schedules, but pilot techniques are different in either case. First of all, we should consider the fundamental design requirements of our model.

Before attempting explanations of manoeuvrability, we have to get a clear understanding of certain little appreciated theoretical approaches, as explained to us by R.H.W. Annenberg. The aircraft neutral point is the point between wing and tailplane quarter chord points at which the resultant of the "Wing and tail unit changes the lift due to an overall change of attitude" occurs, there being no relative movement of the wing to tailplane to elevator during the change of attitude, e.g. a very rough approximation gives the neutral point behind the wing quarter chord is a distance  $\frac{1}{3} \times (\text{tail unit area}) / (\text{wing area}) \times \text{distance between wing and tail unit quarter chord points}$ .

By tail unit we mean tailplane plus elevator. It should also be noted that the distance of the C.G. ahead of the neutral point (in terms of wing mean chord) is a measure of the *Static longitudinal stability*. If this is too small or negative, the model will have to be



“controlled” all the time it is in level flight and may be so unstable as to be uncontrollable.

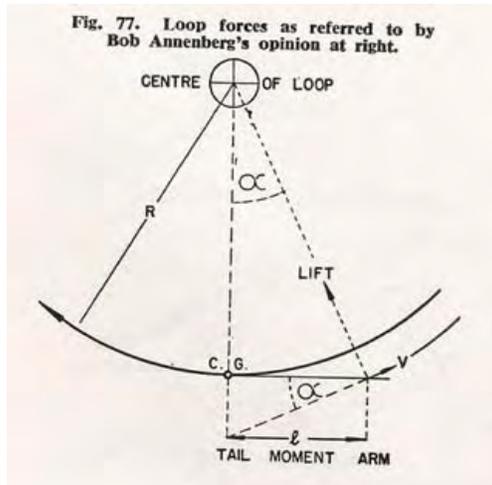


Fig. 77. Loop forces as referred to by Bob Annenberg's opinion at right.

With reference to the diagram (Insert Fig. 77) it is evident that during a loop (radius  $R$ ) the airflow past the tailplane (due to the rotation alone) behind the C.G. is at an angle  $\alpha$  greater than that at the C.G. i.e. looping at a radius  $R$  changes the tailplane incidence locally by  $\alpha$  approx. equal to  $57.3 \times l/R$  degrees. Hence the change of tailplane lift due to looping is proportional to  $l/R$ . The nose down pitching moment change about the C.G. due to this lift change, is evidently proportional to  $l^2/R$  i.e. halve the tail arm length and you reduced the pitching moment change (which opposes the looping tendency) to a quarter of its previous value. But for a given elevator movement you have only halved the pitching moment forcing the model into the loop. Hence it is obvious that reducing the tail arm tends to reduce the looping radius for a given elevator movement. Thus the very short coupled combat design will out-turn a precision stunter.

It should be made quite clear at this juncture and emphasized that we are not considering or explaining where the centre of pressure of wing lift on a wing (with deflected flap) occurs. The point of action of the change of lift due to a change of flap deflection invariably lies between the 1/4 and 1/2 chord points on the wing. For full span flaps of small percentage chord the point of action is near 50 per cent chord, and for the very large chord flaps (greater

than 50 per cent, chord ratio) the point of action lies near 25 per cent chord. For part span flaps the point of action is very little changed in each case but the change of wing lift due to a given change of flap deflection is obviously less.

Purely on a basis of Lift = Centrifugal force, it is clear that (ignoring the level flight condition) centrifugal force cannot exceed the maximum lift, i.e.  $CL_{max}$  defines the minimum looping radius since as we explain later, forward speed changes do not affect loop radius. All the other explanations we are concerned with reduce the “effective” elevator power, but do not appreciably modify the minimum loop radius. Evidently, too much elevator power readily changes the attitude to *past* the stall and produces what is popularly termed a ‘mush’ pull out. Having digested these fundamental ideas, let us now consider their application during a manoeuvre in the looping plane.

At the bottom of a loop, radius  $R$ , and speed  $V$ , the increase in “apparent weight” due to centrifugal force  $WV$  to the 2<sup>nd</sup> power divided by  $R_g$  has to be compensated for, by means of more wing lift. Now this lift can be developed either by (a) increasing the attitude of the model, or (b) depressing the flaps, or (c) a combination of the two.

We can see that an increase of lift due to an increase of attitude comes on at the neutral point, which is behind the C.G. for a statically stable model, and this tends to open out the loop. It is also clear that the coupled elevator-flaps deflection applies a change of wing lift at approximately 30-40 per cent chord which is usually much nearer the C.G. than the neutral point except for very short tail arms. Hence an orthodox coupled elevator-flaps layout has less resistance to looping than the same model without flaps.

Furthermore, if the flaps are depressed at constant attitude, the increase in downwash at the tail due to the increase in wing lift causes download on the tail which helps the model into the loop. It is to be understood, however, that this effect is probably to a large extent nullified by the tail lying in the disturbed and “slowed up airflow” wake which

reduces the tail efficiency. Hence the advantage of high tail positions in most designs.

For a given flying speed  $V$ , an increase in weight (all other things remaining constant) requires an increase in extra wing lift to compensate for the extra centrifugal force. This can only be obtained by an increase in the attitude change required for a given loop radius, the increase in lift coming on at the neutral point (it being presumed that the new attitude does not exceed that corresponding to  $CL_{max}$ ), an increase in wing loading for a given model at a given speed opens out the steady loop.

One further effect of flap deflection should be noted, the change of drag tends to slow up the model appreciably. Now if lift = centrifugal force at  $CL_{max}$ , corresponding to minimum looping radius, we find that since both are proportional to  $V$  to the 2<sup>nd</sup> power, that the steady loop radius is independent of  $V$  provided that the elevator is powerful enough at that speed to bring the model up to  $CL_{max}$ . The preference is, of course, to fly slow to give time for thought and observation. It should be remembered that with many of the low power loading stunters the small radius attainable at the top of the loop is produced at very low speeds by the model weight opposing the centrifugal force, which also helps wing lift to create the small radius. The opposite effect happens at the bottom of a loop, so high power loading with constant output is to be preferred.

What type of model should we design for the minimum looping radius? Since the neutral point of a Canard layout is ahead of the wing quarter chord, the lift change due to a change of flap deflection comes on aft of the wing quarter chord. But the neutral point and the C.G. are well ahead of the wing quarter chord. Obviously the tendency for the extra wing lift to open out the loop radius is greater if coupled flaps are used than if they are absent. So leave flaps off the canard!

The tail-less layout is obviously the extreme case of the short moment arm trend and on first sight one would expect it to have the smallest looping radius. Unfortunately, the necessary up-elevator required to induce a loop



also acts as a negative flap, thus reducing the  $CL_{max}$  appreciably and working against the attainment of a small loop radius. An elevator extension or slot effect nullifies this appreciably.

A purely functional adaptation of N.K. Walker's "Flying Wind Tunnel" (Fig. 78) where tail surfaces and flaps are absent and the model is symmetrical about its centre line has been suggested. Changes of pitching moment are provided by drag surface plates well above and well below the wing chord line, moving in and out of fairing. When the upper plate moves out of its fairing, the lower plate moves into its fairing and vice versa. The sketch shows the layout in a diagrammatic form without undercarriage. The C.G. should be slightly forward of the wing mean quarter chord for reasonable stability in level flight.

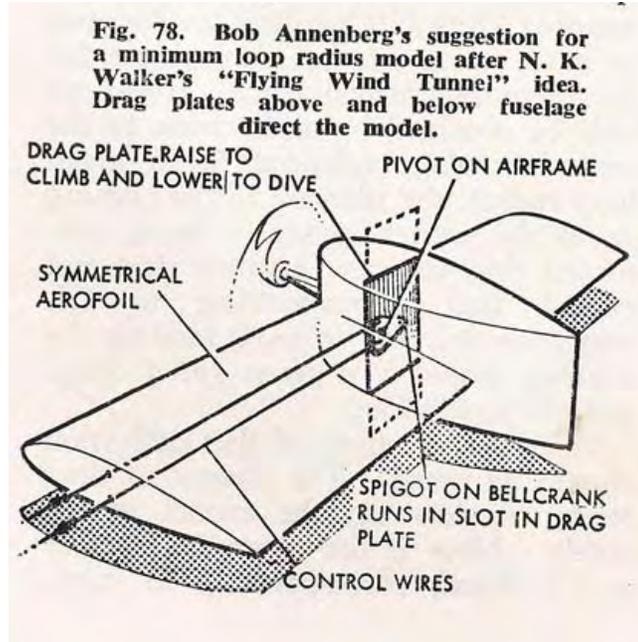
Such is one approach to the smallest looping radius, and there is little doubt that it would perform the proverbial "turn on a sixpence" act; but is it desirable? For competition

purposes, smoothness of manoeuvre is all-important. A model designed specially for smallest looping radius, will have other shortcomings as we have indicated, yet how can we meet the current need to loop below 45 degree control-line angle, execute

square corners, or even 120 degree corner turns, and still have a model that is rock steady in level flight?



(This article will be continued in the next two issues of Stunt News)



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## A Letter and Some Photos from Mike Gretz

At the bottom of my email inbox I just found a Sept.18th message from Jeff Welliver to send you a couple pics for use with an article he wrote about me for Stunt News. I apologize for not contacting you sooner.

Attached are some old pics from my early stunt flying years, as well as one taken at my AMA Hall of Fame presentation this past September 21st. The HOF presentation was held at the 2007 FAI Scale Team Trials being held in Muncie on that weekend (I am Chairman of the Scale Team Selection Committee and was Chief Judge of the event).

I know these are more pics than you need, and I'll leave it to you which one or ones you want to use. If it's too late and the article has already gone to press, that's fine too. It's my own fault for not getting them to you sooner.

*Some thoughts on the pics...*



Mike Gretz and his AJ Firecat, 1969

Earliest picture I have of my control line activities, which started in 1968. Fuselage painted with SIG Dope, wings covered with early "sticky back" Monocoat (pre-Super Monokote) with an old K&B Greenhead .29S engine given to me by my uncle. Fun airplane. Started with 1/2A. This was my 2nd "big" airplane, after a Fox 36X Flite Streak. The fast Flite Streak was a thrill, but the Firecat taught me more stunts.

I started this Chipmunk in the winter of 1969 from one of the first 2nd generation CL-3 kits from SIG. The "2nd generation" Chipmunk was a slightly revised version that SIG brought out in the fall of '69, which then continued until the Super Chipmunk in



Gretz and Chipmunk no. 1, Spring '70

came out in 1973. The CL-3 Chipmunk had originally come out in the spring of 1968, but the first generation of kits had some expensive production issues that Glen SIG asked Mike Stott to correct when he came to work at SIG in the fall of 1969 (right after winning Senior Stunt at the '69 NATs). When Mike's revised Chipmunk, still numbered CL-3, hit the shelves in the early winter of 1969, his Dad (and my mentor) Arnold Stott put a dozen of them in stock in his small hobby shop (Foam Flite). Myself and a bunch of the local club members, bought them all up in a matter of days. When I got mine done, Arnold asked me to bring it to the shop one Saturday afternoon in the spring (see snow on the ground) when Mike was there visiting from SIG. That's when this picture was taken of Mike and me with my new unflown Chipmunk. At that time I hadn't flown a full pattern yet, but could fly upside down. As you might guess, that first Chipmunk had a short life when the flying season in Minnesota finally got started. I can't remember exactly how I lost the airplane, but by early May it was a lawn dart. The engine was buried deep in the thawing Minnesota tundra, the fuselage shattered in a million pieces, but the wing was basically only broke in two, and the tail surfaces were all intact. So I put the airplane back together with a profile Chipmunk fuselage I cut out using the

SIG plans for the outline. The repair job was not pretty by any standards, but that hybrid airplane taught me the full stunt pattern and garnered my first stunt trophy -- 1st place in Sr. Stunt at the June Mankato AAA Contest (Jeff Welliver was there!).



Gretz and a Banshee at the '70 NATs for Senior Stunt

My club buddies and I were all set to go to our first NATs, being held close to us that year in Glenview, Illinois. I knew I couldn't take the profile Chipmunk, it was just too ugly. SIG had just introduced Mike Stott's latest design, the Banshee, so I got one of those from Arnold and put it together for the 1970 NATs. What a great trip! Seeing all those gorgeous stunters and the heroes that flew them

When I got home from the '70 NATs I started right in building another CL-3 Chipmunk. This picture was taken on a cold fall day when I test flew it after a





Gretz and his Chipmunk no. 2, October '70

-- this one is basically Gieseke red with simple Banshee type stripes. It was a great flyer with a McCoy 40 Redhead. Just as soon as it was done I started building a green box Nobler for backup. Sure enough the Nobler would be the airplane I flew at the 1971 NATs in Glenview, as my No.2 Chipmunk was also short lived.

As I mentioned, this picture (below left) was taken at my induction into the AMA Hall of Fame during the banquet of the FAI Scale Team Selection on September 21, 2007 at AMA field in Muncie.

I've enjoyed reminiscing about these old pics Tom, even if you aren't able to use any of them.

Best regards,

-Mike 



AMA Hall of Fame, Muncie, IN, September '07

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# CLPA THRIVING IN ARGENTINA: TRAVEL BENEFITS OF PAMPA MEMBERSHIP

by Kevin Ferrell, kbf1@aol.com

(415) 383-7226

Paul Ferrell, junior member of Team USA competing in the 2008 World Championships, traveled to Argentina this past June with his mom, Fredrica, and his dad, Kevin. Wanting to meet and spend time with the locals, they pulled out their PAMPA membership directory and emailed Argentinean PAMPA member Guillermo Sainteclouque. Guillermo, in turn, alerted his flying club and an invitation for dinner and a day of flying was quickly issued. Here's their report:

On arrival in Buenos Aires, we telephoned Hernan Martinez, Argentina's current and three time national champion CLPA flyer, to work out the schedule. The next Friday evening, we were hosted by Hernan and his beautiful wife, Nancy, at one of those terrific Argentinean grilled meat restaurants, known locally as parrillas, overlooking the waterfront down at the old port of Puerto Madero. With Fredrica and Paul both speaking pretty good Spanish and Kevin understanding a bit, we had a great time eating juicy, tender bife de lomo, and learning all about

Argentina, Buenos Aires, life there, current political and economic history, the Argentinean outlook, where to go, what to see, where to shop, etc, etc.

The next morning, Hernan and his two sons, Hernan Jr. (13) and Fabian (7) picked us up at our B&B to take us out to the flying field, which is only about 35 minutes from downtown Buenos Aires. What a field! Club Aeromodelista Ciudadela de El Palomar's field covers 47 acres next to an Argentinean Air Force base. The Club was founded in 1943 and currently has 150 members flying R/C and free flight in addition to control line. There are two circles,



El Presidente, El Asador, photo by Kevin Ferrell

one paved, one grass, with a pavilion and worktables and benches adjacent. Additionally, the Club has a 1200 sq. ft. clubhouse overlooking the field, equipped with a full kitchen, outdoor patio barbeque grill and smoker, and a big fridge full of cerveza! (See the Club patch with its slogan "Vertigo, Adrenalina y Amigos")

On arrival, we met about twenty

controliners including El Presidente del Club, Pablo Loescher, Carlos Barrabino—twelve-time Argentinean National Champ and competitor in four World Championships, and all the others. The pilots then got out their planes for everyone's viewing pleasure. Hernan popped his car's trunk to lift out the components of his beautiful scratch-built (he even carved the prop), take-apart Supermarine Spitfire which he told us was inspired by pictures of Windy Urtnowski's famous model. We watched in wonder as Hernan, who actually built two of the Spitfires simultaneously over a two year period, assembled the craft and readied it for flight. The Spit is just stunning. Windy, imitation is the sincerest form of flattery, but you've got some competition!

By now, it was lunchtime and those Argentinean Aeromodelistas really know how to enjoy a day of flying. Presidente Loescher, also serving that day as "Asador," or boss of the barbeque, grilled up a tasty selection of "carne" over special hardwood charcoal which we enjoyed con empanadas, vegetales, ensalada, queso, pan y vino Malbec in the clubhouse. Fantástico! Aplausos para el asador!

After lunch, the flying began. Hernan fired up his ship which is powered by an OS Surpass .70 and promptly flew what looked like a 550 point pattern. His plane flies on rails and turns corners much like a Yatsenko Shark—very impressive. Then Giami Caruso flew his scaled-up, scratch-built Stiletto also powered by an OS



Lunch at the Flying Field, photo Kevin Ferrell



four stroke. Very nice. Next came Pablo, also flying a Stiletto, followed by Carlos Barrabino's 13 year old son, Adrian, who put up a very fine pattern—the kid can really fly! He'd be a real serious contender at the NATs. Also flying were Juan Carlos Pesce, Fernando Magnetti, Cristian Koch, Cesar Heredia, and Gustavo Martinez. Over on the grass circle, Hernan's boys were flying along with Pablo Violi (11) pitted by his father Guillermo, and Leonardi Panati pitted by his father Hector. Clearly, control line has a future in Argentina. Finally, Paul got a chance to fly as Pablo encouraged him to fly his Stiletto. Paul flew carefully and therefore didn't show 'em much, but think how it would be if he crashed El Presidente del Club's plane after all of the wonderful and generous hospitality!

While we were flying, Eduardo Mancuso, the founder and CEO of Snorer, the Argentinean glow engine, accessory, and fuel manufacturer, arrived. Snorer makes a .50 cu inch engine in both R/C and C/L versions, selling mostly in Argentina, but also in other South American countries, and in Florida. The engine has a really neat feature; by adjusting the cylinder, you can make it either side or rear exhaust.

All in all, one of our best days in control line. Hernan told us there are two other Clubs Aeromodelistas in Buenos Aires, as well as clubs in other major cities like Cordoba, Mendoza, etc. At the newspaper and magazine kiosks we found three different model airplane publications. Our sport truly thrives in Argentina. And once again, the friendliness and generosity of controliners is just incredible. So next time you're traveling internationally, pull out your PAMPA membership directory and make a bunch of great new friends. For sure, if you're going to Argentina, shoot us an email ([kbf1@aol.com](mailto:kbf1@aol.com)) and we'll introduce you to our muchos amigos nuevos.

-Kevin Ferrell



Herman Martinez, Paul Ferrell & Hernan's Spitfire, photo by Kevin Ferrell



Hernan Martinez's Spitfire, photo by Kevin Ferrell



Gianni Caruso's Stiletto, photo by Kevin Ferrell





# Editor's Report

Tom McClain, [tmcclain8@cox.net](mailto:tmcclain8@cox.net)

(623) 466-8134

Another issue and another year (2008) are here for PAMPA and Stunt News. It is hard to believe it has been two years since the EC confirmed me as the Managing Editor of Stunt News and entrusted me with the publishing of the premier CLPA newsletter in the nation and possibly the world. We of the Stunt News staff have provided the PAMPA membership with 12 issues of Stunt News in 2006 and 2007 since I assumed the editor's responsibilities. In those two years we have changed printers twice, several associate editors, several district directors, three officers, and changed several columns. But the guiding principle to "promote, preserve, and improve the Control Line Precision Aerobatics events" has been adhered to religiously.

Has it been easy? No! Has it been rewarding? Yes! The Stunt News staff has enjoyed the opportunity to talk to the PAMPA membership and the officers and district directors have represented the membership well. One PAMPA member that has contributed "above and beyond the call" is Mike Keville. His original artwork has graced the cover and centerfold of several issues of Stunt News and brought a quality little seen in model

aviation publications since the days of Joe Kotula and others of his like. Mike's singular contributions in his two columns "The Lighter Side" and "The Trailing Edge" have provided all of us with a unique glimpse in the whimsical nature of his comical side. Thanks Mike for stepping up. And thanks to all of the other columnists and contributors for your singular devotion to making Stunt News successful. Stunt News couldn't exist without you.

The membership seems to be pleased with the newsletter, but there have been some detractors. We learn from both. One big lesson learned concerned the recent debacle with our Arlington, VA printer, which caused PAMPA some difficulties with the recent voting on bylaws, dues, and officers. Out of this rather frustrating episode, we now have a new printer in Pinney Printing of Clinton, IA, thanks to the hard work of Randi and Russ Gifford. Randi especially deserves the membership's thanks for her unique "Sherlock Holmes" sleuthing, which discovered the fraudulent mailing irregularities due to our Arlington, VA printer and resulted in his quitting due to not fulfilling his contractual obligation to PAMPA.

PAMPA and Stunt News are now healthy and the most recent issue of

Stunt News (Nov/Dec 2007) appears to be proof of that. With the advent of the new year, we will now introduce the membership approved CD version of Stunt News and we already have several members signed up to receive it. In the future, PAMPA intends to provide the membership with a downloadable version of Stunt News via the PAMPA website.

What does the future look like for PAMPA and Stunt News? It is full of promise based upon a strong foundation of volunteer members, principle, experience, applicable tradition, and an unmatched desire to incorporate the best into the CLPA events where those changes adhere to the principles that strengthen CLPA. For example, electrics are coming on fast and safety is not just a passing fad.

So, stay tuned and we hope Stunt News will be the place you continue to go for the latest on CLPA.

-Tom McClain 

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# President's Report

Bill Rich, richvalrico@aol.com

(813) 681-9832

I want to thank everyone who took the time and made the effort to vote in our recent elections. After a long discussion with Paul, I have a much better understanding of the problems that were presented and uncovered during the fiasco of delivering Stunt News and the election ballots. It went much deeper than what was discussed on the various stunt forums. As is usually the case, good comes from misfortune. Our situation with the printer and cost of distributing Stunt News has been improved as a result of the problems uncovered during the voting process. There were a number of individuals behind the scenes that helped uncover and resolve these issues. PAMPA works because of the effort of countless volunteers. I know I'm speaking for the entire membership in thanking these volunteers.

Special thanks to our past president Paul Walker. Thanks for your leadership during the last two years and your willingness to step forward and become the NATs ED for the next three years. Paul has some interesting plans for the upcoming NATs but I will let him address these. Just a reminder, Paul will be looking for judges and workers in the coming months. Please let Paul know if you are willing to help. Warren Tiahrst will finally get a chance to fly instead of spending all his time on NATs issues. I've actually lost count of the number of NATs led by Warren but he has done a stellar job and will be missed as the ED. If anyone deserves a break Warren does. The NATs experiences are some of the greatest highlights in my modeling career. Over the years I have gotten to know Warren and have the utmost respect for his leadership and administrative abilities.

The issues outlined in my Campaign Statement will start to be addressed. I will be contacting each EC member personally to discuss what issues

they feel are most important and try to prioritize projects moving forward. I am still trying to decide on the frequency, format, and communication vehicle to use for EC meetings.

I am planning on using this column in Stunt News to inform the membership on key issues, problems and opportunities currently facing PAMPA. I would like to use the column to update the membership on current issues that are being addressed by the EC. Since Paul will be writing the column for NOV/DEC I'm not sure what he plans to cover, I don't want to guess at what he will discuss so I will wait until the March/April issue to update everyone.

In this issue of Stunt News you will find a "ballot" asking if you want to retain the BOM rule. As you may be aware the Control Line Contest Board voted down the four BOM proposals. I was asked to appoint a committee to draft another proposal and see if we could get this approved prior to the next official rule proposal which would be in 2011. I was not ready to appoint a committee to look into BOM and make suggestions to the CLCB. I felt it was important to understand what the majority of the membership wants in regards to BOM. The question I proposed was simply, are you for or against the BOM requirement. Yes or No. Until we understand how the general membership feels on BOM how or why would we move forward with a committee to open dialogue with the AMA and CLCB? I felt that appointing a committee to address BOM might be viewed as an "end run" to circumvent the normal rule proposal process, by a few that had their own agenda. Some feel that we already know what the membership wants, based on conversations, internet poll and other information. I don't agree and absolutely do not see why anyone should object to hearing from the membership. Please fill out the "ballot" and send to Dave Gardner at the address listed on the "ballot".

In closing I would like to urge all of you to return your membership renewals if you haven't already done so. Dues enable us to continue to provide Stunt News and the "coffers" are somewhat "bare". Thanks again for your support, I am looking forward to leading PAMPA for the next two years. Good luck on all your building projects and have some fun. That's why we do this "stuff".

-Bill Rich 



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# Vice President's Report

Brett Buck, buckbw@pacbell.net

(408) 246-8173

We are experiencing technical difficulties. Please don't adjust your brain"

Of course, we had a little problem with the last Stunt News - about 70% of you didn't get it on time. I'm sure a full explanation can be found elsewhere, but the short version is that our printer decided to quit - somewhere between mailing the First Class and mailing the regular postage issues. Some investigation also shows that our fairly significant delivery issues may have been the result of late mailing - like, two weeks after First class went out. Thus neatly explaining the fact that the delivery times have been about 2 weeks later than we had been expecting.

This of course, caused great consternation with us, your humble servants on the PAMPA EC. But between Tom, Paul (playing the old Good Cop/Bad Cop routine {not necessarily in that order!}), Shareen, and Russ, we got it worked out and I think we will be better off in the long run. Double thanks to Tom - this obviously made his already difficult job even more so, and the situation was handled very nicely.

We may or may not pursue additional, uh, actions with the previous publisher. But, if you are reading this, we have a new one. I haven't seen this issue but I saw the demo runs and they were excellent. We shall see.

## Bylaws and Dues

Of course the problem with SN couldn't have come at a worse time. This was the elections/ballot issue, so after we were convinced the magazines were going to go out, we extended the voting deadline several times to maximize the chances of everyone getting a vote. If you didn't, abject apologies, but we had to draw the line somewhere. The pressing need was to get the dues structure vote completed, yay or nay, so we could send out renewals that matched your desires.

Tom held the last issue of SN almost a month to make sure that we could put the results in.

As it turns out, you chose to accept both the bylaws and dues structure changes. I think these were good decisions. We debated the costs of the new dues long and hard, and although we may lose a few members (as we did the last time we raised the dues, way back in 2000-2001) it was absolutely mandatory to keep us solvent. Also, we added a new option - SN on CD! You should have all gotten your example CD's, and although there were a few technical problems, the response has been almost universally positive. It also is much less expensive to produce and mail, which provides a lower-cost option. And the pictures are in color! We shall see what the overall mix of printed/CD memberships is, but you have a fantastic new option.

Now to the topic of bylaws. I think that the new bylaws will address any concerns that may have lingered over our recent unpleasantness. I was not entirely convinced that anything needed to be done at all. But Paul's survey indicated members desire to tweak them up, and tweak we did. I am pleased with the results. It's an evolution/cleanup more than a rewrite, and I think they are pretty solid.

## Officer Elections

Of course, along with the other votes, we elected officers. In a close vote, Bill Rich defeated Randi Gifford for president. As I mentioned before, this was a situation where we really couldn't go wrong either way. Either would have done a fantastic job, and Bill's going to get a chance to prove it.

Not to dim the afterglow on that one, but the really hard job, secretary/treasurer, went to Dave Gardner. This is a hard job in any case, but to try to follow Shareen is no easy task. She has raised the bar pretty high! Dave is up to the task, but I bet he finds it to be A

LOT more work than expected. All you guys in the Northwest had better be willing to volunteer to stuff envelopes. Ted, Uncle Jimby, and I have all had our turns at that one, now you get a turn. In case anyone is wondering, it takes quite a while to fold/address/stamp 1400 envelopes. Dave can't do it by himself.

The only other contested spot was the District 3 Director. Incumbent Pat Rowan defeated Dennis Moritz, so congratulations to Pat, and appreciation to Dennis for being willing to serve.

## Kudos

With the election, we have two people that deserve special recognition - Paul Walker and Shareen Fancher. Paul of course ran for president in the most contentious time in our history. Two years later, PAMPA politics and organizational activity are boring. Boring, in this case, is good. A lot of people can take credit, but Paul stepped up the plate when it was needed, and righted the ship with a very no-nonsense approach. Then of course there's Shareen Fancher. For 12 years Shareen has run PAMPA with such efficiency that no one ever really had to consider whether the bills were getting paid, the memberships were getting correctly logged, the books were correct. It just happened. This despite, at times, all manner of unpleasantness and outright abuse. I guarantee not many people would have been willing to put up with what Shareen has had to put up with. She has worked endless hours at what amounts to a full-time job, for nothing, and hardly made a peep about the foolishness. Her integrity throughout has been unmatched. I doubt that I am capable of expressing, or even fully understand, how much she has meant to the organization. If it wasn't for Shareen, I wonder if there would even still be a PAMPA. All members owe her a huge thank you.

-Brett Buck 





# Membership Secretary's Report

Russ Gifford, [gst92@mchsi.com](mailto:gst92@mchsi.com)

(563) 259-1649

In the last column I mentioned that Doug Dahlke was

interested in the EAA Kidventure program. Doug lives in the Oshkosh area near the EAA site, so he has a natural interest in this. Being a regular *Stunt News* columnist for years and a former competition flyer, Doug is knowledgeable and concerned about the future of control line. The last column brought up the idea that we could use the extra issues of *Stunt News* we've accumulated (there is literally a ton of 'em) as a handout at the control line circles in Oshkosh so that the kids who are interested enough to try control line will have something to take home and look at later. The point is for the newsletters to serve as a mechanism by which the kids can find control line stuff. We can have printed up a brief introduction to control line, a list of the current advertisers and, of course, a PAMPA membership form.

I talked to Dan McEntee at the St. Louis contest in September because I know he works the Kidventure program every year. Dan explained that Jim Krueger is stepping down as the head of this effort and Bud Bodzioch is taking over. Dan told me he thought using the extra issues of *Stunt News* in this way was a good idea but they would have to be without charge. That's where it stands now. I'll get hold of Bud and run it by him.

## EC STUFF

The EC has been busy the last few days. There are a couple of items being discussed concerning advertising in *Stunt News* and PAMPA endorsement of rules change proposals. The advertising issues concern allowing advertising on the back cover of *Stunt News* and allowing free advertising for clubs to promote contests. The advertising proposals appear to be a shoe-in but the question of supporting any of the current rules proposals is presently just sitting there.

## NEW PRINTER

After a series of problems with

Arlington Press, PAMPA has a new printer. I've been helping Tom McClain some, since I live fairly close to the new printer—a long-established company named Pinney Printing. Tom had us (Randi and me) download the full newsletter from the PAMPA FTP site. We burned it to a CD and delivered it to Pinney this past Monday, November 25. Today, November 29, we approved the proof copy, inserts and envelopes for production. (Yep, if there's a goof-up call me, not Tom.) Charlie Arp, the guy we've been working with, e-mailed a bit later and told us that the production run will start on Monday, December 3. He invited us over to the plant in Sterling, Illinois to watch when the magazine goes to press. We wouldn't miss that for the world. We'll take some pictures and report back. Of course, you're looking at the result of this change right now. Let me know what you think.

## RULES CHANGE PROPOSALS

There are five proposals for the AMA to consider for this rules cycle (two-year cycle on regular proposals) that concern the Builder of the Model rule and appearance points. One would eliminate the BOM. One would eliminate the BOM and replace the current rules with FAI rules. Of the other three, one would increase the appearance points to forty, one (mine) would add a construction bonus of ten points and the fifth keeps appearance points at twenty but details the BOM definition.

There are also a number of proposals to better describe the maneuver descriptions in the judges' guide. The proposals are available for review on the AMA web site. Because not all PAMPA members have access to the AMA website, if you write of call me I'll find a way to get you a copy of the proposals or at least find out when they'll be published.

Note to Kelvin Heath: You're viewing or, rather, listening to this on a CD I sent. Click on this spiffy link and it'll take you there: <http://www.modelaircraft.org/events/ruleproposals/claerobatics.aspx>.

<http://www.modelaircraft.org/events/ruleproposals/claerobatics.aspx>.

The rest of you can type that into your browser.

For your information if you're new to this, the BOM rule and its application to our event is referenced in three places in the rule book. The BOM rule itself is in the "Sanctioned Events" Section 6 of *Competition Regulations* and "applies to every AMA event unless specifically noted otherwise in the rules governing that event." There are only two events now that follow the BOM—Free Flight and Control Line Precision Aerobatics. For us—CLPA—the next reference to BOM in the rule book is under Article 10, "Appearance" in the CLPA section and it's connected to the previous reference by stating that models may receive up to a maximum of twenty (20) appearance points added to the flight score. The third place BOM is mentioned for stunt is in the "Skill Class Precision Aerobatics" section, Articles 5.3-8.2, where appearance points are eliminated for non-BOM airplanes but they are specifically allowed to fly. There is an exception for Beginner class, where the BOM and appearance points are not used.

Let your CLPA contest board representative know what you think.

-Russ Gifford



## T&L SPECIALTIES CATALOG

### TOM LAY

My Advertising is "Ask anyone who is running a T&L motor, how it runs!"

I have now reworked over 1,200 U/C Stunt motors, for PAMPA members and Stunt flyers around the world. I have had Nat's winners in 9 countries, and a World Champion, using my T&L reworked motors, or products.

**Super Tigre V.60 & G.51** Rework includes: 1. Re-hone cylinder, 2. Install a hardened "Bowman" piston ring, 3. Upgrade bearings, 4. Install a conventional type Stunt venturi, 5. Make several internal Stunt mods. These motors are very powerful, and have lots of torque, and an excellent 2-4 break! If you supply the motor it is \$85. If I supply motor = \$225

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**O.S. .35-S** Rework includes: 1. Deburr the factory port burrs, with a rubber tip Dremel tool, 2. Then I send the piston out to be heat-treated, (which also expands it slightly), 3. Then I hand-lap the piston to the cylinder using a very mild lapping compound, 4. I install a custom made stunt venturi, 5. I install Allen Screws. These motors will 1-flip start, every time! If you supply a NEW motor the cost is \$75 (I CANNOT rework a used .35-S) If I supply the motor = \$125

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

Note: All engines include Break-In instructions, and Fuel and Prop recommendations.

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Checks payable to **Tom Lay**, Email: [thelayster@aol.com](mailto:thelayster@aol.com) Phone: 626 964-5724, Address: Tom Lay, 1441 Paso Real Ave. # 82, Rowland Heights, CA 91748



## District 1 Report

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



Yes, I fly too. My Lightning 2000, ST-60. Published in FM  
3 - 2nds & 2 - 3rd places in Expert, 1 Deamer, 59 Oz.

**Dave Cook**

46 Maple St.

Norfolk, MA 02056-1936

(508)528-4548

davc2@verizon.net

**N**o Sun, No Leaves, No Fun,  
November.

Guerry Byers and Bill Hummel are into planning next year's event and the only event left this year is the NEST Xmas Party which Doris & Dick Carville are hosting. We will continue to use the framed certificates as awards as they seem to be well received and are a lot cheaper than plaques or trophies. This allows us to run more classes and recognize more places.

Rick Campbell reported that he flew Jose Modesto's Shark and was very impressed with the airplane. He reports excellent directional stability, responsiveness and awesome line tension. I don't have much other news as the weather has not been good and we are about into the building season.

### Soap Box - Re-cycling problems

If you have been around for a while, as I have, you will note that the same problems crop up in a cycle of every couple of years. Examples are the BOM controversy, judging problems, the pattern can't be flown per the rulebook, 5' radius corners are not possible, conspiracy theories, new patterns, etc. We go through the same routines of discussion and comments until it fades away only to re-emerge at a later date for another round of sometimes fruitless discussions. Nobody seems to

ever cure anything, just a lot of talk and posturing.

Maybe this is the way some people keep interested. Some said that internet forums would allow a free exchange of information that would resolve many of these problems but that isn't happening. Too many times the internet forum discussions get buried with, as I call it, "web anarchy" in that anybody (bomb throwers, habitual critics and cynics) can put up a comment on a topic, valid or not. The forum turns into a gotcha or a one up-man-ship contest that goes nowhere. That is not to say that some good ideas are not put forth, but rather nobody in any official capacity does anything about these issues and they fade away with no action only to resurface again. Maybe PAMPA needs a functioning rules committee with an agenda system that captures these problems, evaluates them, (a section on the PAMPA web site?) and submits those with merit to the AMA rules proposal system. Changes should be broken into separate categories based on their potential effect on the event; those that involve changes in the aircraft or equipment, those that will take time for the contestant to practice and those that can be invoked with no preparation required by the flyer or contest administration. The reason for this is to put needed changes that do not require long preparation time on a fast track schedule to expedite implementation.

One subject frequently discussed on the forums is the use of video cameras and computers with sophisticated programs to judge or evaluate a pattern. Bill Netziband, Keith Trostle and Keith Renacle have all contributed significantly in this area to the scientific analysis and the understanding of the geometry of the pattern. Their contributions are significant to the basic understanding of hemispherical geometry. A couple of things stand out from their work, mainly that the 5' corner and the perfect square, are theoretically not possible when measured by a high speed camera or video. (I still have some reservations on the accuracy of the measurements due to inherent lens distortion (It is the reason that I say video, while good, is of limited value as judging or critiquing

tool). I have another problem with this - should we really be telling judges what you think you see is wrong. A lot of judges including myself say they see some very sharp corners and some very square squares. This points out that there is a profound difference between live on the field judging and watching a rerun on video.

While this very interesting information that we need to be aware of, is not directly applicable to present day judging, except for training. We just do not and presently cannot judge with this kind of equipment. We are, as the rulebook requires, judging with human judges with all of their personal preferences, prejudices and perceptions. Human judges do not see things as a camera does. Terms such as apparent, or perceived, geometry come into play - i.e. if it looks square to the judge it is square! If it looks like a 5' corner to the judge it's a 5' corner! After all this is the way the standards were established and I doubt if you ever could get full correlation between a judge scoring in real time and a judge looking at a video camera recording after the fact. Judges and cameras just do not see the same things. The dynamics involved in live judging are an integral part of the sport and have to be respected. Training programs must take that into account and again we should not be telling judges what you think you see is wrong.

The best training tools I have found are still flat projection diagrams showing rulebook tolerances, coupled with orthographic projection to show the judge hemispherical distortion from the judge's point of view. These I find more closely match what the judge sees in the maneuver as far as shape, size and position. Until something better and more practical than a human judge is available we had better keep training judges as we have been. Video and computer training aids should continue to be developed and introduced as they are proven. The pattern as written with 5' radiuses and squares are fine, it sets the standard for a human judge to compare to.

Keep Flying,

-Dave Cook 



## District 2 Report

New York, New Jersey



**Windy Urtnowski**  
93 Elliott Place  
Rutherford, NJ 07070  
(201) 896-8740  
WindyU@aol.com

**Brian Manuet** has built a really unique *Strega* ARC. He used dyed tissue and Brodak dope for a really unique look, and fellow G.S.C.B. club members nicknamed is the *Blue Demon*. Powered by a RO-Jett .76 and spinning an Eather 14-5, it is really a top-level performer and flew right off the board. I got to fly it on flight #3, and it was just as good as my *Strega* ARF. Brian made up his own unique muffler and did a nice job sanding and finishing the ARC. Like some of **Mike Ostella's** ARCs, it's unique and gets appearance points under current guidelines.

**Rich Walbridge's** latest *Cardinal* really has a great paint job and is unique. We've corresponded throughout the construction and finish stages. He used an air brush for all the Brodak dope trim and is developing some good techniques with graphics and trim. Ask about the building he designed with a flying circle on the roof!

**Rich Peabody** bought a bus. Yes, a real bus! He plans some trips to faraway contests with many Circle Burner members on board. His professional driver is our own G.S.C.B. club member **Bob "Lead Foot" Krug**, who promises to drive carefully and obey the speed limit. It's really a cool vehicle, can easily carry 20 stunters

and pilots, and can double as a camper once you get to the contest. I just hope he never gets pulled over and has to explain why he's got 20 gallons of nitro on board!

**Bob Lampione** and **Billy Suarez** are both enjoying their *Score* ARFs. Bob has a Double Star .60 and Billy a Tiger .60—both really fly well, and I suspect we'll see more of them in the near future.

**Joe Adamusko** has already started his .90-powered *Spitfire* project, and with **Dave Downey** has designed the ultimate elliptical wing with dihedral, possibly the first to take semi-scale *Spitfires* to this level of detail. The RO-Jett .90 features a custom header by **Scott Dinger** and custom prop by **Dorin Morisanu**. I was so impressed by this design by Joe and Dave that I've already started my own for 2008.

In District II we now have a Powermaster fuel distributor, **Bob Krug**. This will insure that we all have a fresh supply of fuel for the whole flying season. **Bob** has worked very hard to improve his flying, and I wish him success with his new business venture.

**George Waters** brought over his new A-26 for show and tell, and it really brought back some great memories of my A-26 and all the adventures we had flying it. George has done a masterful job of recreating this unique ship with its carbon fiber fuselages, carbon cowls, and fully fibreglassed wing. He watched 100 Windy videos during the construction, and that alone makes him a true "iron man" of Stunt. My A-26 hit a bird and was pretty smashed up, but after being repaired went on for over a year of service as my "test twin" for testing counter-rotating props and engines. If anyone is looking for a reverse-turning props for a twin or electric, **Dorin Morisanu** of Gator Props has the best ones that I've tested so far. George has my original landing gear and wheels on his A-26 as a tribute to the original. I'm willing to bet George will be a showstopper wherever he flies it.

-Windy Urtnowski 

## District 3 Report

Ohio, Pennsylvania, West Virginia



**Patrick Rowan**  
9692 Unity Rd  
Poland, Ohio, 44514  
(330) 542-0673

Email: [patr131@yahoo.com](mailto:patr131@yahoo.com)

First I would like to thank the District 3 PAMPA members for voting for me for District 3 Director. I consider it an honor and a privilege. Also congratulations are in order for Bill Rich, our newly elected PAMPA President.

I have two contests to cover. September 22-23, 2007 was the Cleveland Area Stunt Championships. It was a little windy on Saturday, but overall it was a great week end for flying stunt.



Bob McDonald won 1<sup>st</sup> place PA Expert with his P-47. Cleve, OH. Dave Evar Photo.



John Paris' Vector won 2<sup>nd</sup> place PA Expert. Cleve, OH.



Grace Paris 1<sup>st</sup> place PA Beginner. Cleve, OH. Dave Evar photo.



Patrick Rowan's Viking. 1<sup>st</sup> place OTS. Cleve, OH.



Patrick Rowan's Destroyer PA Expert entry. Cleve, OH.



Mike Alimov holding his Score, 4 stroke powered. He won 1<sup>st</sup> place in ARF. Cleve, OH. Dave Evar photo.



John Paris with his Sat. Winnings. Cleve, OH.



Tom Polk with his SV-22 PA Advanced Winner. Cleve, OH. Dave Evar photo.



Bob McDonald with his Ares. 1<sup>st</sup> place Classic. Cleve, OH. Dave Evar photo.

Next, I attended the Capital City Championship Stunt Contest in Columbus, OH. The weather was great. We got to see WWII bombers & P-51 Mustangs fly over several times. I counted 13 Mustangs in the air at 1 time.



Curt Nixon's SV-23. This is the last known photo of Curt's plane in 1 piece.



Phil Spillman holding his Smoothie, LA 46. 2<sup>nd</sup> place in ARF. Cleve, OH. Dave Evar photo.



Kenny Stevens SV-22. 1<sup>st</sup> place PA Expert in Columbus, OH.



Les Byrd & Pathfinder, LA 46. 1<sup>st</sup> place Intermediate. Cleve, OH. Dave Evar photo.



Ron Lutz holding his LA 40 powered Cardinal. 3<sup>rd</sup> place in ARF. Cleve, OH. Dave Evar photo.



Alan Goff's Petra. 2<sup>nd</sup> place PA Expert, Columbus, OH.





Scott Reynold's Cardinal ST 46 powered. 3<sup>rd</sup> place PA Expert. Columbus, OH.



Spencer Reinhard 5 years old holding his 1<sup>st</sup> CL trainer. OS 15 powered. 1<sup>st</sup> flight was Sept. 6, 2007. This is Joe Reinhard's grandson.



Le Byrd with his Pathfinder LA 46. 1<sup>st</sup> place Intermediate. Columbus, OH.



This is the Akron, OH new flying field. Jet Bill Capenjolla, Roger Strickler, unknown, Dave Patrick Rowan. Columbus, OH.

Ron Lutz of the North Coast Control Liners club informed me that the 2008 Cleveland area Stunt Championship Stunt Contest will be 1 of Rich Oliver's Championship Stunt Series. This makes a great contest even better.

Till next time, Fly Stunt.

- Patrick Rowan 



Roger Wildman's Caprice 1<sup>st</sup> place Classic. Columbus, OH.



John Sunderland's Magician 1<sup>st</sup> place Profile. Columbus, OH.



3 generations of Reinhard's. Spencer Reinhard in the middle is holding his trophy. Columbus, OH.

### District 4 Report

Delaware, Washington, D.C.,  
Maryland, N. Carolina, Virginia





**Bill Little**  
406 Sun Road  
Aberdeen, NC 28315-2538  
(910) 944-7864  
[wlittleiii@nc.rr.com](mailto:wlittleiii@nc.rr.com)

Hi everyone. Well we have had our season ending contest at Huntersville NC, put on in great fashion, as usual, by the MCLS. The Metroliners Control Line Society puts on two outstanding meets per year. One is in June and the other one is in October. Both are well attended and the weather is generally great! Bill Francis is the outgoing CD for these contests and he has done an outstanding job. There are others such as Jeanna Mills (Watt Moore's daughter) who is always doing her outstanding job as tabulator, Will Davis who fills in and gets the Judges Corps together, and other members who make sure the meets go off with out a hitch. These are people who give of their time to ensure that we have a great time and they never get enough thanks. So THANK YOU everyone for doing such an exemplary job time after time.

I had the distinct pleasure of spending quite a bit of time over two days with a true Icon from a family of Icons in Stunt. Big Art Adamisin was a house guest of the Stewarts: Lynn, a National Judge; Bill, club member who is usually in charge of the great eats, and Kevin, a student at Va. Tech. and a former Jr./Sr. Champion at he NATs, and I believe represented the US as the Junior at the Worlds (sorry if I messed up any of that, Kevin!) Big Art is always



a pleasure to visit with, and I took full advantage during the time at the field. One recurring theme in Big Art's conversation was the GREAT PEOPLE who are involved in our event. As Big Art said, "What better group of people could you find for your kids to grow up around". That is so true! I was happy to hear Big Art reminisce about Betty, and he is celebrating her life, still. A great Lady who is gone from us in the physical sense, but her spirit will always be with Stunt Flyers!!

I did not receive a copy of the final tallies in all the events, so I will not attempt to call out winners and make a mistake. One event that is worthy of mention (actually they all were!) was Expert Class in PAMPA Stunt on Sunday. It came down to the very last flight, which was a winner, put up by "Papa" Dave Hemstraught! He overtook Bob Dixon by the barest of margins. Danny Banjock was down from Philly, and came home a close third, if I am not mistaken. Even though Dave and Bob are from Dist. 5, they are a regular in our District at meets. This was a first for Danny, however! And he vows (or threatens!!) to come back! More on this character later.....

All the usual suspects were seen during the weekend with several new faces. A great sight was Dale and Derek Barry, with Derek's kids, who were making their first appearance since their entire collection of CLPA, and other materials, was destroyed in a fire which reduced Dale's workshop to the cinder block foundation. Watt Moore and William Davis from the MCLS made a Saturday morning trip to Harlem, GA. to help Dale rebuild. The word didn't get out in time or Dale would have REALLY had a mess since many of us had planned to go and "raise a shop"! Might have been for best, since we would have probably made a mess getting in each others way.

The weather was perfect and we missed some of our "Northern Friends" who had been recent regulars, but rising costs of travel seems to have kept a few home from what we understand after talking with them.

There are a few guys whom I have known from Virginia ever since I

have been attending contests. Willis Swindell, John Tate, and Jimmy Paul. These gentlemen are regulars now at many, many contests. Joining them have been Steve Fitton, Ron King, and John Rakes. John has progressed rapidly up to Advanced. Steve has blown by us all into Expert! It has been fun to watch these guys work hard and succeed. This area is hotly contested in Advanced and Expert especially. OTS is another area where the area is ripe with OTS pilots of the highest caliber.

So as we approach winter, building season, and the Holidays, I want to wish everyone a great Christmas Season, and a Happy New Year! May we all get together somewhere in the coming year.

To the pictures!



I received the following from Steve Fitton: The attached picture was taken yesterday. Six month old Baby Charlotte inspects the Time Machine, and wonders why she has been dragged to the flying field.....(!)



At Huntersville: Gary Lutz, a long time friend from Maryland is carrying Danny Banjock's well worn and still capable Hunt Mustang, "Suzie Q", off the circle after an official in Expert. Gary builds some absolutely GORGEOUS airplanes!



Tommy Luper in a rare excursion into Expert (he has concentrated on OTS for several years)



Marshall (technically from District 5) is a regular at our contests and a previous NATs Intermediate Champ.



Robert Storick (Sparky on the Internet) made the trip from St. Louis!



The Gene Martine/Eric Viglione, Gene Martine Staris that Derek Barry flew in Expert.



Aaron Little's fairly new Satona with an PA 40/pipe.



Danny's Suzie Q.



From PAMPA Member and AMA District 4 VP, Ron King.

Bill,  
Attached are some photos for your column.



This is my new Alouette 3. It was originally designed for a PA 75 and came out a little heavy. I then decided to do major surgery, chopped off the turtledeck, changed to a bubble canopy, and crafted a fin styled after the classic Phoenician. The surgery removed almost five ounces of weight and allowed me to go back to my traditional powerplant (PA 61). The plane is finished in Klass Kote epoxy and flies very well. I do not want to start a design controversy, but the bigger wings we use with the typical 60 powered stunter (around 680 - 700 square inches) can fly better with higher wing loading than is considered "okay". The only difference I feel when flying this plane is the pull at the handle is much greater than with a lighter ship.



These are construction photos of the new Alouette Four. The cores are from Crist Rigotti and I hope this one comes in around 64 ounces. Power will be another PA 61.



This is Dave Reyes' new Hurricane. This model was inspired by his original small Hurricane from Jack Sheeks. Dave scaled it up with advice from Windy and Joe Adamusco. Dave is an incredible builder and this one should be ready to fly under 60 ounces with a RO-Jett 61 for power.

Other news: The contest season is over. This was a "lost" year for me with a death in the family and a new project at work. I am already planning to attend more contests next year and am hard at work completing some of my building projects. Let me know if this info helps.  
-Ron

Congratulations to Bill Rich, and the others who will take office in 2008, and, until next year, God Bless!

- Bill Little 

## District 5 Report

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



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

Back on Oct 20<sup>th</sup> and 21<sup>st</sup> I attended the Huntersville contest in North Carolina. As usual there was a large turnout, and unlike the spring contest, the weather cooperated this time. Since this is a District 4 contest I just want to touch on how some our district members did. Basic, on Saturday, was all District 5. Dee Tison was 1<sup>st</sup>, Gavin Barry 2<sup>nd</sup>, Katie Gomulinski 3<sup>rd</sup>, Tom Weedman, Jr. 4<sup>th</sup> and Olivia Mills 5<sup>th</sup>. Bob Dixon won Classic, Curtis Comer won Profile, with Stan Powell coming in 3<sup>rd</sup>. Also on Saturday they had Brodak's version of Junkyard Wars called Build and Fly. I'm not sure if the "planes" were pre-built, but they had three young ladies, pictured here, doing the painting. I'm proud to say my granddaughter, Sara, participated in her first contest.



Olivia Mills, Katie Gomulinski and Sara Barry show off their artwork

On Sunday John Rewis was 1<sup>st</sup> in Beginner, Marshall Busby was 2<sup>nd</sup> in Advanced, with Eric Viglione 3<sup>rd</sup>. Dave Hemstrought finished 1<sup>st</sup> in Expert and Bob Dixon was a close 2<sup>nd</sup>. There were a total of 15 District 5 members spread across the various events.



First place in Profile , Curtis Comer



Dave Hemstrought, first in Expert

On Nov. 3<sup>rd</sup> and 4<sup>th</sup> I went to Clanton, AL to help out with the Central Alabama Stunt Squadron's first contest. The have a fantastic site, with four circles of very short cut grass, no trees nearby, three shelters in case of rain and clean restroom facilities on site. The field is about 4 miles off I-65, with hotels and restaurants near the interstate.

Saturday had temperatures between 47 to 70 degrees and very little wind. There were three participants in Basic, with Dee Tison 1<sup>st</sup> and Tom Weedman, Jr. and Trevor Jayroe tied for 2<sup>nd</sup>. Allen Brickhaus and Lewis Popwell judged. Of the four in Old Time, Allen Brickhaus was 1<sup>st</sup>, Tom Weedman, Sr. 2<sup>nd</sup> and Ty Marcucci 3<sup>rd</sup>. Tom Morris and I were the judges. There were ten entrants in Profile. Tom Dixon took 1<sup>st</sup>, Curtis was 2<sup>nd</sup> and Allen Brickhaus was 3<sup>rd</sup> flying his Rayette. John Simpson and Jim Oliver were judges. There were eight in Classic, with John Simpson finishing 1<sup>st</sup>, Bob Dixon 2<sup>nd</sup> and Tom Dixon 3<sup>rd</sup>. Rollin Kesler and I judged. Around 11 AM or so a couple of the

local club members set-up a grill and cooked hot dogs and hamburgers, by that time they were quite welcome. All the flying and eating were ended by three o'clock.

Sunday's weather was a near carbon copy of Saturday's, just a little cooler in the AM. Since most of Saturday's participants were spread across the Pampa classes, there were only 3-5 in each class. Beginner was won by Davis Shad, Charles Caton, flying a Vector 40, was 2<sup>nd</sup> and Phil Garner was 3<sup>rd</sup>, with I think a Twister. Rollin Kesler was 1<sup>st</sup> in Intermediate, Ty Marcucci 2<sup>nd</sup> and Jim Oliver was 3<sup>rd</sup>, flying an Oriental that later won best appearing. Judges were Marshall Busby and Lewis Popwell. Advanced had Marshall Busby 1<sup>st</sup>, Louis Rankin 2<sup>nd</sup> and Tom Weedman, Sr. 3<sup>rd</sup>. Expert had Bob Dixon 1<sup>st</sup>, Tom Dixon 2<sup>nd</sup> and Allen Brickhaus 3<sup>rd</sup>. Of all the flyers, I think Allen was the only one from outside District 5. I hope we can change that next year. Curtis Comer and I judged.

For both days the tabulators were Don Collins and Clint Kent. The runners were Phil Garner, Gary Arthurs and Trevor Jayroe. Darrell Mims was the CD and ran a very smooth first contest, so it can only get better. I'm not sure if they're planning one or two contests next year, but you should try to get to one of them if you can.

-Dale Barry 



Jim Oliver and his Oriental



John Simpson and his Classic winning Cavalier



The field in Clanton

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Trevor Jayroe, 2<sup>nd</sup> in Basic



Tom Weedman, Jr., 3<sup>rd</sup> in Basic

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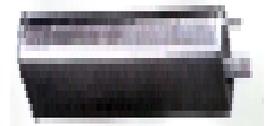
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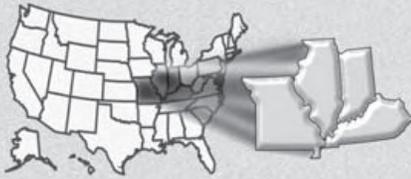
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## District 6 Report

Illinois, Indiana, Kentucky, Missouri



**Allen Brickhaus**

PO Box 206  
Golconda, IL 62938  
(618) 683-7611

abkb801@shawneelink.net

We travel to Memphis, Tennessee, Davenport, Iowa and St. Louis, Missouri for the January and February issue of Stunt News. The month of September is jam-packed with action on all fronts in District VI. It seems I was just unpacking the suitcase when I was filling it again for another trip on the road. The greatest part is the camaraderie between the friends and competitors on the contest agenda. Always prepare to do your best in practice and the center donut, but take the time to have breakfast and an evening meal with your best friends.

-Allen Brickhaus



Dexter modeler Steve Moore took the day to fly on Saturday at the Memphis contest run so very well by Louis Rankin. Here is Steve with his Pathfinder and OS Max 40.



"Big Art" Adamisin is tutoring the peanut gallery how to fly better in the wind. Charles Reeves and Bob "Sparky" Storck is intent in gaining that such knowledge.



Class is not dismissed as yet on the cool but slowing warming day in Memphis. "Big Art's" suggestions were certainly taken to heart by the pilots on hand in Memphis.



Gerald Cheney of Springfield Missouri preps his Ed Southwick Lark for a practice flight in Springfield. I would like to thank James Mills for the action shot.



Michael Schmitt caught Allen in the act of level flight on the grass circles at Mt. Joy Airport in Davenport, Iowa. The Peoria Aero Wyreflyers moved the contest site to Davenport due to the Illinois River making it near impossible to prep the circles at Detweiler Park in Peoria.



Jim Lynch, Big Art Adamisin and columnist take the time to crunch and bunch for a local shot at Louis Rankin's Memphis event.



Terry Bolin of the very southwestern corner of Missouri kibitzes with Floridian Ed Mason at Buder Park during the St. Louis Lafayette Esquadrielle Broken Arrow event held on the third weekend of September. Ed brought a well built B-17 to the Buder contest.



Crist Rigotti of Iowa assists Louis Rankin in launching his very well finished Oriental at Buder Park in St. Louis. Louis flew this well in Classic as well as Advanced. Louis placed first in Advanced and second in Classic.



James Mills contemplates his day in Advanced at Buder Park which is located at the intersection of MO141 and I-44 in southwest St. Louis.





Dan McEntee reels in his Shark 45 to enter Classic and Expert at the Broken Arrow in Buder Park, Missouri.



Bob Arata, spark plug for most of the contests at Buder Park helps signing up Howard Terrell at the Broken Arrow in September.



Keith and Deanne Spriggs watch as the Broken Arrow proceeds with little problems. You have got to see Keith's miniature tools. Ask him or his wife to show them to you. Keith is also a "gear-head" and likes old Fords.



Gary Frost, one of your more skilled combat pilots is dabbling in stunt more and more these days. Gary knows Buder Park from corner to corner better than anyone.



The awards at the Broken Arrow are always hand-made trophies made with much forethought and consideration. Trophies vary from humorous to elegant. You receive your stick-on plaque and then you go to the table and choose the trophy of your choice.



Sean McEntee and his lady enjoy the day at Buder Park.



Mark Hughes is taking in the shade behind his well-executed Macchi 72 on Sunday at Buder Park. Dennis Vander Kuur is checking out his Legacy prior to a flight at the Broken Arrow.



Larry Lindburg of Galva, Illinois gets his SIG Primary Force ready in the pits at the Broken Arrow. I think this one is powered by a Double Star 50.



Dennis Vander Kuur helps Michael Schmitt pull test his profile Jamison in the pit area of the Broken Arrow contest run by the Lafayette Esquadrielle of St. Louis, Missouri.



Michael Schmitt is assisting Crist Rigotti with one of his flights in Expert at the Broken Arrow. Crist is flying a very nice profile (Phacade) designed by him and I would like to see it published in Flying Models in a future article.



Howard Terrell and Floyd Layton sign up at the Broken Arrow. Floyd's models of choice this year are his Barnstormer, Lew McFarland's Dolphin and a Buccaneer 740.

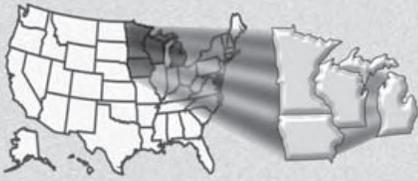


Charles Fowler of Toledo, Illinois takes his first Intermediate crown after winning Open Beginner at the 2007 NATs in Muncie this summer.



## District 7 Report

Iowa, Michigan, Minnesota, Wisconsin



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

Hi everyone. First off I'd like to thank everyone who voted for me in the election. It looks like the "turnout" was light. I'll do my best not to disappoint you in your representation. Congratulations to Bill Rich. A big thanks to all who have served in the past and have passed the baton to others.

I hope all had a nice holiday season and everything went well and all your travels were safe. By now we should all be in the building mode, and I'm no exception. Looking back at this past flying season, I'd have to say the Agenda 76 didn't pan out as well as I hoped. I just could not find that comfy feeling with that plane. I tried a lot of different set ups and trim changes, but in the end I hung it on the wall and got down the Phacade for the last month or so of the contest season. Maybe "large" airplanes aren't in the cards for me. The smaller planes are just so much more comfortable for me to fly. I'll revisit it at a later date next year or so.

I understand that Floyd Layton has retired and has cleaned off his building bench for some serious building. Floyd has kept our circle at the Davenport Airport in a well manicured condition all summer long and his work is very much appreciated.

It has been pretty quiet as far as hearing from others in our district. Please keep me informed on your building and flying activities. A group of us are planning to get together for our annual get together the first weekend in December. We do this just to keep in touch and to get caught up on the new building projects. I look forward to the get together every year. I'm sure others do something similar so send me some pictures!

-Crist Rigotti



Bob Baldus sent me some pictures of his latest Ringmaster. He describes how he did the leaves on the airplane. Very clever Bob. Power is a Brodak 25. Baldus photo.



An overall view of Bob's Ringmaster. Baldus photo.



Frank brings the ship by the camera for a photo pass. Schmitt photo.



Looks like Russ Gifford is contemplating his Primary Force at Davenport.



Some of the gang at Davenport. L to R is Randi Gifford, Lee Concannon, me, and Larry Lindburg. Notice how nice the grass is kept. Thanks Floyd. Larry and I would spend many evenings and Saturday's helping each other.



John Christensen receives 2<sup>nd</sup> place from Art Johnson at the Rockford contest.



At the Rockford contest, Russ is telling me what a great flight he is about to put in. He only wished his plane was electric. He loves electric!



L to R is Allen Brickhaus, Frank Carlisle, and myself at the Treetown contest. I'm sure we were discussing the finer points of the pattern.





Allen Brickhaus receives 1<sup>st</sup> place in Expert at the Peoria contest held in Davenport this year.



I'm building a Classic ship called a Mag-Jet. It uses a Magician wing and moments. It'll have trike gear and be powered by a LA 40.



The outboard tip showing the weight box and the solid basswood tip.



The Adamisins at FCM this year.



The wing skins for the Mag-Jet.



The basswood inboard tip which was lightened showing the detail and adjustable leadouts.



Sin Goudarz receives his reward for 3<sup>rd</sup> in Profile stunt at FCM. Will Hinton was the presenter.



My latest project for next year. It will be the same size as my successful Harbinger which received an "asphalt tattoo" in St. Louis over a year ago. It'll be powered by a Tom Lay ST 51.

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Bob McDonald bags 1<sup>st</sup> in Classic at FCM.

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## District 8 Report

Arkansas, Louisiana, New Mexico,  
Oklahoma, Texas



**John Hill**

9111 Palmshores Ct  
Spring, TX 77379  
(281) 370-5183  
jhil4@houston.rr.com

It's the end of November and time to sit down and get the column done for the Jan./Feb. issue of Stunt News. As I sit here writing this I can't help but look back and reflect on the year past. It has been a good year and an active year for District VIII. Texarkana, Dallas, Houston, Tulsa, Baton Rouge and many other cities around the district hosted contests. We are truly blessed to have as much activity as we do. A great debt of gratitude goes out to all of the CD's and volunteers who gave their time to put these events on. Hopefully 2008 will be just as good or better.

A lot of things happened to my family and I this year, some bad and some good. At the NATs I managed to splatter a very good airplane on the last flight of qualifying, which by the way was very impressive. Unfortunately the airplane was totaled and still resides in the black plastic body bag that I brought it home in. Just haven't had the heart to bury it yet but I will get around to it.

On our way back home, somewhere in Indiana, my daughter called to let us know that a pipe had broken under the kitchen sink and the kitchen, den and living room were ready for aquatic life. Oh brother that is all we need... So we are on the phone for several hours with the insurance company trying to get

this all sorted out. We have no way of knowing what the extent of the damage is and just hope that it is not too bad.

When we walked in the next day it looked like an early American slum. All of my wood floors had been ripped up. The carpet was gone in the living room and we had big fans and dehumidifiers everywhere. They had drilled holes in the lower kitchen cabinets to try and dry out the wood. This was a disaster... My daughter and her betrothed had stacked all of the furniture in the other rooms and in my workshop. I could not even get to my workbench to work on the airplane that I had started before the NATs. Man this was really bad... Three months later I was back in business.

The good thing about the past year was my youngest daughter getting married the fourth of November. The wedding was a grand affair according to all that attended. My son and I voted to have it held at Hooters and were promptly overruled. We thought it was a great idea, wings and beer what else could you ask for?

I did make the last contest of the year for me at least, Baton Rouge. This is always a great contest to attend and those who have gone in past years will agree. Good friends, good food and lots of flying. The contest is held in a city park with two flying circles. One is fully paved and the other is a grass circle with a paved takeoff area. This contest is called the "Lee Lorio Memeorial Stunt Contest" in honor of Lee Lorio a long time NATs judge. If you are ever in the Baton Rouge area at the end of October drop buy and join in.



"Gathering of the Eagles" L-R, Don Gozney, John Hill, John Violette, Andrew Stokey, Don Hutchinson, Allen Perret. Bottom row L-R Norm Faith, Gil Causey, Mr. Dore (Sorry I can't remember his name, but he served in the Marine Core) and Ty Marcucci. I want to say THANKS to these guy's and to ALL OUR VETERANS... A job well done!!!



Don Hutchinson and Dale Gleason with Don's SBD. Don has designed several near scale profile stunters that fly fantastic.



My good friend Donnie Melanson with his other love. Donnie is a real hoot and a very good flyer as well.



Norm Faith "Mr. Distict VIII" winner of the District VIII stunt trophy for 2007. Way to go Norm.



The author with the first place hardware. Hey even I need some press every once in awhile. Dale Gleason finished a strong second.

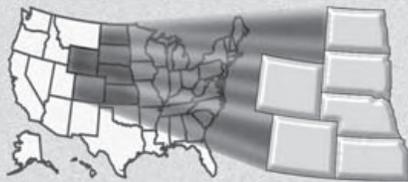
Well until next time. Tight lines and fair winds and may the Stunt Gods smile on you.

-John Hill



## District 9 Report

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



**Carl Shoup**

3172 Glendarm Dr.

Grand Junction, CO 81504-6034

(970) 434-0906

shoupentstatorrepair@prodigy.net

## District 10 Report

Arizona, California, Hawaii, Nevada, Utah



**David Fitzgerald**

2063 Monticello Rd.

Napa, CA 94558-2001

(707) 259-0626

Hello District 9 members, thank you for voting. I would like to welcome the new Pampa President, Bill Rich, Secretary/Treasurer, Dave Gardner, and the rest who won reelection. I will do my best to represent our District, but I need your help. The last 4 months I have not received any thing to put in my report.

The club that I belong to had public demo in Oct. and asked me to fly some control line flights. My first flight was the last one for my Belfrey Bound. The wind was around 15-20 mph and my plane always flew in the wind just fine but the wind on the ground was not like the wind 20 feet up. So to make a long story short, I tried to push the plane through the pattern when it was just a demo flight.

Please send some info on what is going on in your area. Thanks.

-Carl Shoup



Since my last report, the elections are complete. Congratulations to Bill Rich. I look forward to wise ways.

As I sit here now, I am in a hotel room, and have stayed here for over 2 weeks. It is snowing outside, here in Denver. I am in school for a new plane for United – which means that I am not at home building a new plane. Well, the new plane is under way. Time will tell. The rainy season has started, and there are now cold spells of, oh, say around 50 degrees, with occasional rain, between the 70 degree fall days. Alas, yes the contest season is over.

I have a lot of pictures from the SW, as well as our season ender, Golden State Championships. Golden State was back to Gilroy this year. Our regular contest site in Clovis had some construction. Hopefully, we will be back to our regular venue next year. A big thanks to Jim Aron and Larry Fernandez for stepping up and making sure the show went on. Speaking of Golden State, we had a rather special event Saturday night of the banquet.

Unfortunately, Ted literally had a song and dance previous engagement and could not attend, but Jim Aron had made arrangements for Shareen Fancher to tabulate the contest. Yes, world class Shareen, tabulating at our little contest, quite an honor. Anyway, she almost decided to go home overnight instead

of attending our banquet, which would have been a mistake. For her modeling career, many accomplishments in administration at the Nationals, and world championships, and her efforts as PAMPA Secretary/Treasurer, Shareen Fancher was awarded the annual Barton Sportsmanship of the Year award. Jim has a contest report and a testimony from Ted about Shareen's many years of dedicated service. Here are a few comments I made as the PAMPA District 10 rep:

"I honestly can't remember when I met Shareen. It was sometime around 1975, I was just a kid. We had Western Associated Modelers, WAM. Back then we had a huge 4<sup>th</sup> of July contest and it was the highlight of the summer contest season. After the contest, we usually all gathered at Fancher's house in Foster City, for fireworks and fried chicken, usually followed by the kids launching from the Fancher's back porch, in the lagoon, on a canoeing adventure. Well, next thing I know, Shareen is running the NATs. She has done everything in CL modeling, except fly in contests on a regular basis.

As many of us know, PAMPA is Stunt News, and SN is the membership, which Shareen has been the steward to for a very long time. Without her efforts, PAMPA would not be what it is today. So, I'm going to get to the point. There have been many things said about Shareen over the years, many things left unsaid, and many things that might have been better off left unsaid. But tonight is not one of those occasions. I'd like to present the Barton Sportsmanship award to Shareen Fancher, for 2007."

Everyone had a great time. We had a good turnout in beginner as well. All the kids now have their own Flight Streak. Eric Fitzgerald decided he had to have a word with the contest administrator about mowing the grass for the beginner circle. (Larry.) It seems that a great job was done mowing the beginner circle, for 70' lines. The only problem was that most of the beginner planes were on 60' lines. So, I've told Eric many times that when the engine quits, that you need to walk backwards slowly to keep your lines tight for a good landing. But, it seems, when you land on the edge of the long grass, it



flips your plane over. Eric was not amused. It also seems that I forgot to tell this little bit of advice to Rachael. So, when her engine quit, she landed on the short grass, and was the only junior to not flip over on landing. Older brother Eric, was not amused—hence Rachael beating older brother Eric. Rachael now has a job as trophy hugger. She likes to say that she is so full of hugs and kisses, they leak out all over. She may have to fight for the position with Cassidy Delaney when they meet. Jim should have an extensive write-up in the contest section.

The Fitzgerald clan has found a new calling. Jim Aron ran a contest here at home, "The Napa Classic." The kids also flew their Flights Streaks in classic. Between flights, Eric was tabulating, he's 8, Rachael was running every score sheet, and running all day long, she was 6, and Michael was posting the scores on the score board, very serious business, he's 6 too. Jim just sat back and enjoyed the Golden State sunshine. Since the Meet'n Meat contest where Jim ran the contest, and tabulated, and won every event he entered, it seems he didn't quite have the same success here. I will, however, have to speak to Eric about adding up my scores in Old Time. I resurrected the Old Ringmaster with Veco 19BB, warp speed, and flew about 3.8 s laps. Great fun!

I have news from the southland, Rickii Pyatt, Mike Keville, and Lou Crane:

**"1/2A Multi-Engine Profile Scale, October 13-14, Tucson, AZ**

Rickii Pyatt

"Half-A" is actually a misnomer since the maximum allowed displacement is .061. Points were awarded for shapes/outlines, color and markings, and workmanship... plus a mystery item: "charisma" points. Entries had to fly a minimum of 10 laps with all engines running in order to earn a score. To keep it informal, unlimited attempts were granted. We also had no posted flight order—entrants being free to fly whenever they were ready, which added to the enjoyment. Static scoring was by Robin Sizemore (also the C.D.) and Mike Keville. Weather was beautiful - typical for Tucson in

October.

This year, in order to encourage entries, there were no bonus points for throttles and/or other flight options. That will change next year. We'll have a category for those, plus another for those not so equipped. Other changes are pending and will be announced in early 2008. It's rather interesting to note that the names of three flyers in this unusual novelty event have their name on the Walker Cup!

Keith Trostle earned First Place with a magnificent 55.5" wingspan Tupolev TU-95 'Bear' equipped with more bell cranks than the average hobby shop. He'd been burning the midnight oil getting this one ready. He was also seen measuring, tying and adjusting a set of three lines at the field Saturday—an effort that lasted most of the day and into the evening. Jim Hoffman was 2nd with a BOAC Lockheed 10 Electra featuring electronic throttle control. He had test-flown it once in Phoenix before coming to the contest, which really paid off since he performed an excellent flight. LeRoy Black earned a well deserved Third place with his finely detailed Messerschmitt Bf-110 Zerstoror. A gust of wind on Saturday blew it off the official table as it was being static-judged, but everyone helped him pick up the pieces, and he got it repaired in time for an official flight on Sunday. Bob Whitely entered a North American F-82 Twin Mustang with throttle control. A bit more detail on the model and he may have placed higher than Fourth. Considering the surprising amount of effort that goes into building and finishing these things on short notice, Bob's workmanship was superb—as always. In Fifth place was 11-year-old Michael McMillan, Chris McMillan's son. He built a Lockheed P-38M Lightning, modified from the old Sterling kit. He and Chris, with Whitely's help, worked on the plane until mid-morning Sunday. After two test flights, young Michael put up his Official, which was a sight to be seen. One proud dad! It was gratifying to see this young man so interested and involved in this hobby. He can hardly wait for next year's event. In Sixth place was Currell Pattie, who shipped his entry here from Shelby Township, Michigan—a 1930s tri-motor French

airliner, the Dewoitine D.338. It was proxy-flown by Bart ("Bloody Fingers") Klapinski who, after intensive work on the three Cox Black Widows (not to mention a few Band-Aids) was able to complete ten laps under power following numerous attempts. Currell was awarded the Honorable Mention plaque. (Bart would've been awarded a Purple Heart if we'd had one!)

Ted Kraver, better known for his Carrier interests, rounded out the field with his Boeing B-314 Clipper flying boat. Unfortunately, he was unable to get all engines running in order to put in an Official. We have a feeling he'll be back next year.

There were several other interested parties who didn't get their entries completed in time. Burt Brokaw, who'd just been released from the hospital, had planned to enter a B-36 (!). "Wait 'til next year", he said. Mike Pratt and Charlie Reeves didn't quite complete theirs, but are looking forward to 2008's event. Lou Wolgast was still working on his 1934 DeHavilland Comet racer, adding that he may now build an even larger version for next year's meet. It's even been rumored that old "I'd rather be painting" Keville may come up with something.

A slow start, to be sure. But so was the VSC, and look what happened with that. Meanwhile, watch for the pending feature article in "Flying Models" magazine."

Michael Walsh—Golden State, the photographer.

-David Fitzgerald



Fernandez's Concours winning Crusader





The CD takes a break from Shareen



Jim Tichy's flawless "Walker" Mustang



Igor Panchenko heads out for an official



Rachael Fitz receives 1<sup>st</sup> of 2 plaques presented by Alex Walsh



Brian Baker seems pleased with win in Beginner



Yeah! Eric (3<sup>rd</sup> Place Jr/Sr Combined) loves getting the hug from little sister Rachael.



At least ONE Fitzgerald was happy for Brett



Sundays' trophy winners and Jim Rhoades, Old Time Champ



Larry receives Concours d'Elegance trophy



These Photos courtesy of Rickii Pyatt



## District 11 Report

Alaska, Idaho, Montana, Oregon,  
Washington



**Bruce Hunt**

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

The Northwest Skyraiders hosted their annual September contest in fine style over two partly cloudy, almost windless days. The Magnuson park south sports fields proved to be an excellent contest venue, with the grass causing very few problems for the stunt planes. A main circle and a practice circle for stunt, a nearby circle for combat, and wide open spaces for pits made for a spacious, comfortable contest venue. This year Magnuson park was also the site of another walk-a-thon with hundreds of spectators strolling by the contest site on Saturday. In addition there was a continuous exhibition of electric RC flying just south of the contest site by a dedicated group of pilots. Strolling over on Sunday they were amazed that Paul Walker's electric stunt plane was neither an ARF nor flew without RC controls of any kind.

During the profile event Dan Rutherford conned Bob Parker into flying his "beater" 20FP powered flightstreak. Bob wasn't too sure but he agreed to put in a practice flight. After his first flight, he remarked, "It doesn't fly like an Impact." With Paul Walker standing by Dan set out to fix that problem. Using a marker pen, Dan changed the name from Flightstreak to Impact XS (for eXtra Small) and Walker

made it official by signing the wing. In addition to the fine array of award certificates and Skyraiders Chair prizes, the Skyraiders awarded a "crock" of money to the top competitor overall. The \$155.29 prize was donated by the family of R.F. Stevenson, the longtime Seattle CL flier and engine collector for whom the contest is named. The \$55.29 represents Steve's AMA number, and the \$100 represents the "C-note" that Steve said every Skyraider should have in his wallet. Pat Johnston of Boise, Idaho, won the crock of money. The Skyraiders also hosted an informal Saturday evening pizza and beverage gathering at the popular Northlake Tavern.

Oregon is known for its beautiful "Indian Summer" autumn weather, and most of the 21 years of the Fall Follies, always held in early October, have had mostly pleasant weather. The 2007 contest fell on a weekend that followed a week of intermittent rain in the Willamette Valley, and the threat of more kept some of the usual contestants away. Well, it didn't rain, and if the wind had been, oh, say, 15 mph slower, we could have claimed another "pleasant weather" Follies. Alas, Salem became The Windy City for two days.

Wind was steady, except when there were higher gusts; calm moments were few and only in the early morning. As a result there were a few crashes, a lot of fliers passing on stunt rounds, and one of the racing events canceled. With the first round of the Expert flights taking place with 15 to 20 mph gusts across a line of trees on the south edge of the field, only three fliers braved the conditions. Paul Walker showed all stunt fliers how to ignore adverse conditions, calmly putting in an excellent flight with the Impact XLE.

Nevertheless, the contest was indeed held, as were the barbecue/party at the home of Bruce and Kris Hunt on Saturday evening and the WOLF-sponsored barbecue on Sunday. As it turned out, the Sunday barbecue was followed by the trophy presentation and everyone went home early and a little windburned.

Dan Rutherford, brought out his latest 20FP experiment: the multi-tank

"trick" Skyray. Granted it was never actually seen in the air but it looked really cool running on the ground. If you think uniflow plumbing is complicated, trying to understand how the fuel gets from the third tank to the engine will leave you scratching your head. Oh yes, I almost forgot. It uses muffler pressure too.

The 2007 Follies was the Northwest's first experience with dividing Classic Stunt into two separate classes, Expert and Sportsman, in the same way that Profile Stunt is divided in Northwest contests. The experiment appeared to be a success, with nine entrants over the two classes.

It's safe to say that a good time was had by all of the 26 participants in spite of the weather, though the pilots would definitely have had a better time if it weren't for the howling gale.

The Follies also was the opportunity to award the annual Vintage Stunt Championship trophy, sponsored by Don McClave. The trophy goes to the flier who scores the most points in Old-Time and Classic Stunt during the season. This year's award went to Pat Johnston, who placed, usually in first, in every contest.

The Fall Follies lived up to its reputation as a low-key, relaxed season-ending event that sent everyone home looking forward to the coming contest season, only a few months away. And that's the main point of the Follies -- to have fun while putting a nice finishing touch on the contest season.

-Bruce Hunt



Randy Powell and Paul Walker discuss the benefits of not having to worry about getting an engine run.





Pat Johnston has been flying his Shark 35 well this season, good enough to win the Northwest Vintage Stunt Championship



The PAMPA event flightline on Sunday in Seattle. Thirteen entries had an excellent day of flying.



Pat Johnston, brought out his new profile Corsair. It flew pretty well in its maiden contest at Salem.



Dan's beater Flightstreak. If you could see it in color, you would be really impressed with the dayglo green tubing.



Dan readies the newly christened Impact XS for Bob Parker. Changing the name didn't help Bob fly better, though.



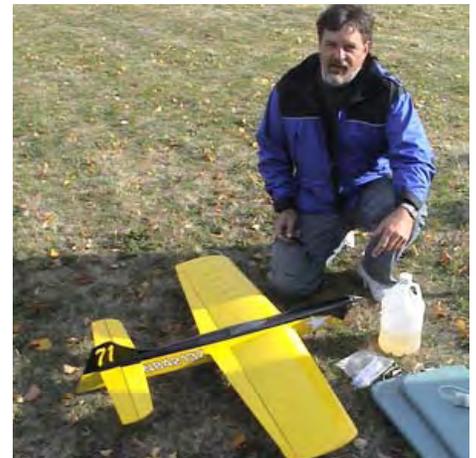
A close-up of Pat Johnston's Mustang. Notice the craftsmanship in the handmade wooden prop.



Mike Conners readies his model in Seattle while Mark Scarborough and Randy Powell debate the meaning of life.



The pits in this case were from Dan Rutherford's grape seeds which were all over the ground.



Mark Scarborough readies his ARC Vector for a wind aided flight in intermediate.



Rick Cochrun displays his Pathfinder. Having just returned to stunt, Rick is showing rapid improvement.



Bob Smiley, the yellow terror, starts his engine at the Fall Follies. Come on Bob! The conditions weren't that bad.



A close up of the two inboard tanks of Dan Rutherford's Skyray. What can't be seen is the outboard tank and the prop on the engine as it whines away blowing exhaust into the pit.



The Classic pit in Seattle. Light winds made for an excellent day of flying.



Don McClave and Pat Johnston sit with their backs to the wind judging Beginner and Intermediate PAMPA events in Salem. What could have been a long day was cut short by everyone passing the second round in favor of a good bar-b-que.



Dan showing amazement that it seems to be working. You can hear him saying, "How cool is that!!" Rich McConnell eat your heart out.



Mike Haverly leans into the wind in preparation for a first round flight on Sunday in Salem.



Mike Haverly prepares his Oriental Plus prior to winning Advanced flight in Seattle.

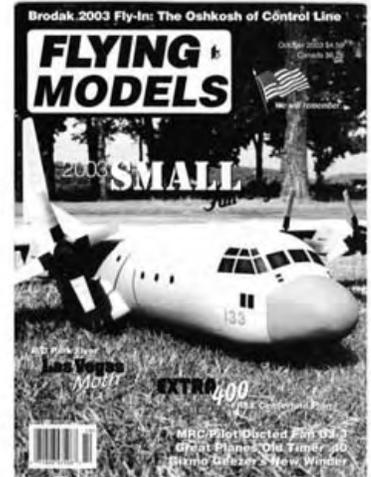


Bob Smiley's Jamison Special made a debut Old Time flight in Seattle taking second place.



Leo Mehl's Ruffy all shiny and new but the leadouts still come out the wrong side.

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# Contest Calendar

Howard Rush, [hmrush@comcast.net](mailto:hmrush@comcast.net)  
(425) 746-5997

Jim Snelson, [janjhobbies@msn.com](mailto:janjhobbies@msn.com)  
(505) 296-2884

Listings are what we had at the Stunt News deadline. For up-to-date listings and additional information, see the PAMPA Web site: <http://www.control-line.org/DesktopDefault.aspx?tabid=24> and the AMA Web site: <http://modelaircraft.org/comp/ContestCalendar/Webcalendar/Flying%20Events/calendar.htm>. Be sure to confirm with the CD before going to a contest. Please submit new listings to Howard Rush, [hmrush@comcast.net](mailto:hmrush@comcast.net), and Jim Snelson, [jandjhobbies@msn.com](mailto:jandjhobbies@msn.com). See <http://www.controllinecentral.com/Calendar.asp> for links to contests outside North America. Submit contest ads to Howard Rush.

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

## 2008 Contests:

### January 19-20

King Orange International, Bradford Co. Fairgrounds, 2300 N Temple Ave. (US Hwy 301 North), Stark, Florida

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

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

CD: Tom Weedman, 441 Easy St., Lot 5, St. Augustine, FL 32086, (904) 669-2376;

Contact: Lynn Weedman, (904) 797-4482, [x47weed@aol.com](mailto:x47weed@aol.com)

### January 26-27

Southwest Regionals Control Line Championships, Christopher Columbus Park, 4600 N. Silverbell Rd, Tucson, AZ

Saturday: Old Time, Classic

Sunday: Profile\* (Jr.-Sr., Advanced, Expert), Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Jim Hoffman, 2658 W Montgomery Dr., Chandler, AZ 85224, (480) 897-0630, [windswept4@cox.net](mailto:windswept4@cox.net)

[www.ccmaconline.org](http://www.ccmaconline.org)

### March 7-10

Whangarei Model Aircraft Club New Zealand (International) Stunt Supreme Contest, Portland, 7 miles south of Whangarei City, Northland, New Zealand

F2B, New Zealand Sportsman Aerobatics

Contacts: Mr. Kim Webby, 28 Cockburn St., Onerahi, Whangarei 0110, New Zealand, (09)4360185;

John Danks, [westech@xtra.co.nz](mailto:westech@xtra.co.nz) (label subject as "Stunt Supreme")

### March 12-15

Vintage Stunt Championships XIX, Christopher Columbus Park, 4600 N. Silverbell Rd, Tucson, AZ

Wednesday: Old Time round 1, Ignition\* round 1

Thursday: Old Time, round 2, Ignition\* round 2, Classic appearance judging

Friday: Classic round 1

Saturday: Classic round 2, banquet

Entry deadline March 7

CD: Lou Wolgast, 3652 E. Northern Dancer, Tucson, AZ 85739, (520) 749-1812, [cdvsc@ccmaconline.org](mailto:cdvsc@ccmaconline.org)

Assistant CD: Robin Sizemore, 12405 E. Arbor Vista Blvd., Tucson, AZ 85749, (520) 749-4434, [vscsidekick@ccmaconline.org](mailto:vscsidekick@ccmaconline.org)

Banquet: Jim Hoffman, 2658 W. Montgomery Dr, Chandler, AZ 85224, (480) 897-0630, [windswept4@cox.net](mailto:windswept4@cox.net)

[www.ccmaconline.org](http://www.ccmaconline.org)

### May 24

Chicagoland Circle Cutters' Windy City Classic, Ned Brown Forest Preserve (Busse Woods), Golf Rd near Rte 53, Rolling Meadows, IL. Entrance is off Golf Rd. Turn into forest preserve, make the first left. Drive to the end and park.

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert), Basic Flight\*

CD: Michael A. Schmitt, 34431 N. Tangueray Dr., Grayslake, IL 60030, (847) 543-1216, [mschmit@attg.net](mailto:mschmit@attg.net)

### June 10-14

Brodak Fly-In, Brodak flying field, Carmichaels, PA See Web site for map and directions.

Tuesday: Profile\* (Beginner, Intermediate, Advanced, Expert)

Wednesday: Classic (Beginner, Intermediate, Advanced, Expert)

Thursday: Old Time (Beginner, Intermediate, Advanced, Expert), Ladies-only Basic Flight\*, Precision Aerobatics appearance

judging (Intermediate, Advanced, Expert)

Friday: Precision Aerobatics flying (Beginner, Intermediate, Advanced, Expert) round 1

Saturday: Precision Aerobatics flying (Beginner, Intermediate, Advanced, Expert) round 2

CDs: Allen W. Brickhaus, Tom Hampshire, 100 Park Ave, Carmichaels PA 15320, (724) 966-7335; [flyin@brodak.com](mailto:flyin@brodak.com)

<http://www.brodak.com/fly-in.php?id=20>

### July 13-18

U. S. Control Line National Championships, AMA, E. Memorial Drive, Muncie, IN

See announcement in this issue.

### August 10

Rockford Stunt Classic, Kieselburg Forest Preserve, 5801 Swanson Rd, Roscoe, IL

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Arthur Johnson, 1818 Oslo Drive, Rockford, IL 61108-6612, (815) 398-3490, [art\\_johnson36@insightbb.com](mailto:art_johnson36@insightbb.com)

### August 16-17

Paducah Aero Modelers' Western Kentucky/Southern Illinois Stunt Championships, McCracken County Model Air Park, Paducah, KY: Take exit 3 off I-24 on the Kentucky side of the Ohio River.

Turn east on Old Cairo Road and find Coleman Road off to the right (south) at about one mile. Travel south on Coleman Road three quarters of a mile and turn left (east) on County Park Road. Go through the open, right, red gate and drive to the top of the hill.

Saturday: Beginner Precision Aerobatics, Basic Flight\*, Profile Stunt\*, Classic, Old Time

Sunday: Precision Aerobatics\* (Intermediate, Advanced, Expert)

CD: Allen W. Brickhaus, PO Box 206, Golconda, IL 62938, (618) 683-7611 (home), (618) 841-0089 (cell), [abkb801@shawneelink.com](mailto:abkb801@shawneelink.com)

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

### August 23-24

Fellowship of Christian Modelers Championships, AMA, E. Memorial Drive, Muncie, IN

Saturday: Classic, Old Time, Profile Stunt\*

Sunday: Basic Flight\*, Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Allen Goff, 2100 N Carrollton Dr., Muncie, IN 47304, (765) 759-7473, [jangof@aol.com](mailto:jangof@aol.com)

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



## Bergen County Controline Flyers Contest

September 16, 2007, Palisades Park, NJ  
Results from Rich Peabody, CD

### Expert

|    |                  |               |            |       |
|----|------------------|---------------|------------|-------|
| 1  | Windy Urtnowski  | Testarossa    | RO-Jett 76 | 562   |
| 2  | Dan Banjock      | Mustang       | PA 61      | 549   |
| 3  | Steve Yampolsky  | IceCream      | PA 61      | 530.5 |
| 4  | Jose Modesto     | Yatsenko      | Yatsenko   | 515   |
| 5  | Buddy Wieder     | Ares          | LA 46      | 514   |
| 6  | Rick Campbell    | IceCream      | Stalker 60 | 508   |
| 7  | Dave Eyskens     | SV 11         | PA 51      | 500   |
| 8  | Bob Lampione     | Patternmaster | ST 60      | 479.5 |
| 9  | Jack Weston      | Vector ARF    | electric   | 467.5 |
| 10 | Brian Manaut     | Strega ARC    | RO-Jett 76 | 466.5 |
| 11 | Mike Chiodo      | Olympia       | ST 46      | 462   |
| 12 | "Ski" Dombrowski | Nobler ARF    | Fox 35     | 436.5 |
| 13 | Jim Borelli      | Misty         | ST 46      | 425   |
| 14 | Mike Cooper      | Strega        | RO-Jett 65 | 423   |
| 15 | Noel Drindak     | Berserker     | PA 65      | 29.5  |

### Advanced

|   |                  |                |            |       |
|---|------------------|----------------|------------|-------|
| 1 | Joel Constantine |                |            | 486   |
| 2 | Mike Ostella     | Hummel         | AT 36      | 483   |
| 3 | Neal Beekman     | Profile Nobler | FP 40      | 478.5 |
| 4 | Bob Krug         | Strega ARF     | ST 60      | 465   |
| 5 | Steve MacBride   | Strega         | ST 60      | 459   |
| 6 | Reuben MacBride  | Strega         | RO-Jett 76 | 455.5 |
| 7 | Hank Womble      | SV 11          | ST 60      | 445.5 |
| 8 | George Waters    | T-bird         |            | 408   |

### Intermediate

|   |               |              |        |       |       |
|---|---------------|--------------|--------|-------|-------|
| 1 | Tom Cappadona |              | Vector | FP-40 | 449   |
| 2 | Ron Testa     | Vector ARF   | LA 46  |       | 424   |
| 3 | John          |              |        |       | 423   |
| 4 | Alex Ortiz    | Cardinal ARF | LA 40  |       | 417.5 |
| 5 | Ken Dawson    | Cardinal     | ST 40  |       | 391   |

### Windy Urtnowski Award for Construction and Finish

#### Excellence Hank Womble

The Bergen County Flyers hold a contest annually to benefit the New Jersey Aviation Hall of Fame and Museum, in Teterboro. The event is held at the Palisades Park swimming pool parking lot, and the venue is terrific! The Garden State Circle Burners hold their George L. Gaydos Memorial Scale Meet in conjunction with this event.

The 2007 event saw great weather with a light wind and warm sunshine. Ron "the Deli Guy" Testa supplied some great sandwiches to the hungry, and the Bergen County Parks Department opened a new rest facility that featured hot water!

The day featured numerous passes by a B-17 that was participating in the museum's annual air show.

The pilot's meeting was at 9:00 sharp and the first

flight was in the air at 9:15. The photo plaque awards were handed out at 2:45, after virtually all contestants took two flights. A postcontest flying session went on until dusk and a great time was had by all.

Special thanks to Alyssa Cullere for her tabulating and to the judges that helped to make this event a big success!

## Lafayette Esquadrielle Broken Arrow 20 Stunt and Scale

September 22-23, 2007, Valley Park, MO

Results from Allen Brickhaus

<http://stunthanger.com/smf/index.php?topic=6728.0>

### Expert

|    |                    |       |
|----|--------------------|-------|
| 1  | Robert Storick     | 587.5 |
| 2  | Dennis Vander Kuur | 578.5 |
| 3  | Allen Brickhaus    | 576   |
| 4  | Mark Hughes        | 572.5 |
| 5  | John Garrett       | 567.5 |
| 6  | Crist Rigotti      | 558.5 |
| 7  | Russ Gifford       | 554.5 |
| 8  | Walt Brownell      | 550   |
| 9  | Dan McEntee        | 540.5 |
| 10 | Mike Schmitt       | 535   |
| 11 | Sean McEntee       | 525.5 |

### Advanced

|   |                |       |
|---|----------------|-------|
| 1 | Louis Rankin   | 501   |
| 2 | James Mills    | 488.5 |
| 3 | Steve Smith    | 485.5 |
| 4 | Larry Lindberg | 482   |
| 5 | Floyd Layton   | 475   |
| 6 | Gary Frost     | 466.5 |
| 7 | Joe Thompson   | 466   |
| 8 | Ken Nash       | 463.5 |

### Intermediate

|   |                |       |
|---|----------------|-------|
| 1 | Charles Fowler | 433   |
| 2 | Howard Terrell | 401   |
| 3 | Jim Pescetto   | 291.5 |

### Beginner

|   |             |     |
|---|-------------|-----|
| 1 | Terry Bolin | 263 |
|---|-------------|-----|

### Classic

|   |                 |       |
|---|-----------------|-------|
| 1 | Allen Brickhaus | 575   |
| 2 | Louis Rankin    | 573   |
| 3 | Dan McEntee     | 556   |
| 4 | Sean McEntee    | 545   |
| 5 | Mike Schmitt    | 536.5 |
| 6 | Robert Storick  | 535   |
| 7 | Walt Brownell   | 518   |
| 8 | Floyd Layton    | 514   |



|    |                |       |
|----|----------------|-------|
| 9  | Ken Nash       | 481.5 |
| 10 | Charles Fowler | 463.5 |

**Old Time**

|   |                 |       |
|---|-----------------|-------|
| 1 | Allen Brickhaus | 312   |
| 2 | Crist Rigotti   | 303.5 |
| 3 | John Garrett    | 302   |
| 4 | Mike Schmitt    | 260   |
| 5 | Floyd Layton    | 252   |
| 6 | Jim Thomerson   | 249   |
| 7 | Terry Bolin     | 202.5 |

**Profile**

|    |                    |       |
|----|--------------------|-------|
| 1  | Dennis Vander Kuur | 544.5 |
| 2  | Crist Rigotti      | 539.5 |
| 3  | Dan McEntee        | 536   |
| 4  | Allen Brickhaus    | 535.5 |
| 5  | Mike Schmitt       | 521.5 |
| 6  | John Garrett       | 516.5 |
| 7  | Larry Lindberg     | 496   |
| 8  | Sean McEntee       | 493   |
| 9  | Louis Rankin       | 491   |
| 10 | Gary Frost         | 487.5 |
| 11 | Steve Smith        | 486   |
| 12 | Ken Nash           | 454.5 |
| 13 | Charles Fowler     | 421   |
| 14 | Howard Terrell     | 417   |

CD: Gary Frost

**Capital City Championships**

September 29-30, 2007, Columbus, OH  
Results from Mark Messmer

<http://stunthanger.com/smf/index.php?topic=6816.0>

**Expert**

Judges: Mark Messmer, John Sunderland

|   |                |       |
|---|----------------|-------|
| 1 | Kenny Stevens  | 581.5 |
| 2 | Alan Goff      | 543   |
| 3 | Scott Reynolds | 530   |
| 4 | Wes Dick       | 528   |
| 5 | Patrick Rowan  | 519   |
| 6 | Phil Spillman  | 512.5 |
| 7 | Gary Tultz     | 511   |
| 8 | Roger Wildman  | 509   |

**Advanced**

Judges: Mark Messmer, John Sunderland

|   |             |     |
|---|-------------|-----|
| 1 | Jim Harris  | 493 |
| 2 | Will Hinton | 486 |
| 3 | John Jordan | 467 |

**Intermediate**

Judges: Mark Messmer, John Sunderland

|   |              |     |
|---|--------------|-----|
| 1 | Les Byrd     | 428 |
| 2 | Clyde Richey | 370 |

**Classic**

Judges: Bob Campbell, Ray Kidner

|   |                 |       |
|---|-----------------|-------|
| 1 | Carl Lovins     | 525.5 |
| 2 | Roger Wildman   | 517.5 |
| 3 | Phil Spillman   | 446.5 |
| 4 | John Gladfelter | 440   |
| 5 | Chuck Snyder    | 416   |
| 6 | Les Byrd        | 341.5 |

**Old Time**

Judges: Joe Reinhard, John Sunderland

|   |               |       |
|---|---------------|-------|
| 1 | Roger Wildman | 301   |
| 2 | D. Johnson    | 295.5 |
| 3 | Patrick Rowan | 283   |
| 4 | Phil Spillman | 281.5 |
| 5 | Ron Lutz      | 193.5 |

**Profile**

Judges: Jack Sunderland, Roger Wildman

|   |                 |       |
|---|-----------------|-------|
| 1 | John Sunderland | 527   |
| 2 | Gary Tultz      | 518.5 |
| 3 | Phil Spillman   | 514   |
| 4 | Patrick Rowan   | 506   |
| 5 | Ron Lutz        | 493   |
| 6 | Les Byrd        | 489.5 |
| 7 | John Jordan     | 479.5 |
| 8 | John Gladfelter | 371.5 |

**ARF**

Judges: Mark Messmer, Carl Lovins

|   |                 |       |
|---|-----------------|-------|
| 1 | John Sunderland | 503   |
| 2 | Phil Spillman   | 495   |
| 3 | Gary Tultz      | 489   |
| 4 | Ron Lutz        | 457.5 |
| 5 | Les Byrd        | 448.5 |

**Concours**

Roger Wildman, Caprice

**Spirit of '52:**

Patrick Rowan, Viking

**Spirit of '64:**

Bill Wilson, Panther, Johnson .35

CD:

Keith Bryant

Trophies:

Rob Young



# 29th GOLDEN STATE Stunt CHAMPIONSHIPS

Gilroy High School  
October 27-28, 2007  
CD: Jim Aron ED: Larry Fernandez

In a perfect world it would have been in Clovis, (quintessential middle California) and on the weekend of October 20-21 because, well... that's when it usually is. But, due to construction at Buchanan High School, it was not to be.

After great wringing of hands and gnashing of teeth, Larry Fernandez decided to take the bull by the horns, realizing that if you need a job done right, do it yourself or pay the piper. Of course it was six of one or half a dozen of another as to whether Larry or the Bull would come up smelling like roses, but one man's meat is another man's poison and by god there was no sense crying over spilt milk anyway, so why not go where no man has gone before and ask the Gilroy High School principal if we can fly our toy airplanes on his precious soccer field for a couple of days in October, eh Bunkie?

By golly, Larry must be more charming than he lets on, because the guy said OK. OK?! Two days of stunt geeks swarming all over his field? Had he ever met a stunt geek? Was Larry wearing a disguise? Would any disguise solve the problem? Maybe the principal lived in a deprivation tank or Mercury was in retrograde.

Anyway, the poo poo had really hit the fan because now he had to throw a contest. I'd normally thank Larry for his initiative, effort and bare faced gall, but he made me the CD, so I have decidedly mixed feelings.

Due to the last minute change of venue to northern California and a conflicting event in Tucson, attendance was a bit lighter than in past years. Roughly forty die-hards made the trek to the Garlic Capitol of the World and except for too many of us parking on the grass, the contest had a nice little life.

I really would like to thank Kim Mortimore and Elliott Scott for manning the pits, Shareen Fancher, Ingrid Osborne and Christiana Tran for tabulating and keeping me under control, all the judges and the Pagan Stunt Gods for providing beautiful weather.

There were some highlights. Four Fitzgeralds (gulp) flew in the contest. Dave has Brett beat at this anyway. Rachael, Eric and Michael comprised 60% of the beginner

field with Rachael taking home a third place trophy. Eric had a difficult time understanding how that could possibly have happened. My guess is extra practice will occur.

Advanced turned out to be a battle with only 17 points separating 1<sup>st</sup> through 5<sup>th</sup>, although Robert Harness was clearly the guy to beat.

Old Time was really tight. 1.75 points between 1<sup>st</sup> and 3<sup>rd</sup>. A silly little quarter of a point is all it takes sometimes and believe me, if Bob Duncan (4<sup>th</sup> Place) had flown the easy part of the pattern as well as the harder part.....

Mr. Granderson took Classic rather handily, but Mike Haverly from way up north and Antone Kephart from down south had some nice flights as well.

And of course there was the Brett and Dave show. Simply put, both these guys are really annoying. After the first round scores were posted, it looked like Brett was running away with it (576 to 555). It's not every day you see a 20 point spread between the dynamic duo and truth be known, that should have been a red flag. It turns out that Shareen got me all flustered and I posted 555 for Dave instead of 573.5. Could it be that Shareen figured that Brett would then get over relaxed and leave the door open for Dave? Stranger things have happened and there is a history with Shareen and Brett. Alas, for Dave, it didn't work. The second round saw Brett go up to 578.5 (being relaxed suits him) and Dave dropped to 567.5. Blame it on Dave's coach.

Perhaps the highlight of the weekend was the presentation of the Douglas Barton Sportsman of the Year Award to the indefatigable Shareen Fancher. Hubby Ted was unable to attend the banquet as a result of his song and dance career, but he e-mailed me some touching words to be read at the presentation. Too bad he e-mailed them on Friday before the contest when I was at the site telling Larry where to direct his lawn mower. So I thought it would be nice to include them here:

*Dear Shareen,*

*Well, as pretty much everyone knows by now, you're down there getting well deserved strokes from our friends and your husband is way up north pretending to be Fred Astaire or somebody. Not a very good bit of prioritization on my part, is it?*

*Nobody wishes I could be there more than me. Had I known six months ago this was going to happen, I've no doubt the melodrama would be going on without me...so strongly do I feel that you deserve every plaudit you're going to receive tonight. Alas, as the saying goes, the show must go on and since I'm not a big enough somebody to have an understudy, I'm going to have to say my piece from afar.*

*Sheena, (yup, that's her nickname) I didn't want the*



opportunity to pass for me to say publicly what I've thought in private for all the thirty years you've been working so hard and with such great patience to help make the little world of control line stunt a giant step better off than it could ever have been without you. Nobody appreciates your dedication and service more than your loving husband, if for no other reason than nobody else knows how much of yourself you've put in to the doing of it all.

When I dragged you kicking and screaming (well, at least a bit reluctantly) to tropical Lake Charles, LA back in 1975, I had no idea what I was getting us into...especially you! There you met another of PAMPA's finest and longest serving volunteers, Keith Trostle. Keith was running the event that year and casually asked if you'd like to help out Nancy McDonald in tabulating the score sheets. Well, shoot, talk about opening the barn door...

Here it is some 32 years later and you're still "helping out" Warren, or Keith, or Big Art, or Lanny Shorts, or Arlie or any of a half a dozen other Event Directors who were fortunate enough to have you as part of their team. And that beat goes on come next July. By itself, that is a remarkable record of service.

Your other—even more demanding—service to the world of stunt has been the last dozen or so years as a consistent, effective and efficient source of administrative leadership for PAMPA; as our secretary/treasurer. Again, other than those who've tried to fulfill that role themselves over PAMPA's history, no one knows better than me what a monumental undertaking the job can be. That you've managed to bring great professionalism to the doing of it says tons about your value to the organization. Whenever Dave or future secretary/treasurers take over the job it will be with confidence that the methods you put in place over your career will make their job both easier to do and predictably effective.

I could go on at length (as I know many in the audience fear might happen) but the last thing I want to do is to detract from you getting the recognition you so richly deserve from so many in the audience whose experience in the great hobby of control line stunt has been enhanced through your efforts. So, I'll shut up now.

Enjoy your evening and always remember that your hubby not only appreciates your contributions to our hobby and its people, but also loves you even more as a result of your hard work, your friendly attitude and your insistence that the job be done right. You're pretty special, kid. —Ted

You're both pretty special!

So....it all was good. Hopefully we can return to our Clovis venue next year for the 30<sup>th</sup> Annual Golden State Stunt Championships, but if not, it's nice to know we have an alternative. Say good night Larry. —Jim Aron

## 29<sup>th</sup> GOLDEN STATE Stunt CHAMPIONSHIPS

Gilbert Rodriguez Perpetual Memorial Cup  
Brett Buck  
Pilot's Choice *Concours d'Elegance*  
Larry Fernandez  
Douglas Barton Sportsman of the Year Award  
Shareen Fancher

### Beginner

|   |                    |
|---|--------------------|
| 1 | Brian Baker        |
| 2 | Elliott Scott      |
| 3 | Rachael Fitzgerald |
| 4 | Eric Fitzgerald    |
| 5 | Michael Fitzgerald |

### Judges: Paul Pomposo & Jerry Arana

|               |        |        |
|---------------|--------|--------|
| Nobler        | LA40   | 228.50 |
| Primary Force | OS25FX | 214.00 |
| Flite Streak  | OS20FP | 118.00 |
| SkyRay        | OS20FP | 94.00  |
| Flite Streak  | OS20FP | 78.00  |

### Intermediate

|   |                  |
|---|------------------|
| 1 | Larry Wong       |
| 2 | Douglas Barton   |
| 3 | Rudy Taube       |
| 4 | Jerry Arana      |
| 5 | Fred Staley      |
| 6 | Howard Yamagata  |
| 7 | Rudy Bustamante  |
|   | Michael Scholtes |

### Judges: Dave Shirley, Jr. & Antone Kephart

|                   |           |        |
|-------------------|-----------|--------|
| Imitation Plus II | PA40 Lite | 437.00 |
| Vector 40 ARF     | PA40 Lite | 423.50 |
| P40 ARF           | Electric  | 376.00 |
| Trivial Legacy    | Jett 50   | 371.00 |
| Pathfinder        | 40        | 363.00 |
| Real              | PA61      | 357.50 |
| Nobler ARF        | OS 40     | 326.00 |
| Vector 40         | Magnum 36 | 0.00   |

### Advanced

|   |                   |
|---|-------------------|
| 1 | Robert Harness    |
| 2 | Phil Juarez       |
| 3 | Paul Ferrell      |
| 4 | Mike Haverly      |
| 5 | Carter Fickes     |
| 6 | Bob Duncan        |
| 7 | Peter Deane       |
| 8 | Mark Wasnick      |
| 9 | Dave Shirley, Jr. |
|   | Jim Goss          |

### Judges: Brett Buck & John Wright

|                 |            |        |
|-----------------|------------|--------|
| Impact          | PA61       | 497.00 |
| Stiletto        | PA65       | 487.50 |
| Vector 40       | Magnum 36  | 487.00 |
| Oriental Plus   | ST56       | 484.50 |
| USA-1           | OS46LA     | 480.00 |
| Trivial Pursuit | OS46VF     | 473.50 |
| Pawnee          | OS25FP     | 471.00 |
| Wazzy           | PA65       | 461.50 |
| Catylst         | RO-Jett 61 | 431.00 |
| Super Chief     | ST56       | 0.00   |

### Expert

|    |                  |
|----|------------------|
| 1  | Brett Buck       |
| 2  | David Fitzgerald |
| 3  | Jim Aron         |
| 4  | Howard Rush      |
| 5  | Phil Granderson  |
| 6  | John Wright      |
| 7  | Paul Pomposo     |
| 8  | Igor Panchenko   |
| 9  | Jim Rhoades      |
| 10 | Larry Fernandez  |
| 11 | Antone Kephart   |
| 12 | John Leidle      |
| 13 | Jim Tichy        |
|    | Steve Harris     |
|    | Paul Isenhower   |

### Judges: Jerry Silver & Jim Goss

|                 |            |        |
|-----------------|------------|--------|
| Infinity        | ROJett 61  | 578.50 |
| Star Geezer IV  | PA 75      | 573.50 |
| Infinity Prime  | RO-Jett 61 | 554.50 |
| Impact          | RO-Jett 65 | 554.00 |
| Skinny Diva     | Magnum 36  | 544.50 |
| Sig Magnum      | Merco 64   | 524.00 |
| Temptation II   | PA61       | 514.00 |
| Hopak           | Saito 62   | 506.00 |
| Classic Acrobat | Yatsenko60 | 502.50 |
| Crusader        | Jett51     | 500.50 |
| Neptune II      | Brodak 40  | 490.00 |
| Master          | PA 65      | 489.50 |
| Mustang         | RO-Jett67  | 473.00 |
| Bee Jay         | PA 65      | 0.00   |
| Pathfinder      | OSFP40     | 0.00   |

### Classic

|    |                  |
|----|------------------|
| 1  | Phil Granderson  |
| 2  | Mike Haverly     |
| 3  | Antone Kephart   |
| 4  | Bob Duncan       |
| 5  | John Leidle      |
| 6  | Carter Fickes    |
| 7  | Jim Goss         |
| 8  | Michael Scholtes |
| 9  | Howard Yamagata  |
| 10 | Jerry Silver     |
|    | Paul Isenhower   |

### Judges: Larry Fernandez & Rudy Taube

|                |           |        |
|----------------|-----------|--------|
| Olympic        | Aero36    | 546.00 |
| JD Falcon      | Brodak 40 | 533.00 |
| Neptune II     | Brodak 40 | 520.50 |
| Tucker Special | Magnum 36 | 503.50 |
| Nakke          | Magnum 53 | 502.00 |
| USA 1          | OS46LA    | 501.00 |
| Veco Chief     | Fox40     | 486.50 |
| Smoothie       | OS46LA    | 454.00 |
| Cavalier       | PA40      | 445.00 |
| Excalibur      | McCoy 40  | 433.00 |
| Dolphin        | OS35S     | 0.00   |

### Old Time

|    |                   |
|----|-------------------|
| 1  | Jim Rhoades       |
| 2  | Jim Aron          |
| 3  | John Wright       |
| 4  | Bob Duncan        |
| 5  | Jerry Arana       |
| 6  | Dave Shirley, Jr. |
| 7  | Jim Goss          |
| 8  | Michael Scholtes  |
| 9  | Kim Mortimore     |
| 10 | Larry Wong        |
| 11 | Paul Isenhower    |
|    | Larry Fernandez   |

### Judges: Brett Buck & David Fitzgerald

|                  |               |        |
|------------------|---------------|--------|
| Humongous        | Magnum 36     | 301.75 |
| Ringmaster       | OS20FP        | 301.50 |
| All American Sr. | Fox 35        | 300.00 |
| Jamison Special  | Magnum 32     | 287.75 |
| Jamison Special  | Electric      | 279.00 |
|                  | Super Cyclone |        |
|                  | 60            | 267.00 |
| Dragon           | Electric      | 257.50 |
| Jamison Special  | OS46LA        | 245.75 |
| Smoothie         | Brodak 40     | 237.75 |
| All Australian   | Ringmaster    | 225.50 |
| Junk             | OSFP20        | 84.25  |
| Ringmaster       | OS15FP        | 0.00   |

### Junior/Senior Combined

|   |                          |
|---|--------------------------|
| 1 | Paul Ferrell (Sr.)       |
| 2 | Rachael Fitzgerald (Jr.) |
| 3 | Eric Fitzgerald (Jr.)    |
| 4 | Michael Fitzgerald (Jr.) |

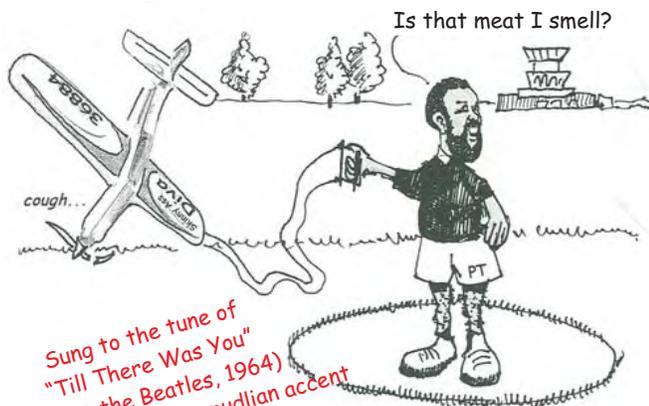
### 4th Place Award Donated by Jerry Arana

|              |           |        |
|--------------|-----------|--------|
| Vector 40    | Magnum 36 | 487.00 |
| Flite Streak | OS20FP    | 118.00 |
| SkyRay       | OS20FP    | 94.00  |
| Flite Streak | OS20FP    | 78.00  |



The Woodland/Davis Aeromodelers present:  
**Meet 'n Meat IX**

Strictly Stunt & BBQ Fall "Classic"  
**September 22-23, 2007**  
 Mavis Henson Field, Woodland, CA  
 CD: Jim Aron



*Sung to the tune of  
 "Till There Was You"  
 (Meet the Beatles, 1964)  
 Best with a slight Liverpudlian accent*

There was meat on the grill  
 But I never smelled it cooking.  
 No I never smelled it at all  
 'til there was Stunt.

There were planes in the sky  
 But I never saw them winging.  
 No I never saw them at all  
 'til there was Stunt.

Then there were Noblers  
 and wonderful Ares and Impacts.  
 They tell me with plans you can build one  
 or ARFs, Fly Stunt.

There were tricks round and round  
 But I never saw them winning.  
 No I never scored them at all  
 'til there was Stunt.

Then there were RO-Jetts  
 and wonderful PA's and Magnums.  
 They tell me in sweet fragrant castor  
 they burp and run.

There were Foxes on the shelf  
 But I never saw them flying.  
 No I never saw them in air  
 SO LET'S JUST HURL.

| Fox 15 Hurl | 16 Hurlers       | E.D. | Larry Fernandez |
|-------------|------------------|------|-----------------|
| 1           | Phil Juarez      |      | 165.00'         |
| 2           | Ted Klein        |      | 162.00'         |
| 3           | Clint Ormason    |      | 151.00'         |
| 4           | Kevin Kemp       |      | 150.00'         |
| 5           | David Fitzgerald |      | 149.00'         |

| Beginner | Judges: Paul Pomposo & Bob Duncan |               |                  |
|----------|-----------------------------------|---------------|------------------|
| 1        | Tim Mello                         | Vector 40 ARF | Brodak 40 232.50 |
| 2        | Brian Baker                       | Nobler        | LA40 231.50      |
| 3        | Elliott Scott                     | Primary Force | OS25fx 217.50    |
| 4        | Don Chandler                      | Swap Meet #3  | OS35 215.00      |
| 5        | Lynn Price                        | Magician 35   | Fox 35 189.50    |
| 6        | Tyler Moore                       | Flite Streak  | OS25 188.00      |
| 7        | Richard L. Walbridge              | Cardinal      | Brodak 40 176.00 |
| 8        | Kevin Kemp                        | Nobler ARF    | Fox 35 166.50    |

| Intermediate | Judges: Heman Lee & Jim Tichy |                |                  |
|--------------|-------------------------------|----------------|------------------|
| 1            | Carter Fickes                 | USA 1          | OS46LA 497.50    |
| 2            | Jerry Arana                   | Strega ARF     | Enya 61 497.00   |
| 3            | Larry Wong                    | Seraphim       | PA40 Lite 489.50 |
| 4            | Dan Gomez                     | Vector 40      | Magnum 36 470.50 |
| 5            | Douglas Barton                | Vector 40 ARF  | PA40 Lite 467.00 |
| 6            | Michael Scholtes              | Imitation      | OS46LA 449.50    |
| 7            | Dick Myers                    | Profile Nobler | ST46 449.00      |
| 8            | Ted Klein                     | Ardvark        | ST34 439.00      |
| 9            | Brian Moore                   | Nobler         | Brodak40 408.50  |
| 10           | David Hueseman                | Gieseke Nobler | OS46LA 366.00    |
| 11           | Clint Ormosen                 | Banshee        | OS40 356.50      |
| 12           | Tom Hagler                    | 38 Special     | Brodak 40 356.50 |

| Advanced | Judges: Ted Fancher & Larry Fernandez |                 |                  |
|----------|---------------------------------------|-----------------|------------------|
| 1        | Phil Juarez                           | Stiletto 660    | PA65 508.00      |
| 2        | Jim Goss                              | Super Chief     | ST56 491.00      |
| 3        | Cleon Lingwood, Jr.                   | Nobler ARF      | Brodak 40 487.00 |
| 4        | Lewis Lingwood                        | Nobler ARF      | Brodak 40 484.00 |
| 5        | Pete Cunha                            | Tony            | OS40FP 483.00    |
| 6        | Erik Rogers                           | Score           | Electric 477.00  |
| 7        | Heman Lee                             | Strega ARF      | Mystery46 477.00 |
| 8        | Bob Duncan                            | Trivial Pursuit | OS46 467.00      |

| Expert | Judges: Bob English & Jim Goss |                 |                   |
|--------|--------------------------------|-----------------|-------------------|
| 1      | David Fitzgerald               | Star Geezer IV  | PA75 597.00       |
| 2      | Brett Buck                     | Infinity        | RO-Jett 61 596.50 |
| 3      | Jim Aron                       | Infinity Prime  | RO-Jett 61 576.50 |
| 4      | Ted Fancher                    | Trivial Pursuit | RO-Jett 61 573.50 |
| 5      | Larry Fernandez                | Crusader        | Jett51 543.50     |
| 6      | Paul Pomposo                   | Imitation       | Magnum 36 542.00  |
| 7      | John Leidle                    | Master          | PA65 531.50       |
| 8      | Gunter Wagner                  | Stargeezer III  | PA75 530.00       |
| 9      | Igor Panchenko                 | Hopak           | Saito 62 529.00   |
| 10     | Jim Rhoades                    | Classic Acrobat | Retro61 527.50    |
| 11     | Phil Granderson                | Skinny Diva     | Magnum 36 509.50  |
| 12     | Jim Tichy                      | Trivial Pursuit | RO-Jett 61 492.50 |

| Classic | Judges: Brett Buck & Phil Granderson |                |                   |
|---------|--------------------------------------|----------------|-------------------|
| 1       | Jim Aron                             | Feno           | OS304S 486.50     |
| 2       | David Fitzgerald                     | Ringmaster     | Veco 19 478.50    |
| 3       | Jim Tichy                            | Electra        | RO-Jett 40 443.00 |
| 4       | Heman Lee                            | Ringmaster     | OS20FP 435.00     |
| 5       | Gunter Wagner                        | Ringmaster     | Veco19 431.00     |
| 6       | Michael Scholtes                     | Smoothie       | OS46LA 401.50     |
| 7       | Bob Duncan                           | Tucker Special | Magnum 36 393.00  |

| Old Time | Judges: Doug Barton & Dave Fitzgerald |                 |                  |
|----------|---------------------------------------|-----------------|------------------|
| 1        | Jim Aron                              | Ringmaster      | OS20FP 285.50    |
| 2        | Jim Rhoades                           | Humongous       | Magnum 36 280.00 |
| 3        | Bob Duncan                            | Jamison Special | Magnum 32 264.00 |
| 4        | Heman Lee                             | Ringmaster      | OS20FP 231.00    |
| 5        | Dick Myers                            | Ringmaster      | OS25 200.00      |
| 6        | David Hueseman                        | All American    | Fox35 183.00     |
| 7        | Michael Scholtes                      | Smoothie        | OS46LA 173.50    |



3rd Annual  
Napa Valley  
**Vintage Stunt Regional**  
October 7, 2007 / Kennedy Park, Napa, California



Now, now...don't worry, it's just juice in the glasses. Note two bottles in Bob Duncan's paws.

**Classic** **Judge: Brett Buck**

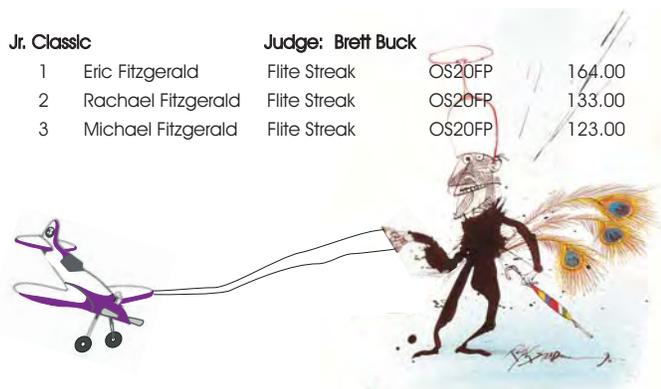
|   |                  |                 |            |        |
|---|------------------|-----------------|------------|--------|
| 1 | Paul Pomposo     | Ringmaster      | OS20FP     | 487.00 |
| 2 | Jim Tichy        | Ares            | RO-Jett 40 | 476.00 |
| 3 | Bob Duncan       | Jamison Special | Magnum 32  | 454.00 |
| 4 | Pete Cunha       | Tony            | OS40FP     | 453.00 |
| 5 | Heman Lee        | Ringmaster      | OS20FP     | 453.00 |
| 6 | Michael Scholtes | Smoothie        | OS46LA     | 411.00 |
| 7 | David Hueseman   | Gieseke Nobler  | OS46LA     | 375.00 |
| 8 | Larry Wong       | Ringmaster      | OS20FP     | 365.00 |
| 9 | Howard Yamagata  | Cavaller        | PA40       | 330.00 |

**Old Time** **Judge: Doug Barton**

|   |                  |                 |           |        |
|---|------------------|-----------------|-----------|--------|
| 1 | Bob Duncan       | Jamison Special | Magnum 32 | 289.00 |
| 2 | David Fitzgerald | Ringmaster      | Veco 19   | 282.00 |
| 3 | Heman Lee        | Ringmaster      | OS20FP    | 266.00 |
| 4 | Kim Mortimore    | All Australian  | Brodak 40 | 256.00 |
| 5 | Paul Pomposo     | Ringmaster      | OS20FP    | 256.00 |
| 6 | Larry Wong       | Ringmaster      | OS20FP    | 235.00 |
| 7 | Michael Scholtes | Smoothie        | OS46LA    | 232.00 |
| 8 | David Hueseman   | All American    | Fox35     | 202.00 |

**Jr. Classic** **Judge: Brett Buck**

|   |                    |              |        |        |
|---|--------------------|--------------|--------|--------|
| 1 | Eric Fitzgerald    | Flite Streak | OS20FP | 164.00 |
| 2 | Rachael Fitzgerald | Flite Streak | OS20FP | 133.00 |
| 3 | Michael Fitzgerald | Flite Streak | OS20FP | 123.00 |



Who says STUNT isn't a spectator sport? These folks took a break from wine tasting to savour a little Vintage Stunt.

Special thanks to David Fitzgerald and Jim Tichy for allowing us to use their "personal" circle on the banks of the Napa river located in beautiful Kennedy Park. It's not Tucson, but Napa really doesn't need to be.

This event features an immaculate fenced in hard top circle surrounded by sun drenched, lush, rolling, vine draped hills, ample parking, the promise of world class wine tasting (after the contest) and a dram or two of STUNT to wet your whistle. Hungry? How about some Brie on an awesome west coast sourdough batard?

It was...well...relaxing.

There was a surprise or two. Gold medal favorite Dave Fitzgerald was shown the door in Old Time by Bob "2 Buck Chuck" Duncan. Personally, I think Dave just needed a little more time to breath. You know, let those tannic acids mellow out, release the complexities that a premier cru like Dave certainly embodies. France has different tastes though, so maybe the team still has the right guy. But my advice to the team manager is to keep Dave in a cool dry place and decant him right before his first flight.

And then there was Paul Pomposo scaring us like starlings spook a vintner. Your're flying a Ringmaster, Paul; a simple vintage with a soft velvety nose, supple rounds and no interest whatsoever in banged corners: enjoyed best when served with restraint. Well you won anyway, despite the hourglass!

Fun day...check it out next year.

Cheers - Jim Aron

Hmmm...I beat Fitz,  
I like French Fries... ○ ○ ○ ○



**Central Arizona Control Line Club  
Carrier Plus X**

October 28, 2007, Phoenix, AZ  
Results from Ted Kraver, CD

**Expert**

|   |             |       |
|---|-------------|-------|
| 1 | Jim Hoffman | 532.5 |
| 2 | Mike Pratt  | 481   |
| 3 | Leroy Black | 340   |

**Advanced**

|   |             |     |
|---|-------------|-----|
| 1 | Burt Brokaw | 446 |
|---|-------------|-----|

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**Central Alabama Stunt Squadron  
Fall Meet**

November 3-4, 2007, Clanton, AL  
Results from Darrell Mims, CD

<http://stunthanger.com/smf/index.php?topic=7223.0>

**Expert**

|   |                 |       |
|---|-----------------|-------|
| 1 | Bob Dixon       | 526.5 |
| 2 | Tom Dixon       | 517.5 |
| 3 | Allen Brickhaus | 501   |

**Advanced**

|   |                 |       |
|---|-----------------|-------|
| 1 | Marshall Busby  | 502   |
| 2 | Louis Rankin    | 494   |
| 3 | Thomas Weedman  | 483.5 |
| 4 | Ronnie Thompson | 461   |
| 5 | Mark Mott       | 446   |

**Intermediate**

|   |                |       |
|---|----------------|-------|
| 1 | Rollin Keszler | 486   |
| 2 | Ty Marcucci    | 460.5 |
| 3 | Jim Oliver     | 435.5 |

**Beginner**

|   |               |     |
|---|---------------|-----|
| 1 | David Shad    | 242 |
| 2 | Charles Caton | 240 |
| 3 | Phil Garner   | 217 |

**Basic**

|   |                     |       |
|---|---------------------|-------|
| 1 | Dee Tison           | 239   |
| 2 | Thomas Weedman, Jr. | 238.7 |
| 2 | Trevor Jayroe       | 238.7 |

**Classic**

|   |                 |       |
|---|-----------------|-------|
| 1 | John Simpson    | 508   |
| 2 | Tom Dixon       | 507.5 |
| 3 | Allen Brickhaus | 494   |
| 4 | Bob Dixon       | 492   |
| 5 | Louis Rankin    | 468.5 |
| 6 | Tom Morris      | 467   |
| 7 | Thomas Weedman  | 437   |
| 8 | Ronnie Thompson | 425.5 |

**Old Time**

|   |                 |       |
|---|-----------------|-------|
| 1 | Allen Brickhaus | 302.5 |
|---|-----------------|-------|

|   |                |       |
|---|----------------|-------|
| 2 | Thomas Weedman | 257.5 |
| 3 | Ty Marcucci    | 173   |
| 4 | Charles Caton  | 139   |

**Profile**

|    |                 |       |
|----|-----------------|-------|
| 1  | Tom Dixon       | 528.5 |
| 2  | Curtis Comer    | 527.5 |
| 3  | Allen Brickhaus | 519.7 |
| 4  | Louis Rankin    | 508.5 |
| 5  | Marshall Busby  | 480   |
| 6  | Tom Morris      | 468.5 |
| 7  | Ty Marcucci     | 459.5 |
| 8  | Thomas Weedman  | 442   |
| 9  | Rollin Keszler  | 393.5 |
| 10 | Ronnie Thompson | 384   |

---

**Cleveland Area Stunt Champs**

September 22, 2007, Berea, OH  
Results from Dave Heinzman, CD

**Expert**

Judges: Gary Tultz, Dave Johnson

|   |              |       |
|---|--------------|-------|
| 1 | Bob McDonald | 601   |
| 2 | John Paris   | 569.5 |
| 3 | Wes Dick     | 568   |

**Advanced**

Judges: Gary Tultz, Dave Johnson

|   |            |       |
|---|------------|-------|
| 1 | Tom Polk   | 564.5 |
| 2 | Ron Lutz   | 520   |
| 3 | Jim Morway | 510.5 |

**Intermediate**

Judges: Mike Alimov, Tom Klingensmith

|   |              |       |
|---|--------------|-------|
| 1 | Les Byrd     | 524   |
| 2 | Dick Hodge   | 433.5 |
| 3 | Clyde Richey | 382.5 |

**Beginner**

Judges: Mike Alimov, Tom Klingensmith

|   |                |       |
|---|----------------|-------|
| 1 | Grace Paris    | 275   |
| 2 | Frank Zabudske | 246   |
| 3 | Bill Stewart   | 211.5 |

**Classic**

Judges: Les Nering, Tom Klingensmith

|   |              |       |
|---|--------------|-------|
| 1 | Bob McDonald | 592.5 |
| 2 | Wes Dick     | 589   |
| 3 | John Paris   | 584   |



**Old Time**

Judges: Les Nering, Tom Klingensmith

- |   |               |       |
|---|---------------|-------|
| 1 | Patrick Rowan | 332   |
| 2 | Phil Spillman | 319   |
| 3 | John Paris    | 302.5 |

**Profile**

Judges: Gary Tultz, Dave Johnson

- |   |               |       |
|---|---------------|-------|
| 1 | John Paris    | 552.5 |
| 2 | Patrick Rowan | 505.5 |
| 3 | Ron Lutz      | 504.5 |

**ARF**

Judges: Gary Tultz, Dave Johnson

- |   |               |       |
|---|---------------|-------|
| 1 | Mike Alimov   | 538.5 |
| 2 | Phil Spillman | 536.5 |
| 3 | Ron Lutz      | 500.5 |

**Tulsa Gluedobbers Stunt Contest**September 29-30, 2007, Glenpool, OK  
Results from De Hill, CD**Expert**

Judges: Marvin Denny, Bryan Norton

- |   |                |               |              |        |
|---|----------------|---------------|--------------|--------|
| 1 | Jim Lee        | Sunflyr       | OS .46 SF    | 565.5  |
| 2 | Bill Wilson    | Panther       | Johnson .35  | 558.5  |
| 3 | Joe Gilbert    | Mr. Hyde      | PA .61 P     | 541    |
| 4 | Joe Bowman     | Strega        | RO Jett .61  | 540    |
| 5 | Sean McEntee   | Primary Force | OS .25       | LA 495 |
| 6 | Lew Woolard    | Strega        | Fox .60 Cer. | 396.5  |
| 7 | Robert Storick | Jet           | PA .75 P     | 75.5   |

**Advanced**

Judges: Walt Weatherford, Lee Thiele

- |   |               |             |              |       |
|---|---------------|-------------|--------------|-------|
| 1 | Bob Reeves    | Score       | Saito .56    | 513.5 |
| 2 | Jim Kraft     | Magician    | McCoy .40 RH | 499.5 |
| 3 | Mike Donovan  | SIG Mustang | Magnum .36   | 484   |
| 4 | Bob Brookins  | Strega      | RO Jett .65P | 468   |
| 5 | Lloyd Gregory | Magnum      | ST .51       | 388.5 |
| 6 | Jim Phillips  | Tumblebug   | ST .60       | 373.5 |
- (with fake pipe)

**Intermediate**

Judges: Rusty Brown, Vance Munsell

- |   |                  |          |           |       |
|---|------------------|----------|-----------|-------|
| 1 | Norm Faith       | Score    | ST .51    | 377   |
| 2 | Richard Duerksen | Sohester | OS .40 FP | 370   |
| 3 | Rick Blankenship | Prowler  | OS .40 FP | 360   |
| 4 | Brad Smith       | Legacy   | ST .51    | 266.5 |

- |   |            |        |           |     |
|---|------------|--------|-----------|-----|
| 5 | Pat Gibson | ME-109 | OS .40 LA | 257 |
|---|------------|--------|-----------|-----|

**Beginner, Sr.-Open**

Judges: Rusty Brown, Vance Munsell

- |   |              |             |           |       |
|---|--------------|-------------|-----------|-------|
| 1 | Steve Raney  | Wannastring | OS .46 LA | 146.5 |
| 2 | Ryan McElroy | Twister     | OS .40 LA | 71    |

**Beginner, Jr.**

Judges: Rusty Brown, Vance Munsell

- |   |                    |            |          |          |
|---|--------------------|------------|----------|----------|
| 1 | Tucker Blankenship | Twister    | OS .40   | FP 146.5 |
| 2 | Keren Duerksen     | Ringmaster | Enya .35 | 40.5     |

**Classic**

Judges: Marvin Denny, Bryan Norton

- |    |                  |            |                |       |
|----|------------------|------------|----------------|-------|
| 1  | Bill Wilson      | Panther    | Johnson .35    | 565   |
| 2  | Joe Bowman       | Roadrunner | Brodak .40     | 564   |
| 3  | Jim Kraft        | Magician   | McCoy .40 RH   | 523.5 |
| 4  | Sean McEntee     | Ringmaster | L&J Fox .35    | 513   |
| 5  | Bob Brookins     | Oriental   | Brodak .40     | 508   |
| 6  | Mike Finnigan    | Ringmaster | Fox .35 ABC    | 500   |
| 7  | Lew Woolard      | Viking     | Silverfoxx .40 | 454.5 |
| 8  | Brad Smith       | Smoothie   | OS LA .40      | 424   |
| 9  | Gary Mondry      | Magician   | OS .25 FP      | 411   |
| 10 | Stan Haugarth    | Nobler     | RO Jett .40 RE | 409   |
| 11 | Richard Duerksen | Oriental   | OS .40 FP      | 173.5 |

**Old Time (GSCB Rules)**

Judges: Rusty Brown, Joe Gilbert

- |    |               |              |                |       |
|----|---------------|--------------|----------------|-------|
| 1  | Jim Lee       | Humongous    | Madewell .49   | 319   |
| 2  | Sean McEntee  | Ringmaster   | L&J Fox .35    | 311   |
| 3  | Mike Donovan  | El Diablo    | Fox .35        | 309.5 |
| 4  | Tom Farmer    | Madman       | OS .25 fp      | 300   |
| 5  | Lew Woolard   | Viking       | Silverfoxx .40 | 297   |
| 6  | Jim Kraft     | Viking       | Fox .59        | 293   |
| 7  | Mike Finnigan | Ringmaster   | Fox .35 ABC    | 281   |
| 8  | Bob Brookins  | Ringmaster   | Brodak .25     | 238   |
| 9  | Brad Smith    | Super Zilch  | MVVS .49       | 232   |
| 10 | Stan Haugarth | Go Devil Jr. | McCoy .40 RH   | 212.5 |
| 11 | Terry Bolin   | Yak 9        | Fox .35        | 157.5 |

**P-40**

Judges: Walt Weatherford, Vance Munsell, De Hill, Lee Thiel

- |   |               |                |             |        |
|---|---------------|----------------|-------------|--------|
| 1 | Joe Gilbert   | Profile Nobler | OS .35S     | 1030.5 |
| 2 | Bob Reeves    | Twistmaster    | Saito .40   | 1029   |
| 3 | Mike Finnigan | Ringmaster     | Fox .35 ABC | 1022   |
| 4 | Jim Lee       | Primary Force  | OS .40 FP   | 1020.5 |



|    |              |                 |                |       |
|----|--------------|-----------------|----------------|-------|
| 5  | Mike Donovan | Fancher Twister | OS .40 LA      | 991.5 |
| 6  | Lew Woolard  | Primary Force   | SF Brodak .40  | 959.5 |
| 7  | Bob Brookins | Primary Force   | Silverfoxx .35 | 959.5 |
| 8  | Gary Mondry  | Magician        | OS .25 FP      | 950.5 |
| 9  | Brad Smith - | Cardinal        | Brodak .40     | 939.5 |
| 10 | Norm Faith   | Fancher Twister | Brodak .40     | 939   |
| 11 | Jack Bryan   | Fancher Twister | OS .40 FP      | 456   |
| 12 | Tom Farmer   | Forerunner      | Magnum .36     | 443.5 |
| 13 | Joe Bowman   | ARF Flitestreak | OS .25 LA      | 402   |
| 14 | Pat Gibson   | ME-109          | OS .40 LA      | 315.5 |
| 15 | Ryan McElroy | Twister         | OS .40 LA      | 81    |

**Concours:** Robert Storick, Jet, PA .75 P

**Charles Ash Sportsmanship Award:**  
Jim and Norma Jean Shamblin

**Spirit of '52:** Stan Haugarth, Go Devil jr.

**Spirit of '64:** Bill Wilson, Panther, Johnson .35

**Pachyderm Award:** Lloyd Gregory

**K. K. McClure Most Fun Award:** Pat Gibson

**Best Crash:** Brad Smith, Awarded for Quantity and Quality!

Runners: Bill Butterfield, Jessie Thiele

Photographer: Elwyn Aud

Awards Certificates: Bob Reeves

Large Scoresheets: Rick Blankenship

Awards Assembler: Elwyn Aud

Pull Testers: Steve Raney, Jerry Neafus,  
Bill Butterfield, Vance Munsell

Score Sheet Runners: Bill Butterfield, Jessie Thiele

Tabulators: Jim Shamblin, Norma Jean Shamblin,  
Pat Reeves

Food Coordinator: LeAnn Gilbert

Field Coordinator: Jerry Neafus

## Garden State Circle Burners' Fall Meet Part II

October 14, 2007, Palisades Park, NJ

Results from Rich Peabody

### Expert

|    |                  |               |            |       |
|----|------------------|---------------|------------|-------|
| 1  | Bill Suarez      | Score ARF     | PA 61      | 544   |
| 2  | Dan Banjock      | Mustang       | PA 62      | 543   |
| 3  | Mike Palko       | Energizer     | own        | 536.5 |
| 4  | Windy Urtnowski  | Novanta       | RO-Jett 90 | 518.5 |
| 5  | Tom Hampshire    | Super Chief   | Veco 61    | 512   |
| 6  | Rich Giacobone   | Strega        | RO-Jett 61 | 512   |
| 7  | Buddy Weider     | Cavalier      | LA 46      | 509.5 |
| 8  | Bob Lampione     | Patternmaster | ST60       | 505   |
| 9  | "Ski" Dombrowski | Nobler ARF    | Fox 35     | 467   |
| 10 | Jose Modesto     | Yatsenko      | Yatsenko   | 466.5 |
| 11 | Brian Manaut     | Strega ARC    | RO-Jett 76 | 397.5 |

### Advanced

|   |                  |                  |        |              |
|---|------------------|------------------|--------|--------------|
| 1 | Neal Beekman     | Prof. Nobler ARF | LA 46  | 464          |
| 2 | Joel Constantine |                  | Strega | ST 60<br>458 |
| 3 | Al Knight        | Oriental ARF     | LA 40  | 438          |
| 4 | Doug Benedetti   | Nobler ARF       | Fox 35 | 436          |
| 5 | George Waters    | T-Bird           | LA 46  | 412.5        |
| 6 | Bob Krug         | Strega           | ST 60  | 319.5        |

### Intermediate

|   |            |                  |        |       |
|---|------------|------------------|--------|-------|
| 1 | Ken Dawson | Cardinal Profile | ST .40 | 425.5 |
| 2 | Ron Testa  | Vector ARF       | LA 46  | 417.5 |
| 3 | Alex Ortiz | Cardinal ARF     | LA 46  | 410   |

The Garden State Circle Burners held their annual Fall Air Show Part II at the Palisades Park pool site. The event saw both Precision Aerobatics and Scale. The day was beautiful and the temperature above normal, but quirky winds offered challenges to many.

Most Intermediate and Advanced flyers took shots at improving their scores. The wind became really tricky for the second Expert round, but about half of them flew again.

The Circle Burners and the participants were very pleased that Ron, "the Deli Guy" Testa created a great batch of meatballs....Ron has "catered" several of our events and his food is terrific!

Mary Knight did a great job of tabulating, and Rich Giacobone used his great political skills to obtain the site, which is great!

Thanks to all for their hard work

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## HAMS Stunt Feed 'n' Fly

September 8, 2007, Halifax, PA  
Results from Phil Cartier, CD

### Advanced

|   |             |       |
|---|-------------|-------|
| 1 | Price Reese | 499.6 |
| 2 | Gil Reedy   | 475.3 |
| 3 | Ryan Nau    | 441   |

### Intermediate

|   |                 |       |
|---|-----------------|-------|
| 1 | Alan Buck       | 405.4 |
| 2 | Jerry Tarnofsky | 153.6 |
| 3 | Ken Armish      | 136.3 |

### Beginner

|   |            |       |
|---|------------|-------|
| 1 | George Nau | 157.6 |
| 2 | Ken Buck   | 73.3  |

We tried a new judging scheme, which worked pretty well.  
Each flyer had to judge three rounds, in rotation.

## Valley Circle Burners' Hi Johnson Memorial

October 6-7, 2007, Van Nuys, CA

Results from Knights of the Round Circle Web site  
and Lee Strickland

### Expert

|   |                |
|---|----------------|
| 1 | Igor Panchenko |
| 2 | Jim Rhoades    |
| 3 | Antone Kephart |

### Advanced

|   |                   |
|---|-------------------|
| 1 | Jim Lally         |
| 2 | Warren Walker     |
| 3 | Terry Thorkildsen |

### Intermediate

|   |                |
|---|----------------|
| 1 | Parrish Jacoby |
| 2 | Bill Taylor    |
| 3 | Fred Staley    |

### Profile Competitor

|   |                |
|---|----------------|
| 1 | Leroy Black    |
| 2 | Jerry Silver   |
| 3 | Antone Kephart |

### Profile Sportsman

|   |                |
|---|----------------|
| 1 | Parrish Jacoby |
| 2 | Fred Staley    |
| 3 | Andy Borgogna  |

### Classic Competitor

|   |                |
|---|----------------|
| 1 | Stan Tyler     |
| 2 | Antone Kephart |
| 3 | Leroy Black    |

### Old Time

|   |             |
|---|-------------|
| 1 | Jim Rhoades |
| 2 | Leroy Black |

3 Stan Tyler

CD: Bill Barber

The flying conditions at the meet were extremely difficult with very high winds, gusting heavily and with blowing clouds of dust. All this was directed directly at the sun. There were several crashes and some beautiful planes were lost. Conditions worsened throughout the morning and the contest had to be called after the first round. Of course, that means scores were lower than usual and entries were down, but brave souls stood out there and did their best anyhow. For many of us it was just impossible to fly.

Even so, everyone seemed to have a good time visiting and looking at some beautiful new planes, so it was still a worthwhile experience.

## Texas Memorial Day Contest

May, 2007, Houston, TX  
Results from John Hill

### Expert

|    |                 |                    |       |
|----|-----------------|--------------------|-------|
| 1  | Richard Oliver  | Houston, TX        | 581.5 |
| 2  | Doug Moon       | Dallas, TX         | 568   |
| 3  | Frank McMillan  | San Antonio, TX    | 565.5 |
| 4  | Windy Urknowski | Rutherford, NJ     | 565.5 |
| 5  | Bill Rutherford | Houston, TX        | 553   |
| 6  | Steve Moon      | Dallas, TX         | 551   |
| 7  | David Gresens   | Spring, TX         | 532.5 |
| 8  | Dee Rice        | Spring, TX         | 526   |
| 9  | Mike Scott      | Hillsboro, TX      | 512.5 |
| 10 | Rich Giacobone  | Palisades Park, NJ | 506   |

### Advanced

|   |                 |               |       |
|---|-----------------|---------------|-------|
| 1 | Stephen Hollier | Nederland, TX | 442.5 |
| 2 | Walter Hicks    | Kingsburg, CA | 406   |

### Intermediate

|   |             |                   |     |
|---|-------------|-------------------|-----|
| 1 | Ryan Young  | Houston, TX       | 458 |
| 2 | Norm Faith  | El Dorado, AR     | 427 |
| 3 | Jose Vargas | The Woodlands, TX | 333 |

### Beginner

|   |              |                  |       |
|---|--------------|------------------|-------|
| 1 | David Russom | Allen, TX        | 241.5 |
| 2 | Pat Gibson   | Stephenville, TX | 112.5 |
| 3 | Ryan McElroy | Stephenville, TX | 87    |
| 4 | Matt Weems   | Stephenville, TX | 83.5  |
| 5 | Amir Saleh   | Stephenville, TX | 75.5  |
| 6 | Reed Young   | Houston, TX      | 32    |

### P-40

|   |                 |                  |       |
|---|-----------------|------------------|-------|
| 1 | Dee Rice        | Spring, TX       | 477.3 |
| 2 | Bill Rutherford | Houston, TX      | 403.6 |
| 2 | Norm Faith      | El Dorado, AR    | 403.6 |
| 4 | Patrick Gibson  | Stephenville, TX | 142   |
| 5 | Matt Weems      | Stephenville, TX | 75    |



# Joe Ortiz Memorial Stunt Bash

September 30, 2007, New York, NY

Results from Bob Lampione, CD

Flying Field, which by the way was in great shape due to the work of the NYC Department of Parks and Recreation Maintenance crews.

We started off our day with the Pilots Meeting at 9:15 AM, The Lords prayer for Big Jim, Joe Ortiz and our Fighting Men overseas and around the world, because without them we wouldn't have been able to run our contest. We concluded with the singing of The National Anthem, which has now become tradition at our contest since it is a sporting event like any other you might go to.

## Expert

Judges: Ken Dawson, Mike Rogers

- 1 Windy Urtnowski 553.5
- 2 Bob Lampione 528.5
- 3 Rich Giacabone 524

## Advanced

Judges: Jim Borrelli, Jose Modesto

- 1 Neal Beekman 453
- 2 Rich Peabody 417
- 3 Steve McBride 416.5
- 4 Reuben McBride 415.5
- 5 Hank Womble 303.5
- 6 Bob Krug 198.5



Great Banner Designed by Mike Chiodo



## Intermediate

Judges: John Mortorano, Neal Beekman, Ron Heckler

- 1 Tom Cappadona 527.5
- 2 John Passalaqua 485
- 3 Alex Ortiz 462.5
- 4 Rudy Rybak 380
- 5 Ken Dawson 322



Mike Chiodo's Olympic at the Joe Ortiz Memorial

## Beginner

Judges: John Mortorano, Neal Beekman, Ron Heckler

- 1 Frank Carbone 182.5

## ARF

Judges: Jim Borrelli, Jose Modesto

- 1 Mike Chiodo 475.5
- 2 William DeMauro 433.5
- 3 Neal Beekman 432
- 4 Alex Ortiz 389.5
- 5 John Passalaqua 386.5



Mike Roger's 1988 Patternmaster flown to 2nd Place at the Ortiz Memorial by Bob Lampione

Tabulation, runners: Debbie Borrelli, Lorraine Lampione, Karyn Urtnowski

Ticket seller: Mimosa Modesto

Donations: Big Apple Hobbies

Well there is no doubt in anybody's mind that Joe Ortiz was looking down on us on this day of his Memorial Contest. You're probably asking yourselves why I would say that, but all those who were there know it was what we in the "Stunt World" call a "Stunt Heaven" day. We had clear blue skies and 5-mile-an-hour winds, great company and a beautiful flying site that is the Flushing Meadows Corona Park Model



Neal Beekman getting the Joe Ortiz High Point Memorial Award



## Tulsa Gluedobbers Mirror Meet

June 24, 2007, Glenpool, OK

Results from De Hill, CD

### Open

|   |              |             |            |       |
|---|--------------|-------------|------------|-------|
| 1 | Joe Gilbert  | ARF Nobler  | Brodak .40 | 448.5 |
| 2 | Sean McEntee | Ringmaster  | Fox .35    | 393   |
| 3 | Bob Reeves   | Super Shim  | Brodak .25 | 347.5 |
| 4 | Tom Farmer   | Super Clown | FP .25     | 326   |

### Sportsman (Beginner, Intermediate)

|   |                     |               |            |       |
|---|---------------------|---------------|------------|-------|
| 1 | Boltin' Bill Leddin | Flight Streak | OS LA .25  | 252   |
| 2 | Rick Blankenship    | mod. Ukey 40  | Fox .35    | 172.5 |
| 3 | Elwyn Aud           | Flight Streak | OS FP .25  | 105   |
| 4 | Lee Thiel           | Tomahawk      | Magnum .25 |       |
| 5 | Steve Raney         | Profile Stuka | OS LA .25  | 25.5  |

**Mirror Meet Spirit Award:** Tom Farmer

**Best Crash:** Lee Thiel

**Food Service:** LeAnn Gilbert, Colleen Gilbert

**Food Donations:** Bob Beasley

**Judges:** Marvin Denny, Rusty Brown,  
Tom Martin, Brian Norton

**Contest Workers:** Bill Butterfield, Jerry Neafus, Lee Thiel,  
Jesse Thiel, Vance Munsell, others

**Runners:** Bill Butterfield, Jessie Thiele

**Tabulators:** Jim Shamblin, Norma Jean Shamblin,  
Pat Reeves

**Mirror Meet Spirit Award:** This is a perpetual award donated by Larry and Ginger Scarinzi, and John and Elaine Miske. It is the heaviest trophy that I have seen. It weighs 19 pounds. I ordered the walnut base from the internet, and it is made of glued together walnut 2 x 4's! The carrying case was built by Jim and Norma Jean Shamblin. The Trophy was finished by Bob Reeves and De Hill

## New Mexico Coalition of Control Line Addicts High Desert Control Line Fiesta

August 18-19, 2007, Albuquerque, NM

Results from Richard Perry, CD

### Advanced

|   |             |             |       |
|---|-------------|-------------|-------|
| 1 | Burt Brokaw | Tucson, AZ  | 498.5 |
| 2 | Mark Smith  | Phoenix, AZ | 398   |

### Intermediate

|   |               |                |       |
|---|---------------|----------------|-------|
| 1 | Scott Harness | Rio Rancho, NM | 469.5 |
|---|---------------|----------------|-------|

### Beginner, Open

|   |               |                 |     |
|---|---------------|-----------------|-----|
| 1 | Russ Gritz    | Los Alamos, NM  | 223 |
| 2 | Ross Meyer    | Los Alamos, NM  | 211 |
| 3 | Lance Snelson | Albuquerque, NM | 113 |

### Beginner, Jr.

|   |                         |                |  |
|---|-------------------------|----------------|--|
| 1 | Valerie Harness (age 9) | Rio Rancho, NM |  |
|---|-------------------------|----------------|--|

### Old Time

|   |               |                |     |
|---|---------------|----------------|-----|
| 1 | Burt Brokaw   | Tucson, AZ     | 302 |
| 2 | Scott Harness | Rio Rancho, NM | 252 |
| 3 | Russ Gritz    | Los Alamos, NM | 188 |

**Judges:** Mark Smith, Bobbie Smith,  
Gary Marchand, Robert Harness

Here are the results of the New Mexico Coalition of Control Line Addicts (NMCCCLA) 2007 High Desert Control Line Fiesta, flown on 18-19 August at Maloof Air Park in Albuquerque. It was a good weekend with relatively light (but variable) winds. We had a significant improvement in participation this year, for which we are thankful. We're looking forward to continuing the trend next year. Thanks to all our contestants for tolerating the conditions on our flying circles. This year the RC runways, parking lot, and access road were paved by the city while the CL area was used for equipment parking and materials storage. Our very thin and very old "paving" didn't fare well. We are hoping for some assistance from the city in paving our CL flying circles next year.

We had four entrants in Beginner Stunt, which is a good sign for the revival of Stunt activity in New Mexico. One of those beginners was Valerie Harness, age 9, who was flying in her first contest.

We had a great social Saturday evening at Scott and Renee Harness's home with a wonderful dinner provided by Renee, Margaret Harness, and Emily Snelson.

## Prairie Fire

August 4-5, 2007, Edmonton, Alberta

Results from Stunt Stu Henderson

<http://www.balsabeavers.ca/Prairie%20Fire%20Contest%202007.htm>

### F2B Expert

|   |               |        |
|---|---------------|--------|
| 1 | Bruce Perry   | 140.56 |
| 2 | Monty Summach | 134.36 |
| 3 | Jim Rhoades   | 133.56 |

### F2B Advanced

|   |               |        |
|---|---------------|--------|
| 1 | Mike Haverly  | 119.45 |
| 2 | Rob Duckering | 115.25 |
| 3 | Stu Henderson | 110    |
| 4 | Dave Gardner  | 101.55 |
| 5 | Neil Rogers   | 95.40  |

### F2B Intermediate

|   |               |       |
|---|---------------|-------|
| 1 | Bryan Carr    | 88.80 |
| 2 | Paul Gibeault | 84.65 |

## Go West, Young Man

One of the greatest perks of being the Balsa Beavers Webmaster is the ability to charge trips to my own company expense account (as well as pay them), and sally forth to contests around our great land. This year I decided to, as



the title says quite appropriately, go west, young webmeister, and enjoy a stunt contest with my friends out west. Paul Gibeault of F2A speed fame, was kind enough to put me up for a few days, cart me around, and even provided a plane for me to use at the contest. A pretty good deal all around, if you ask me. Thanks for the warm western hospitality to Paul and Lori, and also to Bruce and Allana Perry for putting on a great contest and a fabulous steak dinner back at their home on Saturday night. I hope this event will continue to receive support in participation, and perhaps I can attend again some day.

### This Is Only A Hobby 1/2A Stunt Contest

September 16, 2007, Sandwich, IL  
Results from Jim Renkar, CD

#### Expert

|   |               |       |
|---|---------------|-------|
| 1 | Jim Schuett   | 308.5 |
| 2 | Fred Krueger  | 287.5 |
| 3 | Owen Richards | 58.5  |

#### Advanced

|   |                |       |
|---|----------------|-------|
| 1 | Larry Lindburg | 267   |
| 2 | Bill Smith     | 261.5 |
| 3 | Bill Calkins   | 255.5 |
| 4 | Al Hahn        | 242   |

#### Beginner

|   |             |       |
|---|-------------|-------|
| 1 | Art Johnson | 138.5 |
|---|-------------|-------|

All classes flew the beginner pattern.



### Valley Circle Burners' Summer Contest

August 12, 2007, Van Nuys, CA  
Results from Lee Strickland

#### Classic Competitor

|    |                   |       |
|----|-------------------|-------|
| 1  | Dave Sabon        | 538   |
| 2  | Antone Kephart    | 527.5 |
| 3  | Stan Tyler        | 512.5 |
| 4  | Leroy Black       | 504.0 |
| 5  | John Wright       | 498.5 |
| 6  | Warren Walker     | 491.5 |
| 7  | Jim Lally         | 475.5 |
| 8  | Mark Wasnick      | 433.5 |
| 9  | Terry Thorkildsen | 402   |
| 10 | Nick Lemak        | 397   |

#### Classic Sportsman

|   |             |       |
|---|-------------|-------|
| 1 | Barry Hou   | 455.5 |
| 2 | Fred Staley | 419   |

#### Profile Competitor

|    |                   |       |
|----|-------------------|-------|
| 1  | Leroy Black       | 535   |
| 2  | Steve Harris      | 518   |
| 3  | Warren Walker     | 500   |
| 4  | Matt Shorey       | 496.5 |
| 5  | Antone Kephart    | 488   |
| 6  | Nick Lemak        | 487.5 |
| 7  | Stan Tyler        | 474   |
| 8  | Walter Hicks      | 474   |
| 9  | Mark Wasnick      | 457   |
| 10 | Terry Thorkildsen | 379   |

#### Profile Sportsman

|   |                |       |
|---|----------------|-------|
| 1 | Fred Staley    | 466   |
| 2 | Lee Strickland | 427   |
| 3 | Al Shorey      | 386   |
| 4 | Rudy Taube     | 377   |
| 5 | Joel Chesler   | 367   |
| 6 | Barry Hou      | 328.5 |
| 7 | David Kick     | 256.5 |

CD: Antone Kephart

### Western Kentucky/Southern Illinois Stunt Champs

Our Twenty Second running of the Western Kentucky/Southern Illinois Stunt Champs is now in the bag, and temperatures were lower than 2005 or 2006. We ran a full compliment of flyers in all classes to include 32 separate pilots/flyers in all events. Look for the WK/SI on August 16 and 17 of 2008. Keep us on your calendar.

Saturday, August 18 events:

Basic Flight judged by John Sunderland and Allen Brickhaus  
First Second Final

|    |                 |               |             |
|----|-----------------|---------------|-------------|
| 01 | Samuel Jacobson | Metropolis IL | Dewey Bird  |
| OS | Max40fp         | 125.5         | 170.5 170.5 |



|                      |               |            |       |
|----------------------|---------------|------------|-------|
| 02 Jennifer Jacobson | Metropolis IL | Dewey Bird |       |
| OS Max 40fp          | 145.5         | 070.0      | 145.5 |
| 03 Brianna Norin     | Metropolis IL | Dewey Bird | OS    |
| Max40fp              | 144.5         | 128.5      | 144.5 |
| 04 Lucille Jacobson  | Metropolis IL | Dewey Bird |       |
| OS Max 40fp          | 113.5         | 127.5      | 127.5 |

Beginner judged by John Sunderland and Allen Brickhaus

|                   |               |          |       |
|-------------------|---------------|----------|-------|
| 01 Bryon Rahilly  | Munford TN    | Cardinal |       |
| ARF Brodak 40     | 231.0         | 247.0    | 247.0 |
| 02 Rob Young      | Grove City OH | Primary  |       |
| Force OS Max 40fp | 236.0         | 242.0    | 242.0 |
| 03 Jeremy Payant  | Munford TN    | Tutor II |       |
| OS Max 46la       | 184.5         | 188.5    | 188.5 |
| 04 Jerry Norin    | Metropolis IL | Tutor    |       |
| Fox 35            | 107.0         | Pass     | 107.0 |

Old Time Stunt judged by Charles Reeves and Allen Brickhaus

|                        |                |         |       |
|------------------------|----------------|---------|-------|
| 01 Chuck Feldman       | Stuart FL      | Jamison |       |
| Spl. DS 40 BB          | 267.5          | 282.0   | 282.0 |
| 02 Michael Schmitt     | Greyslake IL   | Jamison |       |
| Spl. OS Max 40fp       | 205.5          | 258.5   | 258.5 |
| 03 Jim Renkar          | Chicago IL     |         |       |
| Smoothie ARC Brodak 40 | 207.5          | 241.0   | 241.0 |
| 04 Wes Eakin           | Hardinsburg KY | Combat  |       |
| Feno OS Max 21 BB      | 236.0          | 234.5   | 236.0 |

Best Appearing OTS model went to Wes Eakin's Combat Feno

Profile Stunt judged by Randi Gifford and Bill Marvel

|                       |               |            |       |
|-----------------------|---------------|------------|-------|
| 01 Dennis Vander Kuur | Northbrook IL | Pathfinder |       |
| OS Max 40la           | 541.0         | 547.5      | 547.5 |
| 02 John Sunderland    | Hilliard OH   | Magician   |       |
| Brodak 40             | 458.5         | 539.0      | 539.0 |
| 03 Kenny Stevens      | Lexington KY  | Tutor II   |       |
| OS Max 40la           | 537.0         | 510.5      | 537.0 |
| 04 Louis Rankin       | Munford TN    | Tutor II/  |       |
| Bear ST 51            | 535.0         | 531.5      | 535.0 |

|                    |                |           |       |
|--------------------|----------------|-----------|-------|
| 05 Tom Morris      | Aniston AL     | Profile   |       |
| Cavalier Aero T 36 | 487.4          | 533.5     | 533.5 |
| 06 Michael Schmitt | Greyslake IL   | Encore 40 |       |
| OS Max 40la        | 496.0          | 465.0     | 496.0 |
| 07 Steve Smith     | St Louis MO    | Twister   |       |
| OS Max 40la        | 486.5          | 403.0     | 486.5 |
| 08 Wes Eakin       | Hardinsburg KY | Buccanner |       |
| 746P Magnum 53     | 451.5          | 480.5     | 480.5 |

|                     |               |          |       |
|---------------------|---------------|----------|-------|
| 09 Ty Marcucci      | Huntsville AL | Trophy   |       |
| Trainer OS Max 40la | 411.5         | 479.0    | 479.0 |
| 10 Zuriel Armstrong | Beebe, AR     | Tutor II |       |
| OS Max 40la         | 358.5         | 467.5    | 467.5 |
| 11 Larry Lindburg   | Galva IL      | Primary  |       |
| Force TT 36 Barker  | 445.5         | Pass     | 445.5 |

Classic Stunt judged by Matt Neumann and Russ Gifford

|                      |              |          |       |
|----------------------|--------------|----------|-------|
| 01 John Sunderland   | Hilliard OH  | Magician |       |
| Brodak 40            | 513.5        | 514.5    | 514.5 |
| 02 Kenny Stevens     | Lexington KY | Caprice  |       |
| Aero T 36            | 507.5        | 509.5    | 509.5 |
| 03 Jim Lynch         | Memphis TN   | Super    |       |
| Ares PA 40 lite muff | 509.0        | 505.0    | 509.0 |
| 04 John Simpson      | Fyffe AL     | Cavalier |       |
| Aero T 36            | 489.0        | 506.0    | 506.0 |
| 05 Tom Dixon         | Marietta GA  | Oriental |       |
| DS 40 BB             | 483.5        | 495.0    | 495.0 |
| 06 Joe Bowman        | Camden AR    | Road     |       |
| Runner Brodak 40     | 484.0        | 461.0    | 484.0 |

|                          |                |            |       |
|--------------------------|----------------|------------|-------|
| 07 Tom Morris            | Aniston AL     | Profile    |       |
| Cavalier Aero T 36       | 462.0          | 475.0      | 475.0 |
| 08 Jason Pearson         | Mcleansboro IL |            |       |
| ARF Nobler OS 40pf Dixon | 470.0          | 468.0      | 470.0 |
| 09 Zuriel Armstrong      | Beebe AR       | ARF        |       |
| Nobler Fox 35            | 467.0          | Pass       |       |
| 10 Michael Schmitt       | Greyslake IL   | Jamison    |       |
| Spl. OS Max 40fp         | 458.0          | 449.0      | 458.0 |
| 11 Mark Messmer          | Sandusky OH    | ARF Nobler |       |
| OS Max 46la              | 436.0          | Pass       | 436.0 |



12 Steve Smith St Louis MO ARF Ori-  
ental OS Max 40la 431.5 408.0 431.5

13 Chuck Feldman Stuart Fl  
Smoothie ARC OS 35S 421.0 423.0  
423.0

Best Appearing Classic model by Joe Bowman's Road  
Runner  
Tabulation on Saturday by Randall Hopkins and Jim Frank-  
lin

Sunday August 19 events:

Intermediate judged by Jerry Norin and Allen Brickhaus

01 Chuck Feldman Stuart Fl  
Smoothie ARC OS 35S 438.5 448.5  
448.5

02 Tom Morris Aniston AL Profile  
Cavalier Aero T 36 418.0 440.0 440.0

Ty Marcucci Huntsville AL Paison  
OS 35S ABC DNF

Advanced judged by Charles Reeves and Jim Lynch

01 Jason Pearson Mcleansboro IL  
ARF Nobler OS 40fp Dixon 440.5 491.5  
491.5

02 Larry Lindburg Galva IL Vector 50  
DS 50 467.0 443.5 467.0

03 Louis Rankin Mumford TN Tutor II/  
Bear ST 51 449.5 461.5 461.5

04 Zuriel Armstrong Beebe AR ARF  
Nobler Fox 35 206.0 438.5  
438.5

05 Steve Smith St Louis MO Twister  
OS Max 40la 425.5 407.5 425.5

Expert judged by Randi Gifford and Bill Marvel

01 Matt Neumann Vincennes IN Stuka  
PA 75 pipe 556.5 509.0 556.5

02 Kenny Stevens Lexington KY SV-22  
PA 61 pipe 552.5 550.5 552.5

03 John Simpson Fyffe AL Cavalier  
Aero T 36 548.0 535.0 548.0

04 Tom Dixon Marietta GA Oriental  
DS 40 BB 547.0 535.0 547.0

05 Bob Storick St Louis MO Jet

PA 75 pipe 538.5 530.5 538.5

06 Dennis Vander Kuur Northbrook IL Legacy kit  
PA 65 pipe 512.5 536.0 536.0

07 Joe Bowman Camden AR ARF  
Strega RoJett 61 cast 532.5 513.0  
532.5

08 Eric Taylor Henryville IN Katana  
PA 61 pipe 515.5 525.5 525.5

09 Walter Brownell Wentzville MO Gemini  
Twin Electric 515.5 523.0 523.0

10 Jim Renkar Chicago IL  
Smoothie ARC Brodak 40 516.5 Pass  
516.5

11 Michael Schmitt Greyslake IL Encore 50  
PA 65 pipe 516.0 513.0 516.0

12 Russ Gifford Camanche IA Zoot Lady  
Lynn PA 61 muff 000.0 451.5 451.5

Best Appearing model went to Kenny Steven's SV-22  
Best Almost Ready To Fly (BARF award )went to Joe Bow-  
man's ARF Strega

Kenny Stevens won the High Point Championship with the  
most amount of accumulated points  
Sunday tabulation done by Kathy Brickhaus and Jane  
Barker

Thanks to the support from the Paducah Aero Modeler's  
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Thanks to food served by Daniel Cheek and the Heath HS  
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## STUNT NEWS

# GUESS THE LICENSE PLATE OWNER

Just which PAMPA members have the displayed license plates and where were these pictures taken? Find the answers in the next issue.

- Editor 



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Roadrunner

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# 1/2A Multi-Engine Profile Scale Contest October 13-14, Tucson, AZ

Text and Photos by Mike Keville, vsc-guy@cox.net

(520) 307-1523

Features

OK, folks, here ye go. Results of this weekend's First 1/2A (or more accurately, .061) Multi-Engine-Profile-Scale contest. I'm not very good with Excel, so it's a "scroll down" thing.

Some lessons were learned, thus there will be some changes made to next year's format. I can tell you that we'll have two categories: one for entries with throttle control and other in-flight options, and one for those without. Details pending. (Note: This serves as 12 months' notice for the next one. You're on the clock!)

## 1st Place

Keith Trostle, Tucson, AZ  
Tupolev TU-95 "Bear"  
Outlines/Shapes.....19  
Color/Markings.....16  
Workmanship.....18  
Qual. Flight.....20  
Charisma.....20

TOTAL.....93

## 2nd Place

Jim Hoffman, Chandler, AZ  
Lockheed 10 Electra  
Outlines/Shapes.....19  
Color/Markings.....18  
Workmanship.....18  
Qual. Flight.....20  
Charisma.....17

TOTAL.....92

## 3rd Place

Leroy Black, Buckeye, AZ  
Messerschmit Bf-110 Zerstoror  
Outlines/Shapes.....19  
Color/Markings.....17  
Workmanship.....18  
Qual. Flight.....20  
Charisma.....17

TOTAL.....91

## 4th Place

Bob Whitely, Marana, AZ  
North American F-82 Twin Mustang  
Outlines/Shapes.....19  
Color/Markings.....14  
Workmanship.....17  
Qual. Flight.....20  
Charisma.....19

TOTAL.....89  
5th Place  
Michael McMillin, Phoenix, AZ (Junior)  
Lockheed P-38M Lightning  
Outlines/Shapes.....18  
Color/Markings.....17  
Workmanship.....16  
Qual. Flight.....20  
Charisma.....15

TOTAL.....86

## 6th Place

Currell Pattie\*, Shelby Township, MI  
\* (Proxy-flown by Bart Klapinski, Tucson, AZ)  
Dewoitine D.338 Trimotor  
Outlines/Shapes.....12  
Color/Markings.....14  
Workmanship.....6  
Qual. Flight.....20  
Charisma.....15

TOTAL.....67

## 7th Place

Ted Kraver, Phoenix, AZ  
Boeing B-314 Clipper  
Outlines/Shapes.....14  
Color/Markings.....5  
Workmanship.....7  
Qual. Flight.....N/A  
Charisma.....0  
TOTAL.....0 (Must fly 10 laps to get any points on the board)

Best Junior Entry: Michael McMillin  
Honorable Mention: Currell Pattie

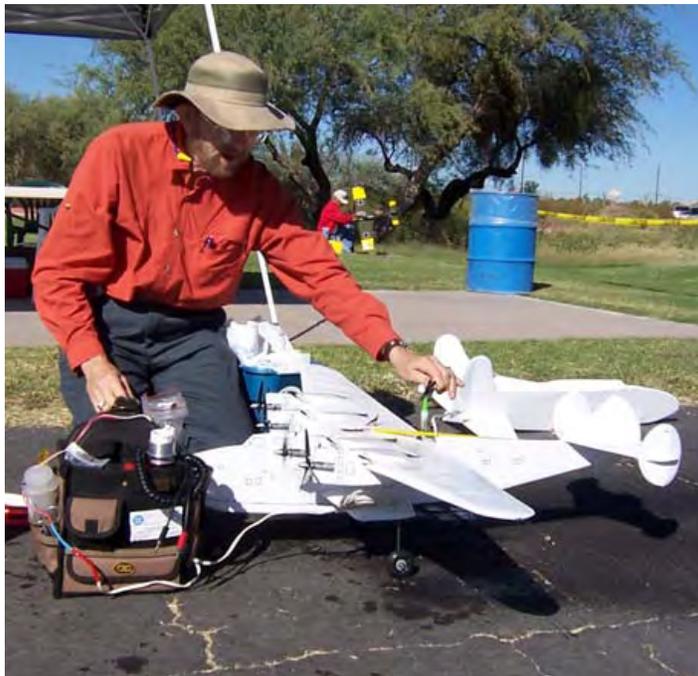
Thanks to all who participated and helped.

- Mike Keville



*Editor's note: for more information on this contest, please read Dave Fitzgerald's write up in the District 10 report (page 34).*







# The Jeffrey Tank

Text and Plan provided by Steve Helmick  
and Dave Simons

Hi, Tom,

I have attached a file (Jeffrey Tank) that struck me as being very interesting. It has been poo-pooed by some, who think it's too much work, or unnecessary, but for those who fly at various altitudes, I think it would be sweet. The more folks who look at it, the more chance that somebody will figure out a simple way to fab it up. Anyway, it won't do anybody any good if it isn't public info. The article is from Australia. I got it from Dave Simons from the Sydney area, but I don't know where he scrounged it. He got it at my request, thought. It was published in Aero Modeller some years ago.

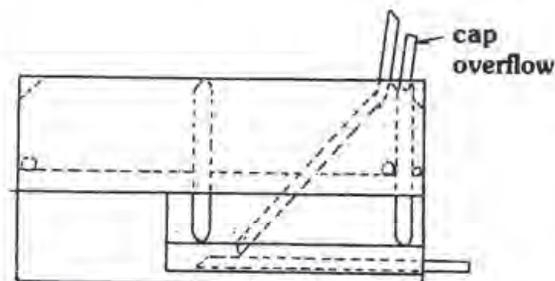
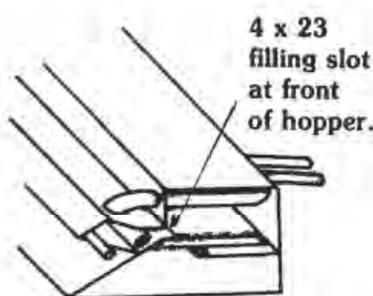
Snug lines,

- Steve Helmick

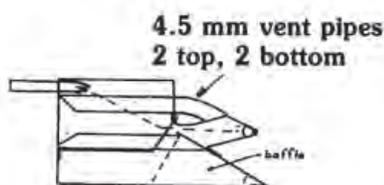


The ST 51 can be fitted into an ST 46 mount, but it weighs 2 ounces more, which would overcome the tail heaviness of some designs. It does not have quite the power of the ST 60, and it can be over-loaded with large propellers. It is a well-mannered stunt motor which gives the impression of being an ST 46 without the bad fuel consumption problem, and it is very well made, so it should have a long life.

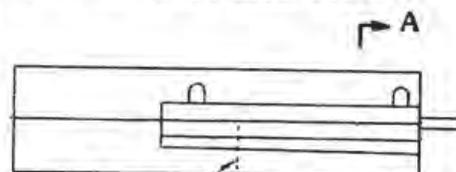
## CHICKEN HOPPER STUNT TANK Designed by Colin Jeffrey



Hopper holds about 10 ml.  
Main tank holds about 145 ml.



Section AA



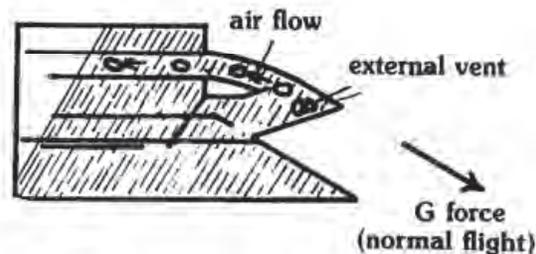
Drawn by Colin Jeffery

### EXPLANATION OF OPERATION

The tank consists of three chambers: top, bottom and hopper. Its function relies on the fact that all the manoeuvres after the triangles have inverted flight or outside turns, producing negative G forces. The four large vent pipes for the hopper ensure that there will be no air locks to prevent filling of the hopper.

#### Stage 1 - Tank Full

Air is fed into the hopper through the external vent pipe (uniflow tank) and escapes via the top internal vent pipes while upright, and the bottom internal vent pipes while inverted, back into the main tank. It is replaced by fuel from the main tank.



#### Stage 2 - Tank Near Empty

a) High Positive G Manoeuvre; Inside Loop  
Fuel moves from the top chamber to the bottom chamber via small holes in the bottom of the baffle. The shallow angles on the inside





## Ask Ken

Ken Gulliford, kgtr@cox.net

(623) 877-8823

This time around we answer a few of the Feedback questions and comments first:

On glow plugs, we have some more information from the world of 1/2A. Those Cox head-plugs that used to come in several flavors are now getting harder to find, not to mention EXPENSIVE. Wait; wait, you say, 1/2A? Stunt? Those words don't fit in the same sentence! Well, there is a growing force in stunt called Leprechaun Stunt, or 1/2A Stunt. Actually, it has been around for many years, and current fuel prices are driving more thrifty measures. Not to mention the cost and fun benefits. There are several alternatives for Cox plug replacement, including machining out the center and tapping it to receive a standard plug. The 1/2A purists and racing guys correctly say that performance is affected by the aftermarket adapters. While this is true, it is mostly true for the higher RPM type performance, and that means it doesn't necessarily apply to stunt. To take advantage of the higher RPM in stunt, a 1/2A needs a 6-inch prop, with a 2 or 3 pitch (APC makes a great one). If you use Cox TDs, you can get great performance from a tapped out standard (three-fin) head, and a standard glow plug. Recently a friend test flew a 1/2A twin sporting two Norvel (AME) .061s on it. If you thought the Cox plugs were expensive, try purchasing the Norvel plugs. The inserts are expensive enough, but if all you can get is the insert and the adapter..... Anyway we hastily replaced the malfunctioning Norvel plugs with standard Cox plugs, and even with the slight drop in RPM the little bird flew just fine. Somewhere in this article you will see the Cox head, the Cox head adapter, and the Norvel



In the center is the normal Cox three-fin plug. The upper left has the old one drilled and tapped for a standard plug (I left the varnish on it for contrast in this picture). Top center is the Norvel insert, and upper right is the glow head for the insert. Lower right is a tapped and drilled cox plug with a standard long plug installed. Note the depth of the plug at the center, as it protrudes slightly into the combustion area. Lower left is a tapped and drilled plug with a standard short plug installed. Note the depth of the plug at the center, as it is recessed at the center. Different plug and washer combinations can be applied to adjust compression for your fuel, temperature, and altitude.

head with insert. Don't rule these little birds out. Using 42-48 foot .008 braided lines, and slightly larger than Stuntman 23 sized planes, you can have some real fun. I've been flying my Lil' Coyote (scaled down from the Dick Mathis Coyote) since '88. Several of the local stunt guys have flown it as well, with compliments all the way around. Since the monokote is beginning to peel off, maybe I should have used silkspan. But then I never expected it to survive long enough to wear out.

On the under \$100.00 engine scene, the Brodak .25 enters in very strong positioning. Of all the folks that own one of these beauties, absolutely no one has anything bad or even questionable to say about this engine. Like the Brodak .40, it fits the same motor mounts as a Fox .35, and while the .40 is for planes that needed a stronger engine than a Fox .35, the .25 is for planes that need the same power as the Fox. I think it is a little stronger than the Fox, but remember, it does not

2-4 break, uses a constant RPM with a flatter pitch prop, and can get in a pattern on less than 4 ounces of fuel. So what is it good for? How about a plane that flew great on a Fox.35, but doesn't have quite enough capacity in the built-in fuel tank to consistently complete a pattern? How about a new plane that would normally use a Fox .35, but you built it too nose heavy for the Fox and the counter weight in the tail. You lose 1 to 2 ounces from the short refueling alone, not to mention the 1 to 2 ounces of counter weight (in the tail) not required to offset that extra fuel.

From how to perform and judge Stunt maneuvers...

Dee Rice writes: "I just read your "Ask Ken" column in the Sept/Oct issue of Stunt News.

I love it! It is a fun, informative and interesting read. Well done. It brings to mind something that Wild Bill is reported to have said in years past. To



paraphrase, "The way to judge stunt is to watch the maneuver then write down what you think it was worth." What I get from your column is that for anyone to see all the errors and judge each maneuver's accuracy is simply impossible. We just can do only the best we can and I think things will average out over time." Thanks Dee, and he reminds us of an article that he wrote entitled, "THE ABC'S OF JUDGING STUNT". It's good stuff. If you want a copy send an e-mail to either Dee or me.

On the same topic Dave Cook writes: "Read your Stunt News article with interest, keep up the good work. I would like to give you the hemisphere definition that I used in all the Nationals and FAI Team Trials that I chief judged (over 15 of them). The hemisphere has a flat plane bottom that is 5' off of the ground (running about through the pilots shoulders) that is taken as "0" degrees. It is the normal level flight path and all other maneuver angles (42, 45 and 90) are measured from this flat plane (5' off the ground). It is done this way because of the points that you make. A quick reference is that the lines should be parallel to the ground plane at a 4' to 6' altitude. If you want more information, my judges training guide is posted on the PAMPA web site under "Resources", "Documents" and "General". It has geometry information illustrating many of the points that you make. The "Stunt Book", as it is labeled, was put up on the PAMPA site for training use and feel free to use it any way you want." Thanks Dave. His "STUNT BOOK" is worth the read, and reminds us that we should study the task, and get to know it well enough, before we agree to judge it.

Snail Mail arrived this week on a post card. I don't know about you, but post cards are still a real source of fun for me. They are much more personal than e-mail, yet not too personal to let anyone in the mail system see. My grandmothers used to send postcards, and it brought back really nice memories to receive one in the mail. Douglas Dahlke from Oshkosh (I'm sooooo jealous) sends a remedy for "Elderly Motor Syndrome". It comes in a tube from your local Harley or Honda dealer, and "Cleaned up his

Dynajet!". It's called SIMICHROME, and the proof of its' abilities is that Doug's wife uses the stuff too!!! This may be the answer that Al and Deb from "Downunder" have been looking for, if the Sonic Cleaners didn't work.

### **Why is it that some flyers just don't participate at contests?**

The long answer is: This is a perfect example of the 80/20 Rule. Simply stated, 80% of the work is accomplished by 20% of the flyers. OK, so what did you expect? This is a very, very common situation, and you can apply the 80/20 Rule to almost anything in life. Ever since Vilfredo Pareto, an Italian economist, observed 80% of the income in Italy was distributed to 20% of the population, he is given credit for recording this observation. We all know 80% of the work is accomplished by 20% of the workers (even thought 100% claim to be in that productive 20%). Those that do the work usually do it because they like it, or they want to make sure it gets done correctly, or they gain a sense of pride from accomplishments or tasks well done, or they have a good sense of community.

What is left in the 80% are categories of people that you find in any crowd. Let's start with the folks that view a hobby as relaxation, and believe any work expended towards that hobby takes away from that relaxation. Some 80-percenters used to be contributors, and believe they have "earned" the right to not contribute from collective past labors. Still others, don't know how they can best contribute, so while they make up their minds, they simply do nothing (we call that group lazy). There is a group that believes paying their club dues exempts them from participating. Some folks wait to be led (we call that group followers), and some just love aviation, but don't want to get caught up in it (these are the avoiders). One of the most damaging groups in the 80-percenters are the promise makers. They absolutely convince you they will help, up to and including explanations of what they have already accomplished, in their own minds. The problem is, we tend to believe them and get disappointed and overwhelmed at the same time when

we realize the accomplishments are only imaginary. That does not explain why all flyers *don't* participate, but you get a pretty good peek at the ones that fit into the 80% category.

Inside the 20% you find the doers, over achievers, workaholics, and perfectionists. Somehow all the tasks get done, and the contest goes on. Some get credit for what they do, some for what they don't do, and even more don't get credit for anything even though, if the truth be known, the contest would have been a flop without their input (we call these the silent heroes).

The thing is, it takes all kinds to spin this old world, and we need to be thankful for what we have and can achieve, and not be envious and complaining about what we don't. Could you imagine what would happen if it was the other way around and the 80% were the doers and movers with the 20% not getting involved for one reason or another? It would be utter and absolute chaos. Nothing would get done, and everyone would want the credit.... It just works out better to have a few leaders, a few followers, with a bunch of participants and observers. What I've learned from 26 years of Contest Director work is; don't expect thanks or praise, and you will never be disappointed. If receiving praise is why you do it, you need to rethink your motivations in life. This is a Hobby, there are only a lucky 2 to 3% that actually make a living at it. For the rest of us, it is supposed to be fun. In the Military we had a saying, "Lead, Follow, or get out of the way!" Well, Lead (20%), Follow (80%) or don't complain, nobody likes a whiner.

The short answer is: maybe it's better to rephrase the question. Instead of asking why some flyers just don't participate at contests, maybe it's better to ask if we do have enough dedicated people to make it enjoyable for all. There is no way around it, a few will make sacrifices for the many (Mr. Spock), just make sure there are enough rewards for all, and it should be a success. You know what? Maybe it should instead be, the 20/80 Rule....

-Happy Trails, Ken





# Crash Repairs

Windy Urtnowski, windy@aol.com

(201) 896-8740



This is the result of my Cobra meeting my electric starter during landing. Easily repaired in one week. Photos by Tom McClain

When repairing a major crash, one concern is always that everything is going back straight. Many good ways are available to check alignment during construction or repair. I have a laser tool that works well, a bubble level works well, and the "old school" way of using a flat table still does a good job every time.

When I repaired my ARF *Cardinal* after a major crash, I wanted to check to see that nothing was glued back crooked. First I used my flat table to establish a datum line. Then I carefully measured up from the table around the whole perimeter of the wing and tail. To do this accurately, I made a 1/64" plywood jig with the wing cutout and centerline on it to lock controls in neutral. This is a handy tool for assembly and a godsend if you need a major repair. It's critical to have this tool so everything is exactly neutral when you take your alignment measurements, especially with a laser alignment tool. In my case, it was close, but if it had been off, now would be the time to make the correction.

I found a flap that had bowed from a year sitting in the back of my van. With the controls locked in neutral, the laser showed the changes as I worked my way out to the tip. Control surfaces sometimes warp due to moisture or being out in the sun, and a laser lets you monitor this as time goes by or during a repair.

Once I established that all flying surfaces were straight, I used the laser's adapter to mount it to the

crankshaft and verified that the motor was perfectly parallel with the neutrals locked in previously. By the way, almost every profile ship I've ever checked has been out some, due to the slop inherent in the side mount engine during assembly or repair.

After the final repair, the test flight was uneventful. Checking things in the shop saved lots of time tweaking at the field.

Another thing that many people miss the boat on during building or repair is checking engine offset. This is the method that works best for me: Take an old 13" prop and cut off one blade. Glue a pin to the end so that about 1/4" of the pin sticks out beyond the end of the blade. Now get a 1/2" balsa stick, hold it parallel to the fuselage, and scribe a scratch on the

stick indicating the pin's length from the wing's leading edge. Do the same for the other side. I like between 1/8" and 1/4" shorter distance on the outer panel, which translates into one or two degrees of engine offset. Especially critical it is to check after repair. Many times when I try to diagnose someone else's trim problems, they have in-thrust or so little offset that the tip weight gets excessive to make up for the lack of engine offset.

The good news is that you can carry the stick and one-blade prop to the field and check offset every time you tighten the engine bolts.

-Windy Urtnowski 



**Reader input:** Gerry Boyd, Vancouver, B.C., PAC-man, shows his newest, done up in classic “spit-n-spinach” camouflage. Once adjusted, the RMS kit flew well.



Gerry Boyd's latest, a snazzy, Still Stuka Stunt (or SSS, for the acronym-giddy). This Vancouver, B.C., PAC-man is a meticulous builder, according to the northern grapevine.

Harold Youds shares his *Frisky Pete* pix to warn others what can happen when one fails to check the flying circle circumference—called a “walkaround”. Fortunately, only rib, paper and paint repairs were needed.



Pix may not show it, but check out the outboard half of Harold's wing. It's not some pixel-based, silkspan-eating, acne microbe gone wild, but the ill result of a failure to remove one's flight box from the circle c-o-m-p-l-e-t-e-l-y!

Ben Jones, Auburn, Washington, sends this pix of his ultra-classical Testors TC-2, circa 1947, which was the forerunner of the immortal *Freshman*. Being a serious builder, Ben even installed an authentic Testors “control plate”, their obvious dodge to avoid paying Walker royalties. (How's it fly, Ben?) Lots of folks built the TC-2 like

this because weight was more critical then than it is now, due to the limited poop motors like the O&R .23 churned out.



Ben James' Testors TC-2. The box art paint job, like a gal's black sweater and white pearls, is always a class act. Mill looks to be an O&R .23/.29, frv, twirling a genuine Testors prop. Wee outboard smudge is really a microscopic AMA number. Ben's powerful toolbox magnifier allows it to be read, where there's a strong light. Cool!

Tim Pansic of Wood River, Illinois, provides a perfect reflection of the other end of the 1950 Testors spectrum with this beautiful *Senior* that is done up in box art. Box art paint jobs are cool because they bring back the entire feeling of the model we loved—it's what we saw when we bought and brought the box of balsa bits home.



Tim Pansic now owns Bill Schmit's Testors “Senior” with a near-perfect rending of the original box art. Such models are additional, prayed-for relief from the tiresome, in-your-face! paint jobs favored by the cookies-and-skateboard crowd. Early Forster or K&B up front.

Lastly, we're back to Harold again, with yet another canard. Unfortunately, Harold listened to the siren call of aesthetics, rather than laying out the

## Beginnings

Doug Dahkle  
(920) 688-3203



balance point, moment arms, etc. His punishment for this rash impulse is the ownership of a tail-heavy canard. Having designed and flown such critters myself, it's easy to share his feelings as he takes off, watching the nose climb, and climb, and climb—despite full down. The unintended loop was at an altitude, if that's the word, of about 7 inches off the deck. This is sometimes followed by bad words about the parents of others.



Judging by his pix and the description of flight attempts, Harold's latest canard (a pusher) is badly tail heavy. He suggests that such models fly like a drunken camel during convulsions. A probable cure is to whack off the aft fuselage, thereby moving the motor forward about 3 inches, to butt the cylinder against the aft wing's trailing edge. This should muchly solve his balance issues. Electric-powered rigs need only move the batteries ahead. Pusher canards without sufficient wing sweep ought to come with a warning label.

### Stunting the 450 Wasp:

Never mind your little Saito .91 or whatever those itsy-bitsy tiny motors are, try one of these. For my birthday, Shirley kicked in to help me get an hour's time in a 1945 AT-6. What

a hoot! No, that didn't mean lots of time around the landing pattern; it did mean looking up to see Lake Michigan as you hang from the shoulder straps.

**What a grin!!** Also, what an easy flying airplane! Not unlike a common Cessna, maybe even better. Once I had sold the fillings in my teeth, I was able to make the final payment. If you ever get the chance – **do it!** You can always get new fillings.

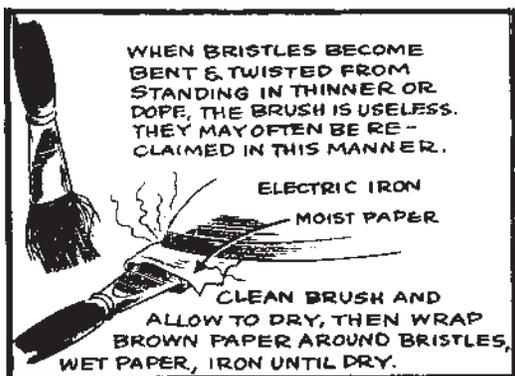


Here's the ad that grabbed me...



At least once in your life, ya just gotta do something like this. There's no feeling on earth like the sound waves of an un-muffled round motor washing over your bod; it makes wiener-headed "politically correct" types whimper even more, as they lose their function control. The "thrills" of a blinking binary box are light years distant to inverted AT-6 flight and about in the same category as virtual buoy racing.

**Building tip:** Here's a simple brush rehab for any of your bristly buddies you've neglected.



Rehab any "fuzzy" brushes you may have that are now the "worse for wear."

**Kidventure:** The Goodyear Blimp, beloved icon of the "eat all you can, whenever you're able" crowd, was here this year. Kidding aside, it's really a different way to go flying. Some hot-blooded radicals have wondered, "Will

it loop?" My guess is that it would flop over, not really loop. Sign up for Kidventure '08.

**Another building tip:** Did ye forget to put castor oil on the dope bottle lid, Bucky? Now that sucker's really stuck on. Why not try one of these rough-surface, rubber-sheet pads? It may make the difference between getting it off or having to diddle with heating it, banging the lid, etc. They're available at most hardware stores, if Mama doesn't have one already in her kitchen.



Snatch one of mama's serrated surface, rubber gripping pads to open stuck dope bottles. They're about .045" thick and about 6" diameter. Once you see how slick they work, you'll probably get a couple—they're cheap. (No, they don't have a sensor.)

**New products + M.O.M.** (combined this month only): Rather than a model this month, want to make sure all readers are aware of this latest ukie development. Note that it's able to fly up to .46-powered stuff. It's probably better in less windy conditions. **1/2A version on the way!**

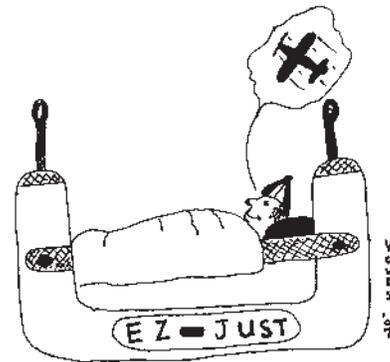
Flying ukie from outside the circle is hardly new—with or without a chair. Jim Walker first did it during the early 1940s. Convair then later used it to test some of their designs during the mid-late 1940s to the 1950s, with some hitting speeds of 210+ mph. A couple other model firms offered this setup and even Brit mags have shown how to make your own rig. It is this writer's opinion that there could be real potential with this system, but only if the word gets out. Even if you don't want one, why not help get the word out?

Want to rattle some cages? Just enter a **contest** using this setup!? Can't think of any rule to stop you from doing so. Would love a pix of a reader

doing just that! Also, would much appreciate comments from whoever has used one.

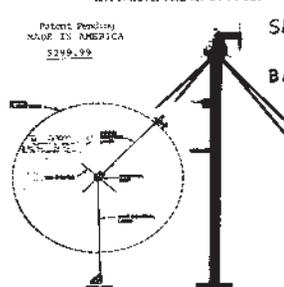
Tying up loose ends: Who will be first to fly an electric-powered, composite material ARF – from outside the circle – in Old Time Stunt? Will they receive "Keeper of the Flame" – or "Igniter of the Flame" award?

**Cartoon:** Wingright's bonding to the "E-Z Just" handle remains strong.



Looks like Wingright's finally "got a handle on things."

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- 3. These who've wanted one but didn't want to build one?
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- 5. These who fly solo hand flying?
- 6. These who fly at all?
- 7. These who have no interest in flying?
- 8. For those who can't fly?
- 9. These who fly in a club?
- 10. These who fly in a club?
- 11. These who fly in a club?
- 12. These who fly in a club?
- 13. These who fly in a club?
- 14. These who fly in a club?
- 15. These who fly in a club?
- 16. These who fly in a club?
- 17. These who fly in a club?
- 18. These who fly in a club?
- 19. These who fly in a club?
- 20. These who fly in a club?

**Fiction 'n Fact – from Doug's Almanac**  
 "Ukie canard design remains a wild guess taken to two decimal places." (d.d.)

*..and a very merry Christmas to you!*

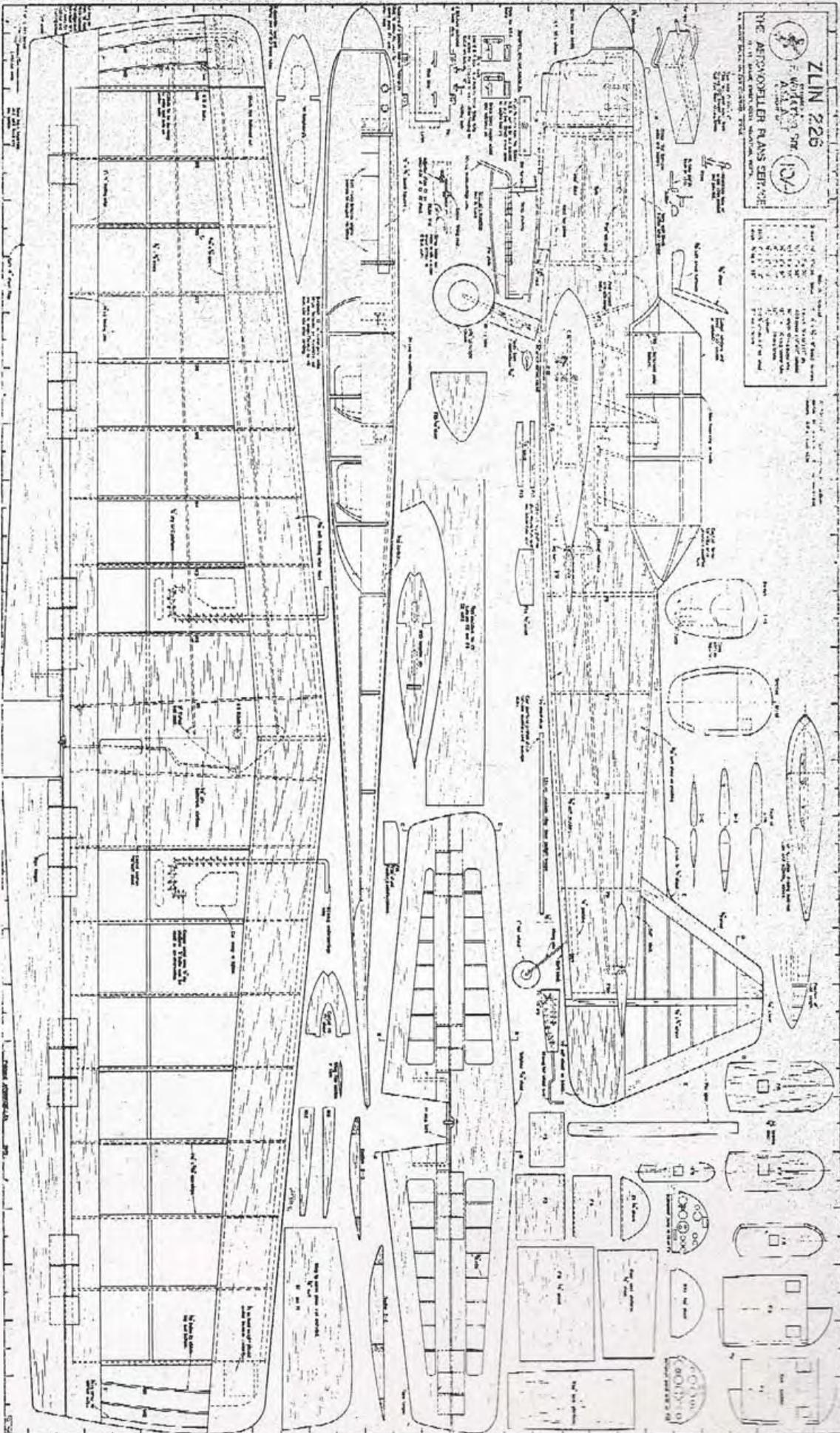
- Doug Dahkle



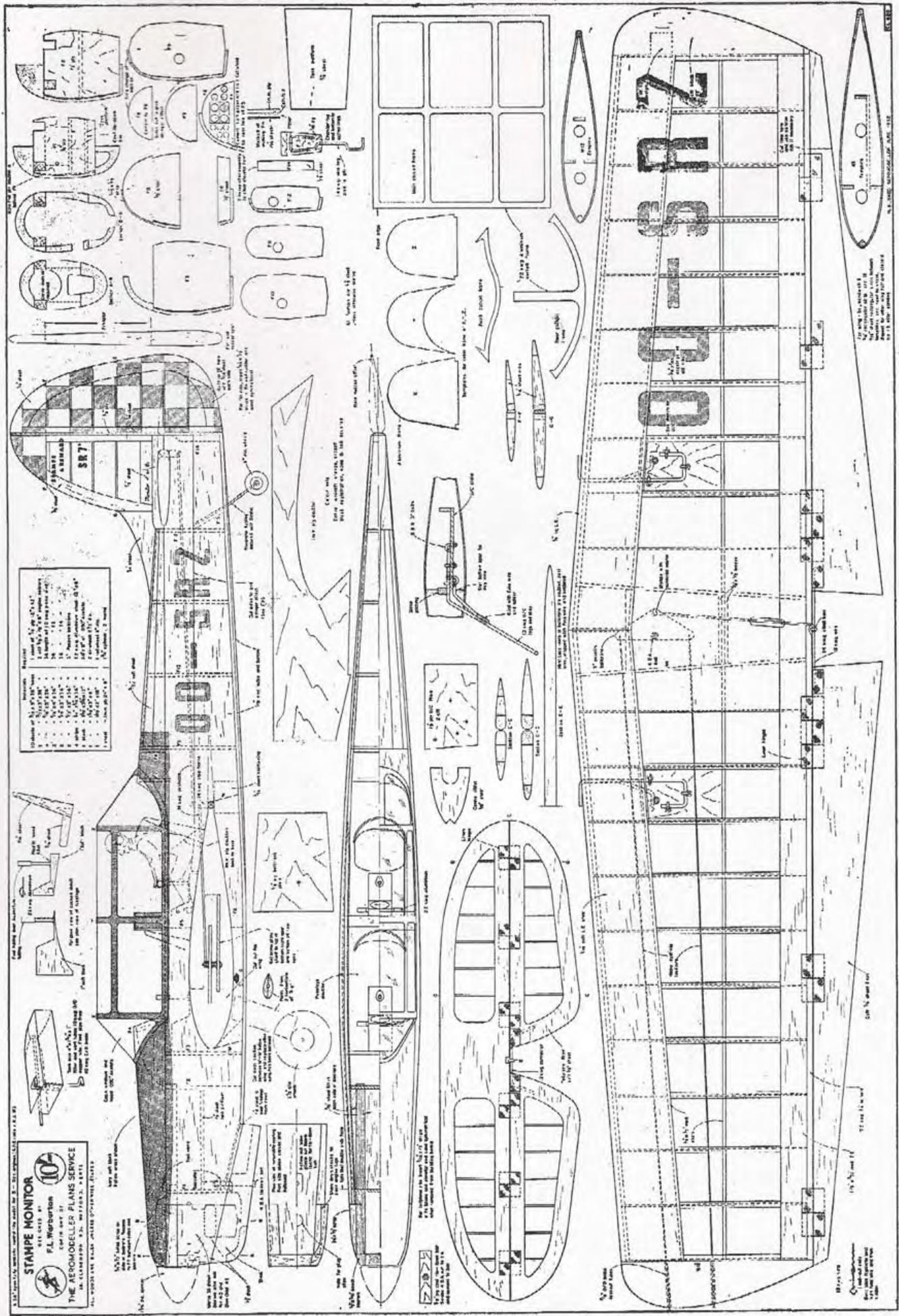
# Classic Plans

Tom McClain, [tmcclain8@cox.net](mailto:tmcclain8@cox.net)

(623) 466-8134



Frank Warburton's Zlin 226 from Aero Modeller magazine, February, 1969, page 73





# Clubs

Scott Richlen, drichlen@erols.com

(703) 425-1689



The Puerto Rico Prop Busters

In this month's column we will hear from the Puerto Rico Prop Busters courtesy of Rafael Irizarry and José Parodi:

The Puerto Rico Prop Busters (PRPB) control-line club was founded in 1997 with the merging of two small groups of control-line enthusiasts, one group who flew in the parking-lot of a San Juan baseball park and the other who flew at a military installation. That same year the club was formally registered as a non-profit corporation under the name of Puerto Rico Model Aircraft Control-line Association, Inc.

The Prop Busters succeeded in getting old timers and younger generations together to become the only active control-line club in the island. In 1998 the club negotiated its first flying site with Ciudad Deportiva Roberto Clemente (CDRC), a large sports complex that belongs to the family of the late baseball star. Since then, an excellent grassy area, large enough for four circles, inside of CDRC has been the club's center of operation for all C-L flying including contests.

The Prop Busters are proudly bound by its by-laws objectives which are to: 1) promote and foster the interest in aviation to everyone with particular emphasis on the youth through control-line model aircraft building and flying; 2) revive the interest in control-line building and flying

among those who flew C-L in the past; 3) develop excellence in C-L flying through frequent practice sessions and the conduct of contests at the local and regional levels and 4) accomplish all those things in an atmosphere of fun and camaraderie.

As an Academy of Model Aeronautics (AMA) chartered club and having amongst its membership two qualified contest directors, the Puerto Rico Prop Busters hold AMA sanctioned contests and other flying and social activities. All flying activities are open to all AMA members. The club's mainstream interest leans towards aerobatics, but there are also racing, combat and plain sport flying enthusiasts.

Prop Busters' presence at the flying field on Sundays and holidays is almost like a sacred ritual, regardless of the windy conditions which generally prevail over the island, flying is very rarely cancelled. In Puerto Rico, generally after 9 o'clock in the morning, you can expect a 10 to 15 knot breeze from the east due to the trade winds pattern.

The core of the Prop Busters precision aerobatics enthusiasts is a very dedicated and highly motivated team which aims at competing at the AMA Control-line Nationals every year. To help them achieve their purpose, the club implements an annual program called "Sponsoring the NATs Program" to try to obtain round trip airline tickets and/or cash donations from local businesses for those clubmembers

who are deserving NATs competitors.

Other club programs available to the youth are: the "Prop Buster . Little School of Aviation," originally created to provide the Puerto Rico Charter of the Boys Scouts of America with an alternative to fulfilling the coveted Aviation Badge prerequisites (at no charge); and the "Prop Busters Adopt a School Program," which has been introduced to various schools in the community.

In 2006 the Puerto Rico Prop Busters became a Gold AMA Leader Club. In recognition for the new status, the club received a plaque from the AMA acknowledging the club's contributions to the community and to the aeromodeling sport.

The club annual membership dues: Open/Assoc \$20.00 and Juniors/Seniors \$5.00 All club quotas are due annually on the 1st of July.

For more information and photos please contact José Parodi, or visit their website:

<http://groups.msn.com/puertoricopropbusters>

-Scott Richlen



# Back to Basics

## Electric Flight

Will Moore, [wmflyelectric@verizon.net](mailto:wmflyelectric@verizon.net)

(508) 272-1060



Hi Everyone. I thought I'd get back to basics for the sake of new ones out there that are contemplating messing around with electric. It is fairly simple to understand, electrically, and quite straight-forward in mounting all the hardware inside the aircraft. The hardest part will be mounting the motor, because there are several choices. The next hardest part would probably be where and how you would want access to the battery. It is within everyone's building capabilities, if you have ever built a control line model before. It is simple mechanics combined with simple building techniques. If I can do it, you can do it.

Here is the picture of the entire system. I've labeled everything and I hope the photo on the page will be large enough for you to read the labels.

We'll start with the battery and discuss everything as we work down to the motor and prop. Here goes.

The battery is a Lithium Polymer (Li-Po) battery of at least 3 cells up to 5 cells. I would prefer to use at least a 4 cell battery which will offer about 14 volts constant. Some guys are using 5 cell batteries in size sixty ships right

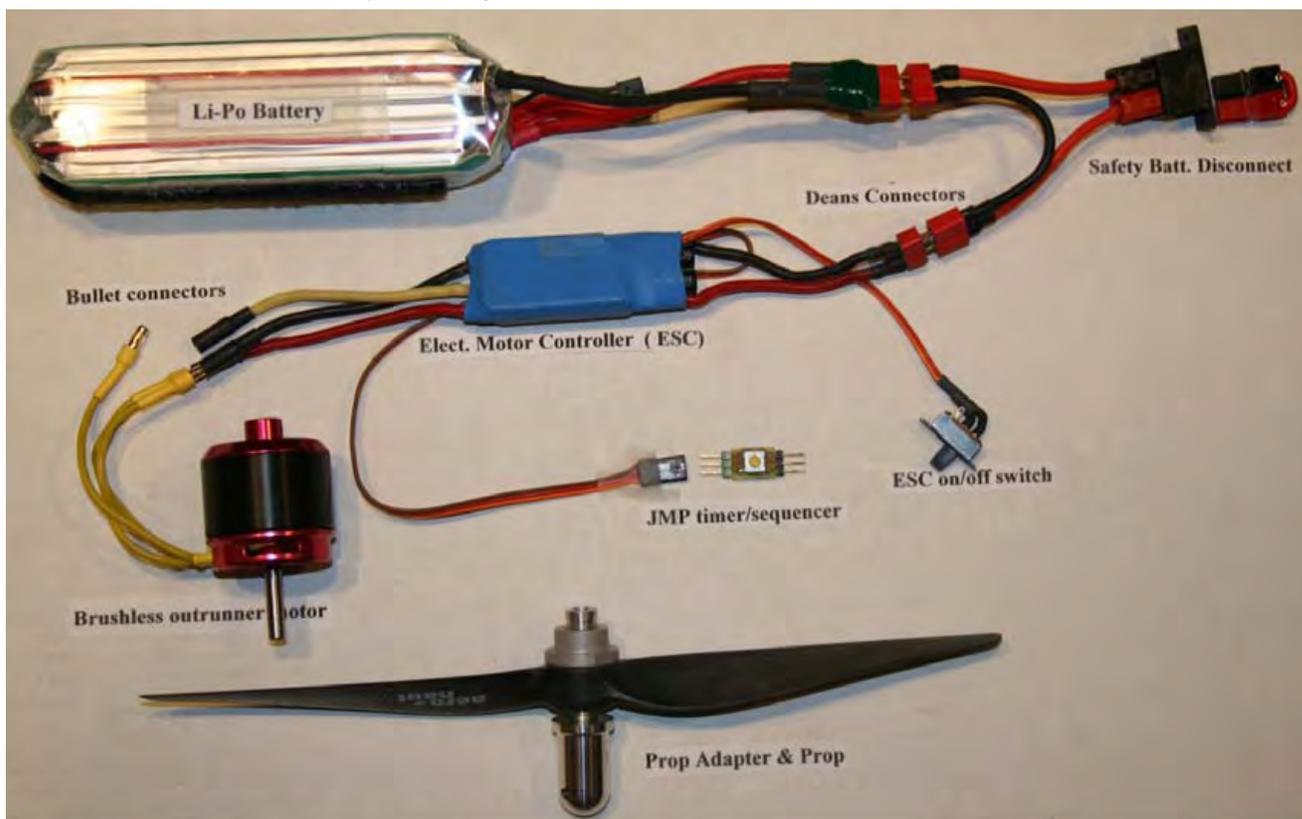
now, and there would be no reason why you could not use above that. It will all depend on the type motor you are using and the size ship you are flying. We have discussed this in previous issues, so refer to back issues of Stunt News if you need clarification on how to choose a particular size motor and battery.

The battery has a high gauge black and red wire coming off it and this is where you will connect the electronic speed control. Notice the small wire bundle connected to a jack. That is used to connect to a balancer during battery charging. The balancer electronically keeps the individual cells charged equally to assure peak cell performance, and prevents individual cells from being under or over charged during the charging cycle. When you start a flight, hopefully, the individual cells will discharge equally, or near equally enough for good flight performance. First generation Li-Po cells had no balancer connections, and if weak cells developed within the pack, the charger would only sense the average voltage. So what would happen is, the under

charged weak cell would not catch up during the charge, and the good cells would get over charged to arrive at the average voltage the charger was programmed to look for electronically. Then, if you used that battery in flight, you would drive the low cell below it's minimum voltage threshold, and it would puff up, overheat and self-destruct. Good-bye battery, and maybe airplane. Now we have balancers to help prevent that in the newer generation batteries.

To the two heavy gauge wires coming off the battery you have to make a choice as to what connector you will put on it. If it is a male / female connector, like a Deans or Astro connector, the female must go on the battery side. This will prevent the connector from accidentally shorting out. So it becomes a safety decision. What is pictured is a Deans connector, which is my personal choice. These are excellent connectors, very small in size, not too expensive, can carry Amp

loads beyond what we need, and are mechanically tight - they will never slip loose in flight. There are other connectors on the market, equally good, and it is just a matter of preference. On the male side of the connection is a **safety battery disconnect switch**. It is actually a "plug" you pop in just before you fly that completes the circuit.



This fabrication cuts off the battery to all other components – it becomes an open circuit so there are no accidental spontaneous motor starts. This is a MUST HAVE in your circuit. This way, you can install the battery before flight, button the airplane up, put it on the flight line, and wait your turn to fly. When you are on the circle, and your helper is holding the airplane, you pop the plug into the housing, and everything gets activated and ready to go, and there are no accidents and injuries. At the end of the flight, the very FIRST thing you will do is unplug this switch to separate the battery from everything else, and hence, you have eliminated any possibility of any accidental start-ups. This disconnect switch comes pre-made for about \$9.95, with the Deans connectors attached. It is an inexpensive insurance policy for you and your airplane. Get it and use it. Atlantic Hobbies and Esprit sells them, as well as any well-stocked electric flight hobby shop.

This disconnect switch mates with the ESC. The ESC is the communicator between the battery and the A/C brushless motor. It pulses high frequency energy to the motor so it will rotate. If you want to know its technical attributes, the directions that come with them will tell you more than you need to know. So a Deans connector is soldered at the battery side, and various other connectors will be your choice on the other side that connects it to the motor. Some motors come with connectors already installed on them. With the motor you purchase, sometimes, if they use “bullet” connectors, they will also include the compatible connectors that are to be soldered to the ESC. Again this is strictly your choice. You could actually just solder the three wires from the motor to the three wires of the ESC, and it does not matter which ones you solder to which ones (Huh?) All modern ESC’s have program options that allow you to choose motor rotation direction. So, you choose left or right rotation of the motor drive shaft by picking it in the ESC’s features as you program the device. I like the Jeti-Spin controllers. They come out of Europe. Hobby Lobby and Esprit sells them. They are not finicky; they are easy to set up, using a little “black box” you purchase separately. They are rugged,

and relatively light in weight. Setting flight characteristics is intuitive, and you can do it on the field without a computer. That is a big plus if you do not like something, or something is programmed wrong and you notice it at the field. You can fix it quick and easy.

In the photo, you’ll notice a little push/pull, on/off ESC slide switch. When these ESC’s are used in R/C applications, turning this switch on sends juice to the R/C receiver on-board the aircraft. The problem is, if you do not have the safety battery cut-off switch we just got finished talking about, you might get to thinking that this little switch does the same thing. It does not! Actually, with this switch off, it is isolating only the radio equipment. It does not isolate the battery from the motor, as you can see, that’s all very much alive, and can activate if there is a failure or glitch somewhere in the circuit. That is an accident ready to happen. To keep things simple, if I’m using an ESC that has this little switch on it, I cut the switch off, and solder the two leads together. I eliminate the switch from the circuit – you don’t need it. You have the Disconnect Switch to activate everything.

The other wire harness coming out of the ESC is a Hitec type R/C jack that would normally hook up to the R/C receiver. We hook it up to our choice of timer/sequencers. I use the JMP timer/sequencer. The JMP communicates with the ESC and tells it how much throttle it wants, over what time frame it wants it. The JMP is programmed for total flight duration and three distinct speeds that are sequential in nature. The final speed is a progressive ramp-up speed to compensate for voltage drop. You do not need to use it, if you use “Heli Governor” mode in your ESC, and if you like this mode better. This whole thing has been talked about on Stunt Hanger’s E-flight forum. Check it out if you need to catch up.

The motor is the end user of the system. Most will be ‘Outrunners’. That means their outer case with its magnets, turns and the armature inside remains stationary. The prop shaft is connected to the outer case subassembly. Outrunners have

tremendous torque. They are efficient and easy to cool. Most have cooling fans mountable to the rear of the motor. The prop is mounted to this shaft using a prop adapter. The prop adapter is actually a prop shaft, with a mechanical collet that binds to the outrunner’s motor shaft as the prop is tightened. I have never known one to come off an airplane as long as it was tightened properly.

So, that is what electric flight is all about. New equipment is coming out all the time. I’m hoping to see timer/sequencers for us C/L people, but all I hear are promises so far. It probably would cost a cottage industry entrepreneur thousands of dollars to place orders for these things with some manufacturer. And it needs to be easy, like having an electronic needle valve. Just tach the airplane on the ground, use a constant RPM mode and we’ll have close to what 2 stroke gives us, maybe. It’s the 2/4 break especially in square maneuvers that electric is slightly lacking. Although, I must say, my Twin seems to have huge power during the pattern – I don’t know whether it’s my imagination or not.

(Political Statement – watchout!) I’m tempted to try a spectrum R/C unit and program a 3 position toggle switch to different power levels. Low take off speed, then level flight speed, and finally maneuver speed. I could click between level flight speed and the higher maneuver speed (say an additional 10 to 20% power) to simulate the 2/4 break. Rules? What rules? Get rid of that foolish rule, we have Spectrum technology now, with no chance of interference. If you want this sport to stay pure glow, with rules to hinder electric, then you better find a field a mile away from anything else, so people will tolerate the noise, and expect fewer and fewer flying sites. Or, grow the sport, fly anywhere and have a lot of fun with a lot of new people breathing new life into this getting quieter hobby of ours. (translation – quieter, e.g. fewer and fewer people) – hey it’s our choice.

It will probably be near Spring by the time you read this...hope you’re having fun.

-Will More





# Pampa Rules

Alice Cotton-Royer, [alice@artemisillustration.com](mailto:alice@artemisillustration.com)

(503) 254-3173



**Editor's Note:** Alice is out this month as she is recovering from a medical procedure. Pampa Rules is written this month by guest columnist, Tom Niebuhr.

I have decided to go public with this. I have spent most of my life flying stunt, and have always been proud to say that CL Stunt, and Scale (CL and RC) are the only places left to see beautiful airplanes.

I know there will be some who will disagree, some with their own intentions, some sarcastic, some that just don't get it. This is my take, I make no apologies, and I will not answer the negatives. I just had to say it.

## Consequences

With all the discussions on eliminating the B.O.M and eliminating appearance points, it is a shame that aside from people saying it is not fair for newcomers, or to retracts, people are not looking at the affect of these proposals.

While ARFs appear to be here to stay, and they have some purpose, the quality has often been questionable. With the influx of all the ARFs, the CL cottage kit industry has been hit hard, almost to extinction.

The impact on our stunt event is

also a downward spiral. While people are eliminating appearance points, this is done with absolutely NO thought of the impact. ARFs are rewarded an effective bonus, because they are considered equal to the beautiful airplane that someone spent hundreds of hours building. To put it another way, if an airplane would normally get 17 appearance points, and it now gets "0", the ARF next to it, complete with the wrinkles in the iron on finish, effectively gets that 17 points, for doing almost nothing! (This is an insult!)

Stunt in the US has a wonderful tradition, that has both attracted people to the event, and has spurred development.

Just think, no more room full of a hundred stunters at the NATs for appearance judging. No more display of a hundred airplanes at VSC. The beautiful airplanes that were always an attraction to the stunt event, will now be penalized. Some people say: "Give a Concours Award". Believe me, only a handful of people at the NATs would present their airplanes for this, and because there is no display of airplanes,

most people who could vote for Concours will not see all the airplanes in order to make this judgment!

**We are even starting to see people boycott events that do not give appearance points, because these people recognize what is happening.**

## NOW ANOTHER MAJOR IMPACT:

The U.S. balsa suppliers are now having great difficulties getting quality wood, because it is all going to China. Yet, reports on the ARFs / ARCs is that their weights vary as much as 10 ounces, showing that they are not selecting wood, they just use it.

**If our balsa suppliers don't have balsa to sell, they will go out of business. THIS AFFECTS EVERYONE!**

-Tom Niebuhr





# Personalities

Louis Rankin, lwr\_@msn.com

(901) 837-1511

### Featuring:

Jim Thomerson, Austin, TX



Jim at the 2005 VSC with his trademark Cowboy Hat! (Brickhaus photo)



Jim is famous for his Cox 09 powered Shark 15. (Thomerson photo)

I surely do wish I could write about every aeromodeler that I meet. Everyone I encounter in the sport has an interesting history and story. Being the Personalities Editor has forced me to take the time to sit down and talk to people. I find the experience of meeting everyone to be very rewarding. At the next event you attend, take the time to socialize. You will discover everyone you meet to be rich in personality and information.

At the St. Louis contest this year I made a special effort to sit down and get to know Jim Thomerson. I had acquired an Umland Shark 15 through a trade with Bill Little. Jim is well known for his experience and success with a Cox TD 09 powered Shark 15. I bought a few TD 09 motors during a Cox closeout sale and was anxious to learn from Jim how he set up his system. I had met Jim in Dallas previously but did not get a chance to really sit down and get to know him. I am glad that I cornered him in St. Louis. We discussed his Shark and other models and I found that Jim has a wealth of aeromodeling information.

Jim currently lives in Austin Texas with his wife Kathleen. He has three grown children, Austin, Rachel, and



Another shot of Jim's famous Shark 15. (Thomerson photo)

Eric. Jim is an Emeritus Professor of Biology at Southern Illinois University (retired). He specializes in ichthyology (study of fishes) and performed extensive studies in the Midwest, Belize, and South America. He has discovered and described more than 20 new species and two new genera of fishes; one species from Belize and the rest from South America. His wife is an accomplished organist, author, and composer.

Jim has been aeromodeling for

64 years. As with many during the early era of aviation, his interest came naturally. He met George Aldrich while they were both students at the University of Texas. It was George that got Jim started in free flight. Jim says that he learned very much from George that has proved to be useful over the years.

Jim really enjoys flying competitively. His competitive interest has been in hand launched gliders, powered free flight, and C/L stunt. He currently has a great interest in OTS. Jim is one of the few who can fly clockwise as well as counter clockwise. He flies OTS clockwise and Stunt counter clockwise. His favorite model is the "Cheap Thrill" 1/2A stunt model published in the December 1998 Model Aviation. The Fox 35, Cox TD 09, ST G20-15 diesel, Tower 40, and K&B 4011 are his favorite powerplants. He is presently fooling around with a Rustler Cheetah 15 diesel for OTS.

His most memorable moment in aeromodeling was his first VSC in 1998. He says he always has a wonderful time at VSC. I am a VSC virgin and hope to attend this coming year. I learned to fly C/L on a Ringmaster while my father was stationed at Davis Montham AFB in Tucson. I am really looking forward to going back and flying my current Ringmaster there.

Current projects are the Gordon Buford Wombat biplane with a Merco 29 diesel and a Demon. He hopes to have both ready for VSC. His future plans are to build and fly unusual OTS



designs and engine combos. Eventually he plans to take up radio assist free flight sport flying.

What Jim likes most about aeromodeling is building. Second, he likes the thrill of seeing something he created doing what he wants it to do. He enjoys the defined goals of competition and interaction with people who share his goals. Jim is a mentor and also enjoys passing on his knowledge to those who are receptive. What he likes least about aeromodeling is watching people get crossways so as



Another shot of Jim at the 2005 VSC. (Brickhaus photo)

to diminish their enjoyment of model aviation. He feels this has been made easier by the internet.

Although his main lifelong interest has been model airplanes and aquarium fish, Jim also enjoys plants and has been xeroscaping his home in Austin.

Jim predominately competes in district 8; however, you will also see him venture out to VSC and St. Louis. When you see Jim take the time to say hi and enjoy a good conversation.

-Louis Ranken 



Jim's beautiful Twister won the "Best Finished Twister" award at the 1986 SIG contest. (Thomerson photo)



A rare picture of Jim without his Cowboy hat at the 2007 St. Louis contest. (Brickhaus photo)



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aerobatics magazine.**





# Safety

Leonard Neumann, [neumann@clstunt.com](mailto:neumann@clstunt.com)

(317) 497-1487

When I was asked to write the safety column for Stunt News, I didn't have a huge plethora (love those big words, don't you?) of ideas to write about. So I asked for help on my Stuka Stunt Control Line Forum (<http://clstunt.com/htdocs/dc/dcboard.php>) and, thanks to some helpful responders, I now have a number of ideas to fill a number of columns. So let's kind of take these in order. Having talked prop safety last time, which is something that applies mostly to the flier as he starts and adjusts his engine, I would like to turn to safety relating to the launch of the airplane, something that relates mostly to the person holding the plane and releasing at the proper time.

The first thing to consider is choosing the right person to launch. Don't just grab any old person and say, "Can you launch my plane for me?" Consider whether or not the person is capable, or at least give him (or her) proper instruction so that the person you choose can safely complete the task. Don't ever assume that just because this person has been around airplanes, or that he flies airplanes himself, that he is capable of properly launching your pride and joy. What your plane requires and what he (or she) needs to consider may be all together different from whatever plane or planes they may have launched in the past.

As an illustration, let me tell you a story that was told to me by our son, Matthew. Matthew had gone to a contest that I was unable to attend, and while there he needed someone to launch for him. At contests, flyers are generally willing to help one another out and it usually isn't difficult to find a capable person to launch for you. It

happens all the time. We turn to the person next to us and ask them if they could launch. And they usually say, "Yes." And we usually say nothing more (and therein can be where the problems begin).

On this particular occasion Matthew had asked a fellow expert flyer if he could launch for him, and this contestant apparently was busy. But he said his friend who was with him could launch. This friend, he said, had launched for him a number of times. With that, Matthew asked the friend. Well, those who know us, know that we like big props and lots of thrust. Matthew was running his PA-75 turning a 14-inch three-blade prop on that particular ship. And this was something that the friend had never encountered. With the kind of thrust that this system puts out, there is definitely pull at the front of the airplane and the launcher needs to be aware of this. Apparently this person wasn't.

The designated launcher had gotten into position and Matthew proceeded to fire up the engine. He then walked out to the handle, and as he picked it up he turned around and noticed that the tail of the airplane was squashed into the ground. As Matthew put it, he couldn't even see the tail wheel. Apparently the person who had been volunteered to launch was having a hard time just holding on.

Matthew said he signaled as quickly as he could for the person to launch and was relieved to see the tail wheel reappear and to have the plane leave the ground intact. Nothing was hurt that day. But then, again, we can leave it to our imagination that all sorts

of things could have happened.

The moral of the story is, don't take anything for granted. Regardless of how many planes that person has launched in the past, if you should ask someone new to launch your airplane for you, make sure they know what to expect when the engine starts. Make sure they know how to hold it, how to release it, and what signal you will give them for them to release. You can imagine the outcome of a person struggling to hold on to an airplane and then misinterpreting some action on the part of the flyer as to the release signal before he is even ready. It might be good for all of us if we put together a check list, and then went over it every time we enlisted a new person to launch our plane for us.

I will list a few things here that might be appropriate for inclusion on this list and if you have another five or ten that you would like to add, by all means do so.

At the very beginning tell the person how you want them to hold the plane, and how you want them to release it. Usually the person kneels down beside the airplane with his right hand cupped around the leading edge of the right wing, and his left hand on the stabilizer on the other side. If you have a different method you prefer, make sure he knows it. And by all means tell him what hand signal you will use and for him not to release it until he gets that signal. It is also good to give him a means to signal you if he sees some reason that he should not release. Just shaking his head sideways is good, but make sure he and you both know what this is to mean. I once was launching for Matthew and noticed



that a clip had gotten twisted askew on the leadouts. The launch was a no go, but I was able to shake him off and he understood what I meant. When I am holding the plane and the engine is running, I can't wave my hand to signal him to come back.

If you have a plane that pulls more than normal or even more than what that person may have been used to, make sure to warn him to have a good grip on the model before you start it. In fact, warn him any way. Someone accustomed to launching half-As will find a Fox 35 a bit of a shock. And someone used to a Fox 35 can be overwhelmed when you first get that Belchfire 75 a running. I know. Let the pit man know that the plane will jump forward if it is not held firmly, and that it is his responsibility to ensure that it does not jump forward when the engine fires. (Having said that, don't take anything for granted. You should grasp the nose of the plane, also, as you get ready to start the engine just to have another hand "in there" to help hold it back.)

Tell the person that once he has launched the plane, he needs to get away from the circle immediately. Whether you are launching for an official or just a practice flight, if the pilot brings the plane around with a perfect take-off, the pit man will have five seconds from the time of release to get out of there before the plane comes around again at head height. Most people know this, but it is still good to remind them to not dilly-dally on the circle. Once you launch, get out of there. And to make it easier, you need to make sure that you have moved or tossed all items used in starting the engine clearly outside the circle. Don't leave a starting glove or stick or battery there for the pit man to pick up after he launches. Remember, he has just five seconds to get out of there. Five seconds, and is not much time.

Here is a partial list of things to say or consider that someone else provided for me: "Don't let your knee touch the flaps or the elevator." "Don't touch the needle." "Don't kneel in front of the stabilizer or elevator because then the pilot can't see it." "Don't release the outboard wing first and then the inboard." (This is why it is best to cup

the outboard wing only with the left hand on the inboard stabilizer. Then release them both at once.) "Don't squeeze the wing and put dents in it or worse, crack the ribs." "Don't put down pressure on the tail wheel wire because it will spring up and eat the prop." Let the pit man know that it is up to you, the pilot to place the airplane on the circle and that he should not move the plane after you have placed it. Tell him to "Just release the plane, don't push it." And again, "After you release, don't stand there and admire your launch because it's going to come around and smack you in the head." Oh yes, one more thing. "Empty your shirt pockets before you kneel down to grab the plane. We don't want pens and pencils dropping through the wing."

Here are a couple of safety related real life stories that were passed on to me by another flyer:

The first occurred when he started his engine and his stop watch, which he had left loosely hanging around his neck, swing into the spinning prop blade. He said, "Fortunately the prop simply kicked it out." But we can imagine what would have happened if it had gotten tangled in the whirling blade and then pulled him head first into the prop. Just as the pit man needs to make sure he doesn't have pens and pencils in his pocket, the pilot needs to make sure he doesn't have a stop watch dangling from his neck while he starts his engine.

The second incident happened to him while he was filling his plane using a syringe. He said the plunger popped out and slung five ounces of fuel into his eyes. At that point his eyes were burning, and he couldn't see. Fortunately for him he was not flying alone that day, and several people helped pour water into his eyes and packed up his things for him and got him home. Once there he spent the next half hour in the shower rinsing his eyes and relieving the burning sensation. But you can imagine what it would have been like had he been flying alone. He could have damaged or even lost his eye sight.

If you have a safety related incident that you have experienced or seen, please send it to me so I can pass it on.

Next time I will talk about what to do when flying alone. Flying alone is not the best practice. And it is certainly not the recommended practice. But for many fliers, the only way they are going to get their practice time in is to go out and fly even when they are alone. So, for a lot of flyers, we accept this as necessary. If we are going to do it, there are ways to make this safer. We will talk about this next time and I will even include some pictures of an easy to make stooge that can be used to launch any airplane.

'Till next time, fly safely, launch safely, and keep your fingers out of the prop.

-Leonard Neumann



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# The Lighter Side

Mike Keville, [vsc-guy@cox.net](mailto:vsc-guy@cox.net)

(520) 307-1523

## MEDICAL INSURANCE EXPLAINED

Because an increasing number of PAMPA members are approaching, or have reached, retirement age, the following information is presented as a public service:

Q: I'm about to join an HMO. How difficult will it be to choose the doctor I want?

A: Just slightly more difficult than choosing your parents. Your insurer will provide you with a list of all doctors in the plan. These fall into two categories: those who are no longer accepting new patients, and those who will see you but are no longer participating in the plan. But don't worry; the remaining doctor who is still in the plan and accepting new patients will have an office just a half-day's drive away and a diploma from Djibouti.

Q: What does HMO stand for?

A: It's actually a variation of the phrase, 'Hey Moe!' as used by the Three Stooges when helping Moe forget the pain in his stomach by poking him in the eye.

Q: Do all diagnostic procedures require pre-certification?

A: No, only those you need.

Q: Can I get coverage for a pre-existing condition?

A: Certainly, as long as it doesn't require any treatment.

Q: What if I want to try alternative forms of medicine?

A: You'll need to find alternative forms of payment.

Q: My pharmacy plan covers only generic drugs but I need the name brand because the generic brand gives me a stomachache. What should I do?

A: Poke yourself in the eye.

Q: What if I'm away from home and get sick?

A: You really shouldn't do that.

Q: Suppose I need to see a specialist but my doctor insists on handling the

problem. Can a general practitioner really perform major surgery in his or her office?

A: Hard to say, but since all you'd be risking is a \$20 co-payment, there's no harm in giving it a shot.

Q: Will health care be different in the next decade?

A: No, but if you call right now you might get an appointment by then.

*(Note: credit for this one goes to 'SAM Speaks', journal of the Society of Antique Modelers, Roland Friestad, editor.)*

## The Trailing Edge Mike Keville

Although it's a bit early, I was reviewing some items for this year's NATs when a critical question arose: 'Can I get a column out of this?' Well, maybe. I'll be the E.D. for Old Time and Classic again—meaning I show-up with the paperwork then stand around while others do all the work. With any luck, I'll be able to rope...er, recruit last year's crew, thereby ensuring another slam-dunk deal. We'll be on the grass circles of course, and while those were much improved last year we still saw a few tips-and-flips on landing, so here's a hint: install larger wheels and above all don't land hot. Also, if you plan to enter a low-slung Classic with wheel pants, count on having a tough time taking off. Ask Allen Goff about that.

The past two years, entries in NATs OTS remained static or perhaps even declined a bit while Classic is definitely on the upswing. If we can recruit two additional judges Classic may be flown on two circles, same as '06, with two attempts for one official on each circle. The downside to that

is two sets of judges mean scores must be added with no throwaways; you'd have to make each one count. That plan isn't firm. If we get a manageable number of entries we'll stay with one circle and go with the high score.

Couple more things:

(1) OTS and Classic are PAMPA events. The AMA does NOT take entries for unofficial events. Last year some folks arrived late, saying they had 'already registered for Classic' when they mailed their CLPA entry to Muncie. Wrong answer! Registration for OTS and Classic is done only onsite at the L-pad pavilion. As always, the time will be published well in advance. Please heed it. Flight order is drawn that evening, and I need my beauty sleep. (Save the comments.) Accommodating last minute additions disrupts the process and is unfair to those who register at the appointed time.

(2) Weather: Paraphrasing the lyrics in that James Taylor song: 'we've seen fire and we've seen rain; we've seen (windy) days that we thought would never end...we've seen lonely times when we could not find a friend.' There's nothing we can do about the wind. Same if it rains. But if there's any thunderstorm activity (i.e., lightning) in the area, things will come to a screeching halt as they did for about thirty minutes last year. It isn't worth gambling your life for a nine-dollar plaque.

Granted, some of this sounds a bit hard-nosed but our goal is a smooth-running venue. It's no fun standing around with your thumb in your ear wondering if things will ever get started. Been to a few of those and I don't like it any more than you do. Old Time and Classic may be unofficial events but this is the National Championships and we intend to run them that way.

Meanwhile, we're coming up on VSC-20. Twenty years! Wow! When we first dreamed this thing up we never envisioned it as anything more than a wacky one-time experiment. By now you've probably seen the details. If not, click on [www.ccmasonline.org](http://www.ccmasonline.org) for complete information, including the entry form. Note that entries must be **received** by Wednesday, March 3rd. We have a very entertaining



program planned for the awards banquet to be held at a new location, the Viscount Suites. Look for some different judges on the circles this year. There will also be new management on the Ignition circle since De Hill is finally delegating those duties so he can fly...and yes, we'll have special 20th Annual T-shirts for sale. Among the many attractions this year will be the Jack Sheeks awards. Sponsored by Tom Niebuhr and John Miller, plaques will be awarded to the highest-scoring Sheeks design in Classic plus a 'Best Appearing' award presented by Jack himself. You probably saw the half-page ad in FM. When that appeared, Shirley Sheeks e-mailed me, somewhat concerned that Jack's hat might no longer fit so I wrote her back telling her to not be too concerned about it. I'm reasonably certain she won't mind if I share that one here:

'Well, the thing is...Peewee Herman wasn't available so we had to find a suitable replacement. Someone suggested we try to find a guy who'd had a few designs published Back When, which started us thinking:

'Let's see. Mackey?

'Nah, he's already been in the spotlight.

'Earl Cayton?

'Uh, maybe. Who else ya' got?

'Hey! How 'bout that guy from Indianapolis...whatsisname...you know, the guy who published so many designs that sometimes he had to use a fake name. Shiek? Sharks? Sheeps? ... Oh, wait. SHEEKS! Yeah, that's it. Why don't we ask him?

'Worth a shot, I guess...although he's a Scale flyer these days.

'Well, yeah...but a World Famous member of the CL Scale Team, guys!

'Oh, alright. Let's see if we can rope him into it.

'Okay. He's a lot of fun...and he has a cute wife too. Let's get 'em out here.'

See? No danger of Jack needing a larger hat. All kidding aside, the recognition is long overdue, thus we're hoping to see a large fleet of Jack's designs at Tucson in March. Make your hotel reservations at the new-and-improved Quality Inn not later than March 1st in order to qualify for the

reduced rate (520-622-7791) and please don't miss the March 3 cut-off date for entries. Pre-printing hundreds of score sheets plus arranging the flight order is a massive job for these gigs, so there's no grace period. Don't miss this one. Weather permitting (knock-knock) it will be An Affair To Remember!

-Mike Keville 



Fuzzy pic from the Oct. '62 WAM News shows various winners at a No. Cal. contest. Young lad at far left, front row, identified as 'Jimmy Aron'. Name has a familiar ring to it. Could it be our 'Uncle Jimmy'? Who can ID the others?



Seen at one of the after-hours food & drink fests, VSC-18, 2006. Seated, far left, with hat: Bill Heyworth, then (L-R) Monique Berger, Jim Hoffman, Don McClave, Mike Pratt, Ted Fancher. Clean-up pretty well, don't we?



Germany's Angelika Moebius flew Rene Berger's VUM-18 in Classic at a past VSC. Her entire family flies CL and maintains a comprehensive web site ([www.moebi-f2-team.de](http://www.moebi-f2-team.de)) that you'll find especially enjoyable if you happen to read Deutsch. To date, we've hosted 'other nation' flyers from England, Canada, Japan, Australia, Holland, Switzerland, South Africa, Germany and the Peoples Republic of Massachusetts.



Having done the Open and Advanced appearance judging at the '07 NATs, Charlie Reeves (L) and Jim Lynch felt the need of another challenge, so two days later they went out and won Old Time and Classic.



Can anyone guess the identity of this determined looking young lad? Hint: his name is on the Walker Cup.





# Why I Fly Stunt

Tom McClain, tmclain8@cox.net

(623) 466-8134



Harold Price's F-8 Crusader. Photo by Lyle Spiegel.

We haven't had a column for several issues about "Why I Fly Stunt" by a PAMPA member and I thought I would exercise my Editor's prerogative and wax eloquent on why I engage in our unique hobby and pastime. I am totally involved and love CLPA for four reasons, the need for craftsmanship, the need for "seat of the pants" flying ability, the total involvement of the four human senses, and finally, the wonderful and unique people I have met and meet and the friendships my wife and I have made and will make. CLPA is more than model airplanes; it is a passion one can get totally involved in. With that in mind, let's look at the first reason, craftsmanship.

I engage in Control Line Precision Aerobatics or CLPA for short because of its requirement for an all around understanding of design, construction, finishing, and a modicum of talent in all three. That makes me a true CLPA enthusiast because of my love and appreciation of those requirements. To compete and win, a true CLPA enthusiast must master all aspects of the above-mentioned requirements. Learning all of those disciplines presents a challenge that few ever get to experience in life, let alone in a hobby. This is the primary reason for the requirement to be the "Builder of the Model." If one can master the craftsmanship part, like the AMANATs and Walker Cup champions, one has earned quite a sense of accomplishment. I feel fortunate on this aspect because of my previous involvement in AMA Advanced RC aerobatics and my years

with the USAF and ANG as a Fighter pilot. I believe those skills learned in those two earlier parts of my life contributed greatly to my ability to understand and do CLPA. Especially relevant is my time as a Fighter Pilot and my learned ability to fly by the "seat of my pants."

I love CLPA because of its similarity to my previous occupation of F-4 Fighter Pilot and the need to fly a high performance aircraft to its limits (without killing myself) to maximize its ability (as well as my own) to get the job done in as an effective manner as possible. One must become able to strap on the jet and it and you become one entity, not two, to maximize the potential of both. Once that man/machine connection is instinctual and natural, more than half the battle is over and all that is left is practice and having a good machine to get the job done. Needless to say, that is as near impossible to do as is performing the perfect CLPA pattern. That is why I call it "Aerial Ballet." Not two performances are ever alike and one is always seeking perfection. But many come close. Me, I am still learning. One other aspect of flying high performance aircraft that bleeds over to CLPA is the need for the total involvement of the 4 human senses.

I enjoy CLPA because of its need for total involvement of our four human senses: sight, sound, feel, and yes, smell. Each sense is needed to accomplish the total CLPA package of design, construction, finishing, and flying. If one is deficient in any of the four, it is impossible to get to the pinnacle. When

I flew the Phantom II, I needed to see, hear, feel, and even smell what it was telling me. I must do the same with a CLPA ship while flying the pattern. It is called "situational awareness." If one is not totally aware of what is happening with the fighter or with a CLPA ship, that lack of awareness will sooner or later result in disaster or a disappointing outcome. Situational awareness covers everything from craftsmanship, engines, propellers, weather, physical wellbeing, practice, and even your pitcrew. And this list is not all-inclusive. I am sure there are other aspects that are just as relevant.

Finally, the best aspect of CLPA is the wonderful people that you get to meet and share your passion with. Since my advent into the hobby, I have met or talked to some of the finest, most unique individuals in the world. I wouldn't trade any of my experiences for Donald Trump's Towers. I have less headaches (most of the time).

In summary, I have given you a glimpse into why I engage in our common passion of CLPA. I love it because of its need for craftsmanship, "seat of the pants" flying, involvement of the four human senses, and the people you get to meet and make as friends. That makes CLPA a passion worth pursuing. So, as Ted Fancher says, "Fly Stunt."

-Tom McClain



# PAMPA NEWS

The initial vote of the Control Line Aerobatics Contest Board has been tabulated by the AMA and will be on the AMA website.

Based on information provided by the AMA, here are the results of that initial vote:

CLA-09-1: Eliminate the BOM rule - Failed

CLA-09-2: Adopt FAI rules - Failed

CLA-09-3: Allow fiber lines - Failed

CLA-09-4: Add 10 points to pilot's score for construction - Failed

CLA-09-5: Increase appearance points to 40 - Failed

CLA-09-6: Change Paragraph 14 title to "Judges Guide" - Passed

CLA-09-7: Eliminate pattern points and adopt FAI penalties for omitted and incomplete maneuvers - Passed

CLA-09-8: Clarify climb and dive portions of square maneuvers in Judges Guide - Passed

CLA-09-9: Change line diameters and pull test for IC powered models to be based on model weight (same as electrics)

CLA-09-10: Change BOM to be based on 51% of effort to complete model - Failed.

This is the initial vote only on these proposals. Those that failed will no longer be considered during this change cycle. Those that passed can be further reviewed. Cross proposals to those that passed can be submitted by March 1, 2008. An interim vote on the cross proposals will be taken by April 15. Final vote on remaining proposals will be taken by June 15, 2008.

- Keith Trostle 

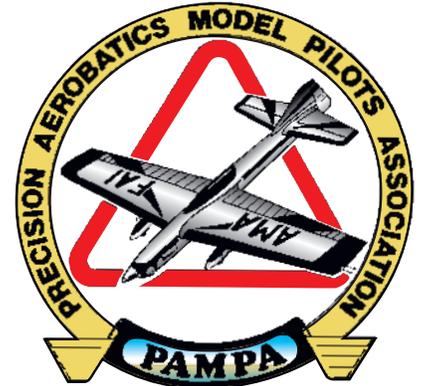
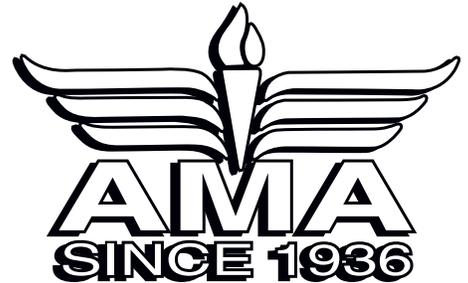
The 2007 PAMPA elections are (finally) over. I'd like to take this opportunity to thank all of the members of PAMPA who cast ballots. You are the people who make our club work.

At the outset of the campaign, Bill Rich and I promised each other that it would be a clean race with no mass-mailings. We both honored that pledge and we hope the members of PAMPA are pleased with the way the race was run.

Thanks especially to those who cast their ballots on my side of the column. Your confidence is greatly appreciated. I ask that you now give your wholehearted support to our new PAMPA President, Bill Rich.

Congratulations, Bill. Thanks for a good race. If there is anything I can do to help, you have but to ask.

-Randi Gifford 





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# Australia

David Murrell, dtmis@hotmail.com

0266 513 741

# International

Tom,

The vote is in the mail. I know you are interested in classic models (I fully agree), but I found something a little different and older if you are interested, from September 1946 Model Craftsman, I think the copyright would have expired by now, is Don McGovern still around?

I also have Walt Musicano's Heinkel 112 from the August 1947 edition of the Model Craftsman if you are interested.

Regards

David Murrell  
DTM Inspection Services  
21 Watsonia Ave,  
Coffs Harbour NSW 2450  
ph/fax 0266 513 741  
e-mail [dtmis@hotmail.com](mailto:dtmis@hotmail.com)

David,

Good Morning to you. I agree, the Pirate is great looking and would make a great entry for Classic or Old Time. I am interested in the He-111 by Walt Musciano.

-Tom McClain 



## Heinkel-112

By W. MUSICANO

A SCALE model with the speed of a specially designed racer! *Impossible you say?* Well, just try your hand at this Heinkel fighter. With a projected wing area of 162 square inches and powered with an Ohlsson & Rice "60", top speed hovers in the 80 MPH class. It is the answer to those modelers who are looking for a speedy scale model. Now for a few words about the full size plane.

In spite of its up to date appearance, this design is not new. It was introduced in 1938 as a multi-purpose fighter-trainer-interceptor, depending on the power and armament. Engines from the 685 h.p. Junkers Jumo diesel to the 1,600 h.p. Daimler Benz were used according to the purpose of the ship. A Daimler powered He-112 held the world's speed record with over 463 MPH, although standard speed was slightly over 325 MPH. Standard armament (fighter version) consisted of two 20 m.m. cannon in the outer wing panels and two 7.7 m.m. machine guns in the cowl. Interceptors used six to eight machine guns in the wings and cowl. All except the interceptor had three small bombs fitted to internal racks in each inboard wing panel. Although of excellent design and truly a great step forward, the Heinkel He-112 did not become widely known and it remained for the He-113, a night fighter version, to become renowned in World War II.

Model builders will appreciate, as did the author, the adaptability of this design to control line flying. The elliptical wings of low aspect ratio combine

efficiency with great strength and the inverted gull permits the use of a shorter landing gear. Advantage was taken of the underslung radiator to house both engine cylinder head and gas tank. This engine location necessitates the use of an extension shaft which is actually not as difficult as it appears. If the builder so desires, he can install the engine in conventional manner, upright or inverted, and balance the ship by moving the ignition rearward. It will be noticed that the span is almost the same dimension as the fuselage length, a condition normally found on racing planes.

As an aid to enlarging the plans, they were drawn one half model size so that by merely doubling any measurement on the plan actual size model plans may be drawn. When these are completely understood, construction may be started. The original fuselage was carved from two solid blocks of balsa cemented lightly along the horizontal centerline and, when dry, the side and then plan views are carved. Following the sections on the plans, the fuselage should be completed and given two coats of clear dope and then pried apart and hollowed to about 3/4" wall thickness. Apply two coats of dope to the interior and install the engine mounts. Note that they run clear to the nose to support the "oilite" shaft bearing. Bulkhead "C" can be added, using plenty of cement followed by the bellcrank foundation, bellcrank and control rod. All of these mentioned items are attached to lower shell only. Stabilizer and elevator, cut from 3/16" sheet balsa

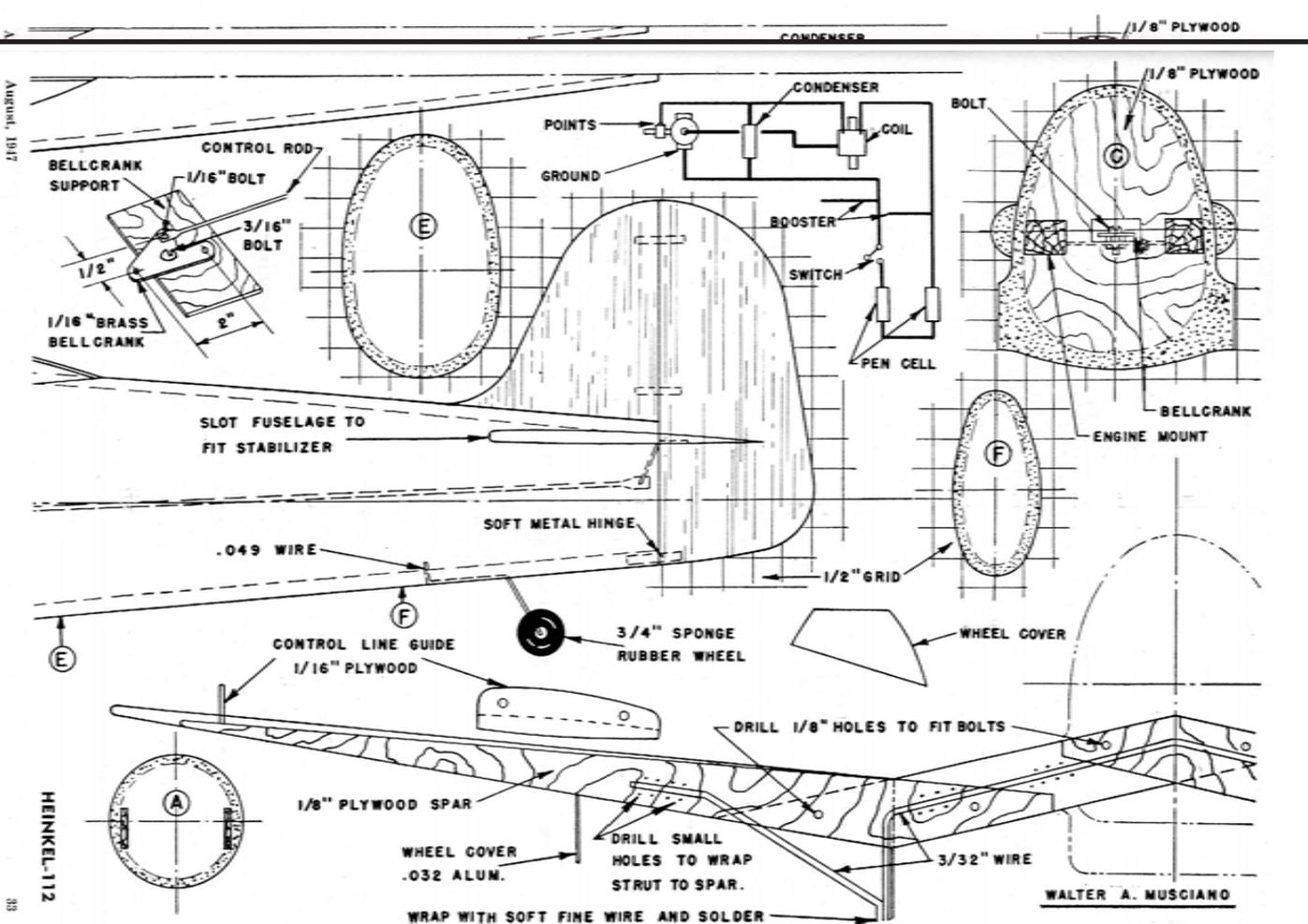
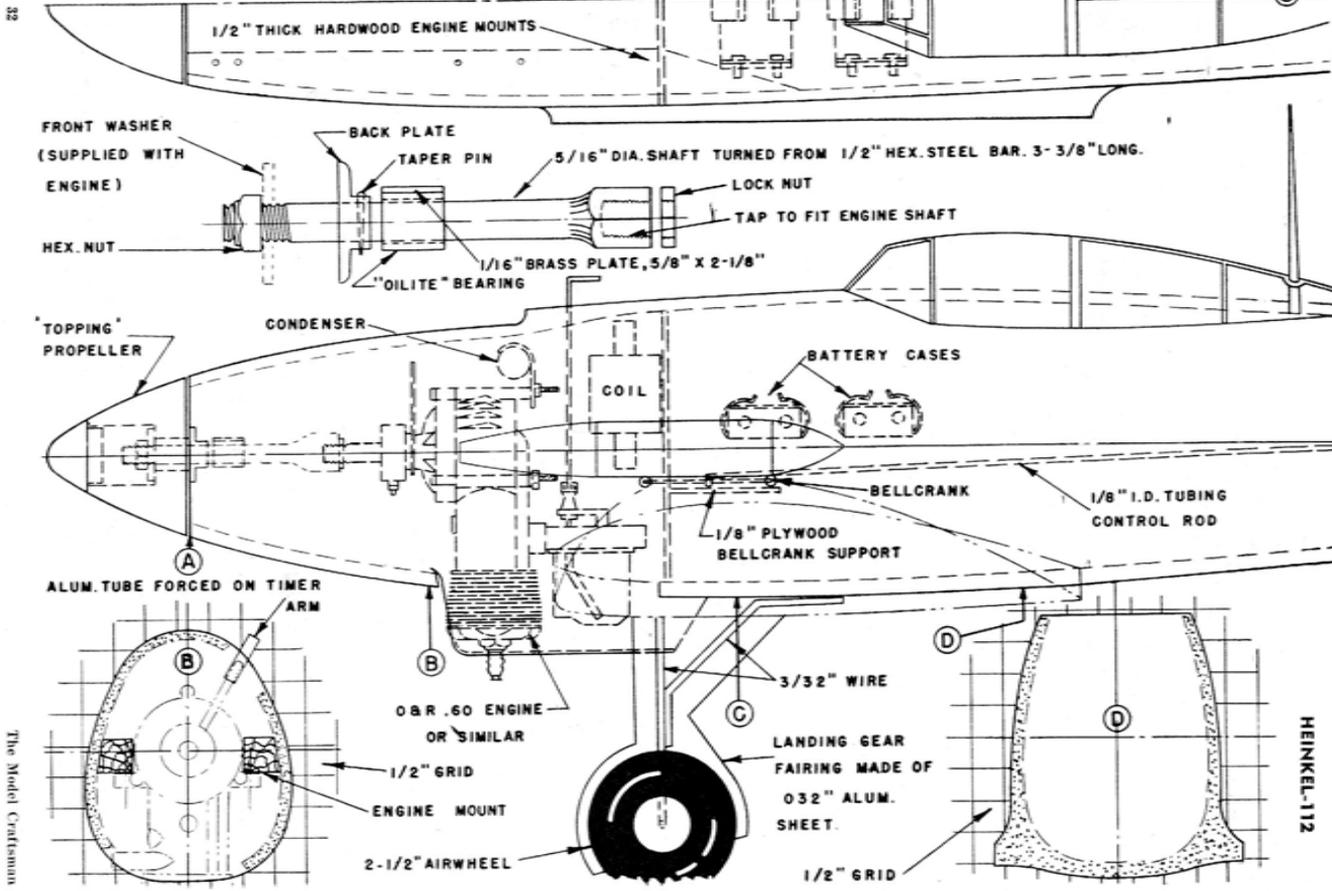
and doped, may be cemented in place at this time. After the control rod has been connected and is in working order, the upper rear portion of the fuselage should be well cemented to the lower shell. The forward portion remains removable in order to allow access to engine and ignition. Coil, condenser and battery boxes (four pen cells) should be firmly mounted to fuselage because they have the habit of tearing loose at the first rough landing. The coil may be strapped to the bulkhead with fibre strips.

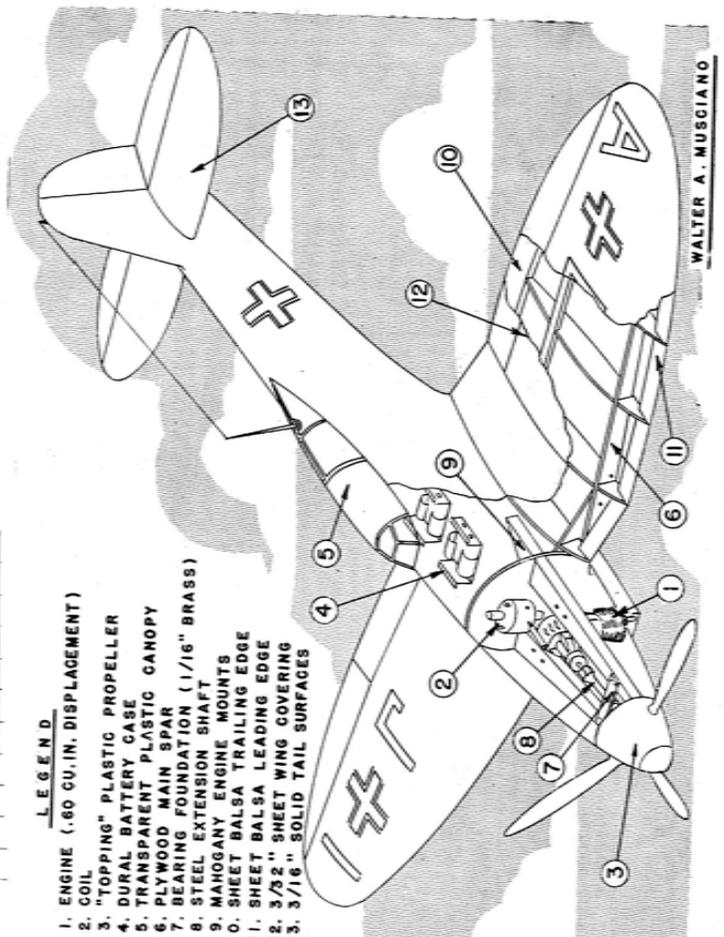
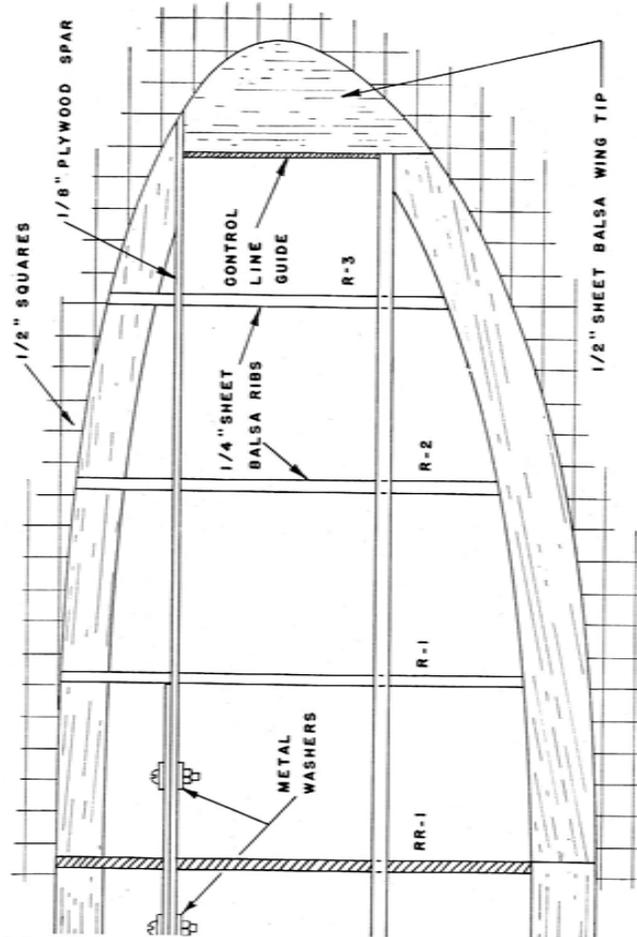
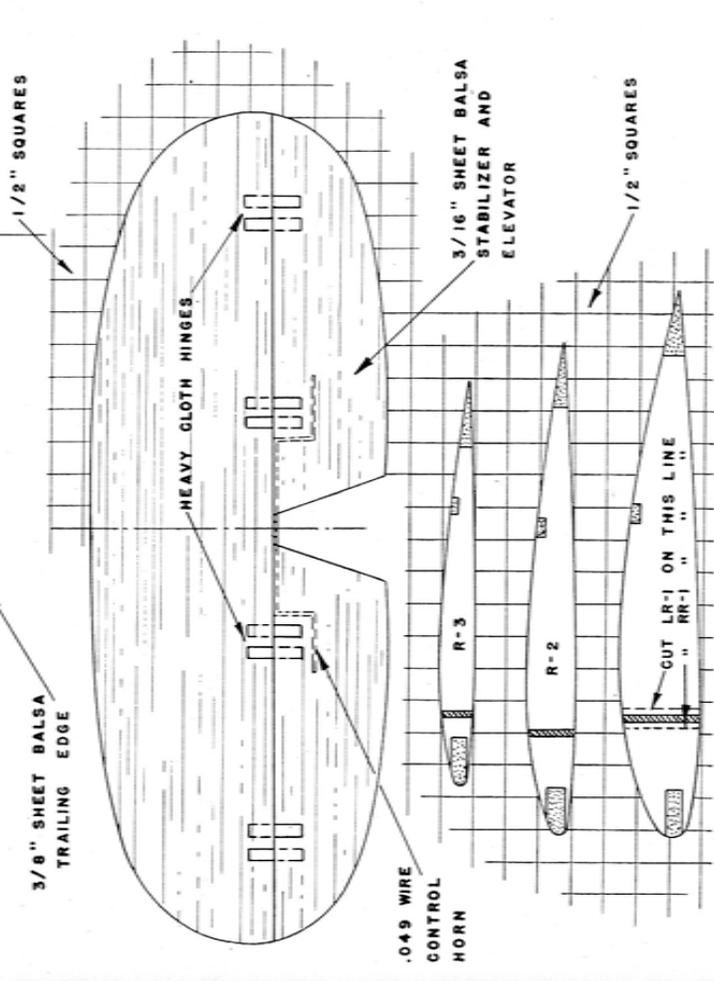
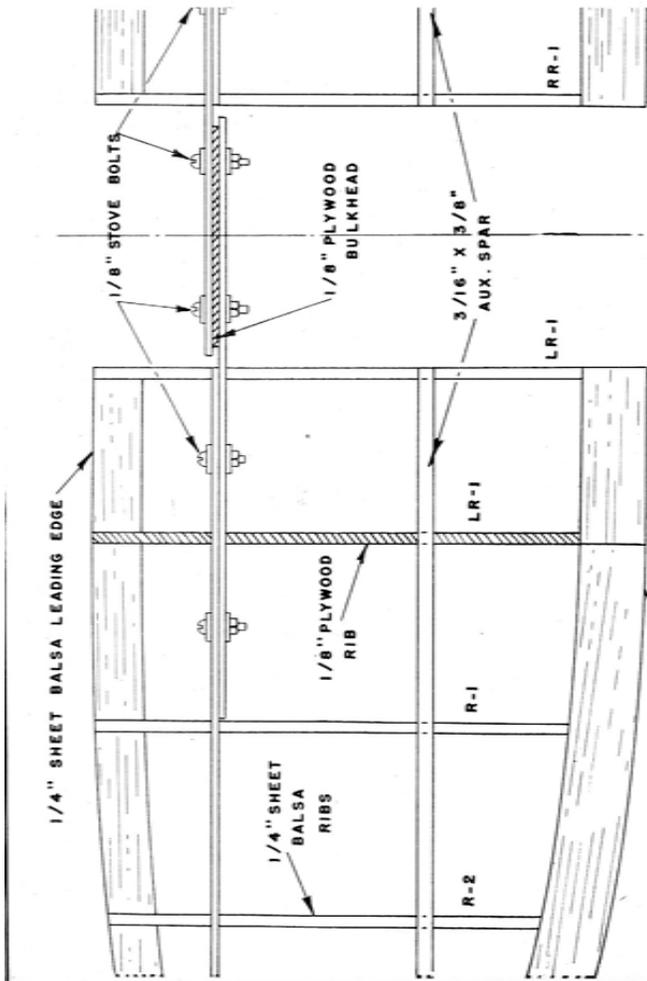
Extension shaft and engine location shown have advantages. The plane is easily handled because the weights are located close to the C.G. and scale appearance is not marred by a protruding cylinder in the bullet nose. "Oilite" is the name of the bearing used; ask for #A-401-3 in any reputable hardware store. This bearing is made of powdered metal and oil and does not require lubrication. It is soldered well to the brass plate which is bolted to the engine mount as shown. The bearing should be soaked in gasoline, ether or alcohol before soldering in order to drive out the oil. After soldering, the bearing is soaked in motor oil to replenish its lubricating qualities. It is doubtful whether there is any modeler who does not have access to a lathe which is required to make the shaft extension. It is turned from hex stock steel to dimensions given. The locknut is a conventional hex nut filed to 3/4" thickness. The prop back plate can be turned from dural or steel and  
(Continued on page 36)

August, 1947

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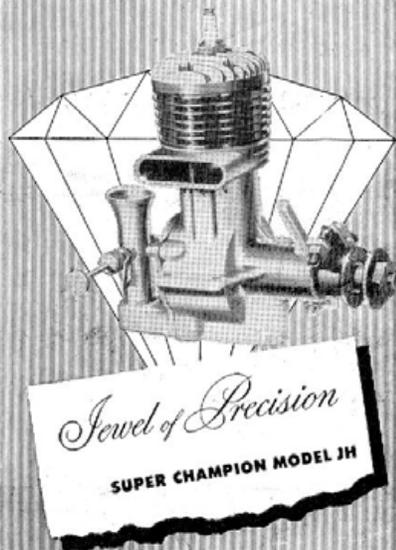






**LEGEND**

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3. "TOPPING" PLASTIC PROPELLER
4. DURAL BATTERY CASE
5. TRANSPARENT PLASTIC CANOPY
6. PLYWOOD MAIN SPAR
7. BEARING FOUNDATION (1/16" BRASS)
8. STEEL EXTENSION SHAFT
9. MAHOGANY ENGINE MOUNTS
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11. SHEET Balsa LEADING EDGE
12. 3/32" SHEET WING COVERING
13. 3/16" SOLID TAIL SURFACES



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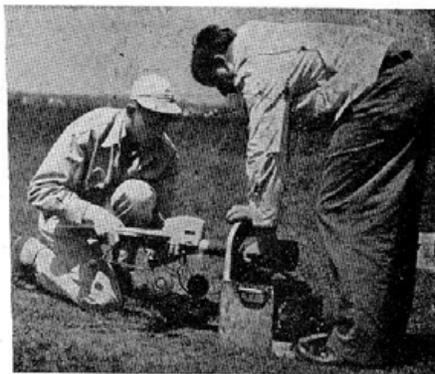
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Photos by Wagner

Left—Ronald Kirk and his DeLong powered original which placed third in Class B Speed at the Flying Bison's Contest. Right—Red McCarthy and Dolson Moshier using starter on Dolson's Hornet powered original.

## "FLYING BISIONS" FLY HIGH

THE Flying Bisons of Buffalo, N. Y., recently held a contest and due to high winds, all times were low. Results were as follows: Speed A: DeBolt, 74 mph; Jordan, 64 mph. Speed B: DeBolt, 94 mph; McCarthy, 89 mph; Kirk, 82 mph. Speed Small C (.30-.50): DeBolt, 104 mph; Malliard, 68 mph; Kreihdal, 58 mph. Speed C: Campiony, 113.87 mph; Wagner, 108 mph; Millet, 107 mph. Stunt (AMA Point System): Millet, 81; Kreihdal, 76; DeBolt, 68.

### HEINKEL—112

(Continued from page 31)

held in place on the shaft with a taper pin after the shaft has been inserted through the bearings. The prop front washer and nut are the same items supplied with engine. The portion of the fuselage covered by the radiator is carved out in order to install and remove engine. Use 1/4" sheet balsa for radiator sides and make the bottom as a hatch. The removable portion of the fuselage nose is held in place with extra large dress snaps.

A plywood spar the full depth of the wing is used and the ribs are cemented on each side followed by the leading and trailing edges. Care should be taken to put correct ribs on each side because the spar notches on both sides are not alike. Wing roots are built onto the fuselage and the 3/32" landing gear struts attached

to it. They should be bound to the structure with strong thread and then coated with cement. The outer wing panels are now added. All spar joints should be given several applications of cement to seal on the 1/8" stove bolts. The 3/8" x 3/16" auxiliary spar may be added next. 3/32" sheet balsa is used for the wing covering and this is sanded smooth and covered with light silkspan and a coat of clear dope. Addition of the fin and rudder completes the assembly.

A standard two-bladed prop may be used with a soft balsa spinner; however, the "Topping" plastic three-bladed high pitch propeller is ideal for this model and was used on the original with a few blade modifications. It pays to finish a control job with a high polish. Most modelers have their own process so the subject will be touched very lightly. The grain must be filled with wood filler (the silkspan helps) and then the model is colored and rubbed to a gloss with rubbing compound. The model was painted in very attractive pre-war dazzle camouflage as follows: The entire bottom is very light grey while the side and top is in zig-zag splotches of royal blue, canary yellow and vermilion. The spinner is red and propeller is black. Only when the model is finished, is the plastic canopy cemented to the fuselage.

Center of gravity should be located on the forward control line. Do not attempt to fly the model if it does not balance at this point. Steel wire of at least .016" should be used for control lines; fish line is not recommended. The flying circle radius should be about 75 feet.

## PLANE MODEL WINNERS

Many books are available on the construction of model airplanes. The majority of these books contain models, both good and bad, which may or may not have been flight-tested or actually constructed.

There is a popular demand for a book containing only those model planes which either have been or potentially are—**CONTEST WINNERS**.

PLANE MODEL WINNERS has been published to fill this demand. The book contains detailed plans of 12 models, all designed by experts. Each one, if constructed according to plan, is a winner in its class. Price \$1.00 postpaid.

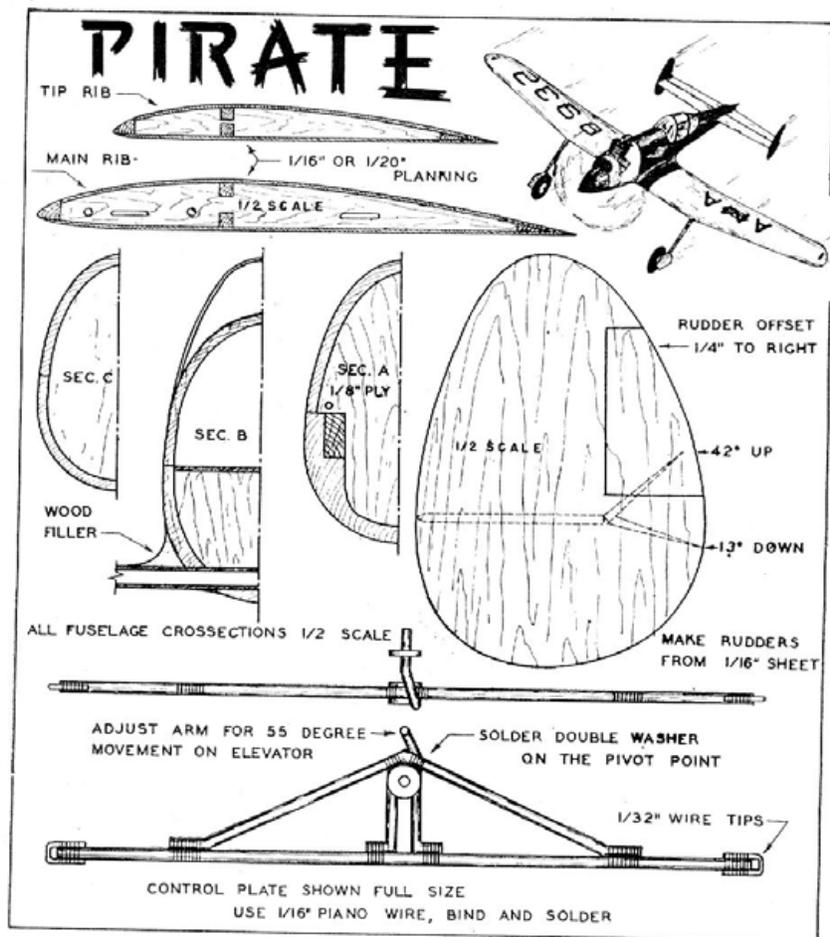


**MODEL CRAFTSMAN**

**RAMSEY, NEW JERSEY**







Use a heavy grade of celluloid. Sliding canopy is made of a rectangular piece of celluloid, with a strip of aluminum tubing on each end. Two wire tracks, running along the side of the fuselage, complete the sliding canopy.

The fillets on wing and stabilizer are formed from commercial wood filler, moulded to shape. Sand the plane all over before finishing the ship. Use several coats of talcum powder and dope as a wood filler. If preferred, cover entire ship with white silkspan. Paint ship with dope of good lacquer, adding any artistic

embellishments of your own.

The Pirate will react quickly to any movement with a good engine in it, so do not over control. It's an easy ship to fly and not over-sensitive due to the large handle movement.

A word about night flying—If you are worried about it, stick a temporary bright light in the cabin. Choose a calm dark night and a smooth field. If you have had much stick time on control lines and can land them well, no ground lights are necessary and safe landings are easily made.

## CLEVELAND BOYS BATTLE HIGH WINDS

ON SUNDAY, July 14th, Red's Hobbycraft Shop of Cleveland sponsored their first post-war meet. Known as Red's Sesqui Model Airplane Meet, and sanctioned by the A.M.A., the meet drew contestants from Chicago to Pittsburgh. High winds and tall trees failed to dampen the enthusiasm of these modelers. One hundred and sixty contestants flying more than two hundred and fifty planes participated in the five scheduled events. Due to the poor flying conditions, the average times were low.

The Grand Meet Champion was Bill Lenert, of Sylvania, Ohio, who won a trophy and three motors.

The Cleveland Champion and winner of the Lt. Vodra Wolfe Memorial Trophy (perpetual) was Dick Korda.

The Junior Meet Champion was Jack

Tischler, and the Cleveland Balsa Butchers were the champion club.

### CLASS A—Gas

1, N. Getzloff, Cleveland; 2, J. Stal-naker, Akron; 3, R. Looft, Cleveland.

### CLASS B—Gas

1, B. Lenert, Sylvania, Ohio; 2, D. Korda, Cleveland; 3, J. Tischler, Cleveland.

### CLASS C—Gas

1, A. Murray, Cleveland; 2, L. Torno, Cleveland; 3, H. Haigh, Dearborn, Mich.

### RUBBER POWERED

1, G. Reich, Cleveland; 2, W. Fromm, Chicago; 3, M. Basta, Cleveland.

### TOW LINE GLIDER

1, C. Lanzo, Cleveland; 2, W. Lenert, Sylvania, Ohio; 3, D. Korda, Cleveland.

## CLEAR DOPE

from A. M. A.  
Al Lewis

WASHINGTON, D. C. At the year's half way mark, a survey has shown that the Academy has embarked upon more than half of this year's program. Briefly, here's the dope that's going on in Model Aviation in general, and the A. M. A. in particular.

The first step taken was to lift the wartime restrictions imposed on gas modeling. During the war, flights were limited to ten minutes, and each contestant was limited to one entry. Now that conditions are returning to normal, both of these wartime restrictions were removed.

In the interests of safety, hand-launching of rise-off-ground gas jobs is now permitted. This change was necessary because of the appearance of many novices, and the lack of uniform runways. As a result, fewer accidents have occurred.

The A. M. A. has instituted a National Roster of aeromodeling groups. To date, the names and addresses of 500 active clubs of all types have been received. This list has been publicized and sent to each club so that announcements of meets and organizational chatter might be exchanged.

Now underway is a plan to set up official license stations at leading hobby stores throughout the country. If the plan succeeds, the A. M. A. model flying license may be purchased over the counter at no extra charge. The first test station was established at "The Hangar," Boston, Mass.

Official recognition has been given to various councils set up on a city and state-wide basis throughout the country. Among those hard at work setting up contest dates and exchanging ideas and programs are the Mid-States Model Aeronautical Assn., the Tri-State council in the Pittsburgh area, the Metropolitan Model Airplane Council in New York City, and the Dealers associations in Philadelphia, Southern and Northern Ohio, and Chicago.

An international "Academy" has been set up to exchange information, material and ideas. This organization is entitled the International Society of Aeromodeling Engineers, with the executive director of the A. M. A. temporarily acting as secretary-general. A number of conferences have been held to date with air attaches of foreign countries.

All told, the Academy has under way more than a dozen such projects in addition to the work performed by its various committees on a volunteer basis. Besides the contest board and the executive council, there is a technical committee, a safety committee, an air age committee, an international contest committee, an indoor and outdoor committee, a woman's activity committee, and so on.

Yep, we're plenty busy these days!

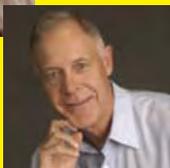
The Model Craftsman



# United Kingdom

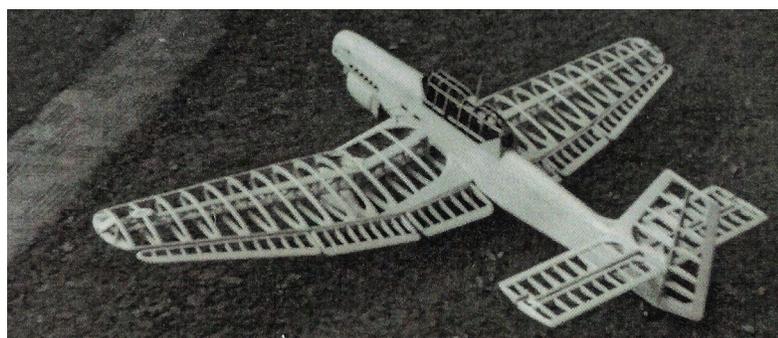
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## Semi-Scale Stunt



Sometime in the early 70's, after managing to fly a schedule, I yearned for something different to fly, i.e. a semi-scale model of some sort. After scanning most military types I decided on a Stuka as the plan view lent itself with a little stretching and shrinking, to still maintain the character of the aircraft. At the same time I decided to use the cranked wing as per the full size. This was frowned upon by the other fliers. Also the flaps had three separate hinge lines on each side. With the use of sliding fairleads and piano wire the system worked very well. The main spar was also different from the norm, but very strong with its "W" bracing. I also mounted the bellcrank in the fuselage with no leadouts as the links ran through a small fairlead at the inboard tip and connected to the bellcrank via a couple of fishing swivels. This got over the cranked wing problem and also was a lot stronger than the norm. Being a very large stunter at 1000 sq. in. and a 60 size engine flying in windy weather was a handful, round loops and bunts nearly having me off my feet. I never ever won a comp with it, but never ever came anywhere near last! It was also a very good crowd puller. In normal weather the machine was easy to fly, in fact my favourite.

Moving on to my Wyvern, the plan view of which lent itself to the making

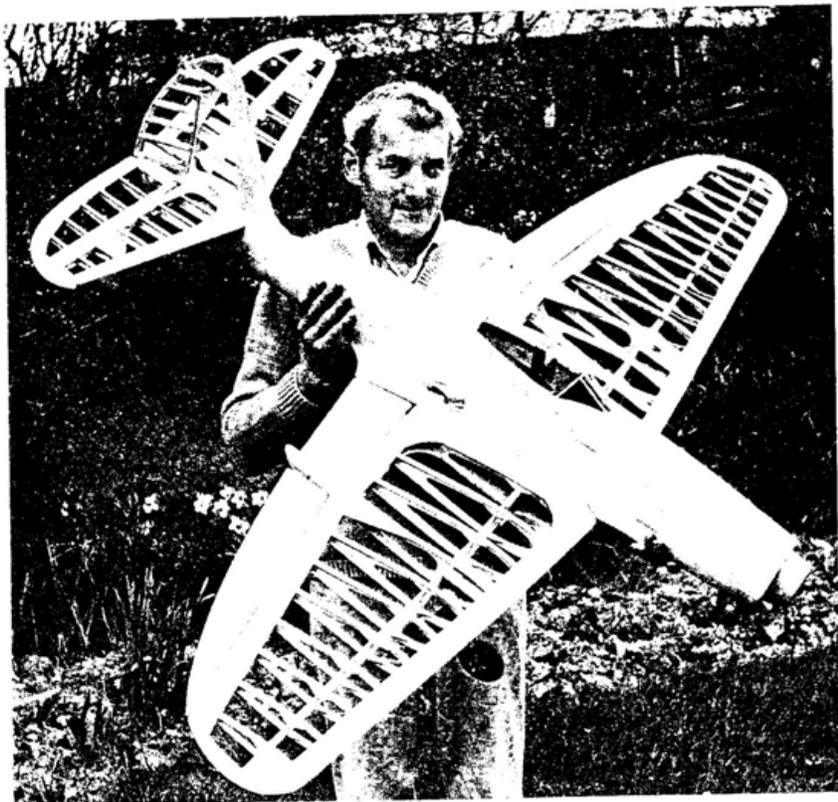
of a good semi-scale stunter, again I bit the bullet and started drawing. This time the model was about 700 sq. in. and powered by a 60 size engine. The flaps had two hinge lines each side due to dihedral on the outer panels, and the rear spar was racked forward. I used the same system on the flaps as on the Stuka. Again I mounted the bellcrank in the fuselage via a ply box which entered the wing on assembly. The leadouts, this time being internal, were then connected to the bellcrank. They were also adjustable. This system worked very well, again I prefer this method on large models as they can pull a fair bit in wind.

Additionally, I fabricated sprung u/c legs from sheet alloy and tube, the geometry being very similar to the real aircraft. This worked very well. I did not fly this aircraft in many comps. as inside corners only were very tight, but outside corners far too open for my liking, despite adjustments to flap angles, etc. I could not get over this problem. I was completely sure the wing and tailplane were completely neutral to the thrust line, and as such, I put this problem down to the dihedral tailplane, despite the finlets. In between the Stuka and the Wyvern I built and flew a few bog standard stunt ships.

- Brian Dyke. 

by Brian Dyke





## AEROBATICS

by Glen Alison

### GLASS CLOTHING FUSELAGES

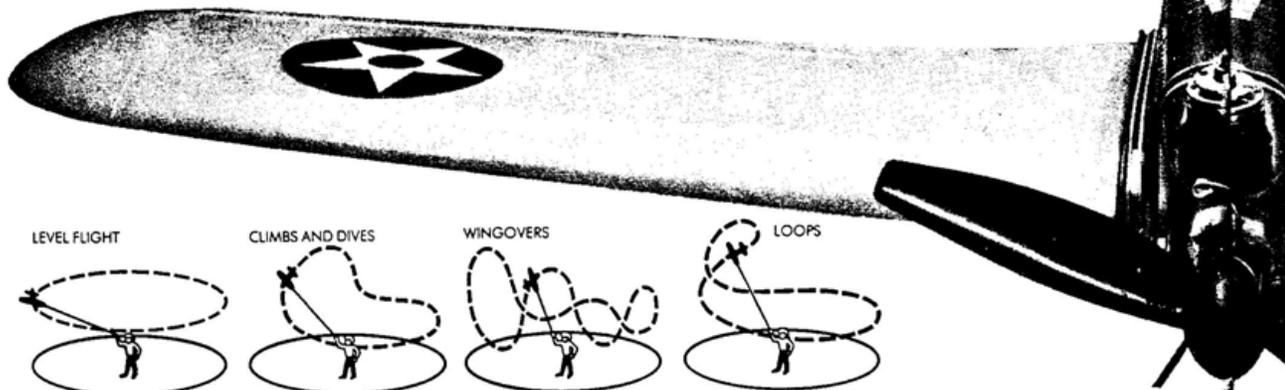
One often hears of new techniques pioneered in different branches of aeromodelling, but hesitates to try them for oneself for fear of lack of confidence in making a good job of it on your latest pride and joy, which may have taken many months to construct. Such was my feeling on approaching the technique of covering a fuselage in light glassfibre cloth. The team race boys have been doing it for ages with success. The fuselage of my aerobatic model in question, was made of particularly light wood and could almost be termed flimsy. I wanted therefore to stiffen it and toughen it by applying a hard skin to the surface. The cloth chosen was the lightest obtainable at 0.6gm/sq. yd. and cost £2 for a pack from 'Maple Models'.

I approached the job with a mixture of fear and caution, scared of making a mess of it. Having sanded the wood to a good finish and vacuumed off all the balsa dust, I lay the cloth on the fuselage dry and proceeded to "mould" it to the contours. The cloth is loose woven and can be distorted and wrapped around three dimensional objects very well. The glass cloth was then adhered to the wood by brushing through it with clear K & B Super-Poxy by starting in the centre of an area and moving outwards. You can also use two-part fuel proofers such as "Tuf-Kote" for this. Once the glass is in position, areas where trimming is required such as cockpit canopies, etc. can be cut out, use a very sharp knife or scissors to avoid "pulling" the weave.

When the paint or resin is dry rub down the surface with 280 grade dry paper. I then sprayed on two thin coats of K & B white primer and one coat of white colour gloss. The finish is superb, very quick to achieve, and fairly light. The total weight gain on the whole fuselage

# Trainee Flyers I

To follow in the footsteps of thousands who learnt to fly on the real thing – Designed in 1938 to teach Army Flight Corps. Cox have faithfully reproduced this control line model to give it similar flying characteristics to its full scale prototype. This control line flyer takes you easily through the training stages until you're ready for loops, wingovers and dives. Colourfully finished in authentic livery it even includes pilots and the famous Cox .049 glow plug engine.



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Aeromodeller



from bare wood to flying state was just 1oz. There is of course no need for fuel-proofer as the K & B products are completely proof against all fuels.

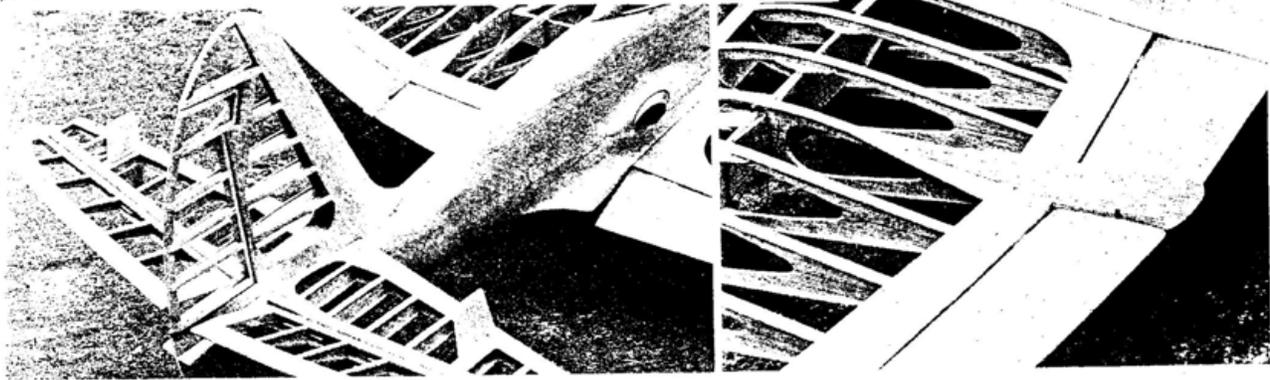
**...IG IS BEAUTIFUL**

That enthusiast of large semi-scale stunters, Brian Dyke of St. Albans, (remember the 72in. span Stuka? APS Plan CL/1299 price £3.25) has been at it again with another impressive project. This time it's a Westland Wyvern, the famous Naval fighter which he has chosen as a follow up project. The model has a wing area of 840 sq. in. and is powered by a Merco 61. The wing is detachable and is fitted with adjustable lead out positions. Also adjustable are wing tip weight and rudder position. Brian has fabricated a custom internal silencer to fit within that beautiful radial cowl. Another specialised home-made feature is the parallelogram action sprung undercarriage legs.

Although yet to be covered and finished the result so far is truly impressive both from the size and bulk of the model, and the details of construction. Models of this type are always heavy, its the price you pay for scale like profiles, however it's bound to have a reasonable stunt performance and be a true pleasure to fly.



Opposite: Brian Dyke nearing completion of his latest monster stunter, this time a Westland Wyvern - what a craftsman! This page: Close ups confirm the quality of work and attention to detail, note parallelogram sprung shock absorbers on undercarriage leg left.



# Wanted For the superb Cox PT19 Flight Trainer

You'll find it in easy assembly Kit form at your Department Store, Model or toy shop. Don't forget the Hales/Cox flight pack only £2.91 which contains all you need to fly your Cox fuel powered plane - one AD4 1½ volt Ever Ready battery, one 250cc can of Cox Glow Fuel, a Glowclip and two wrenches.

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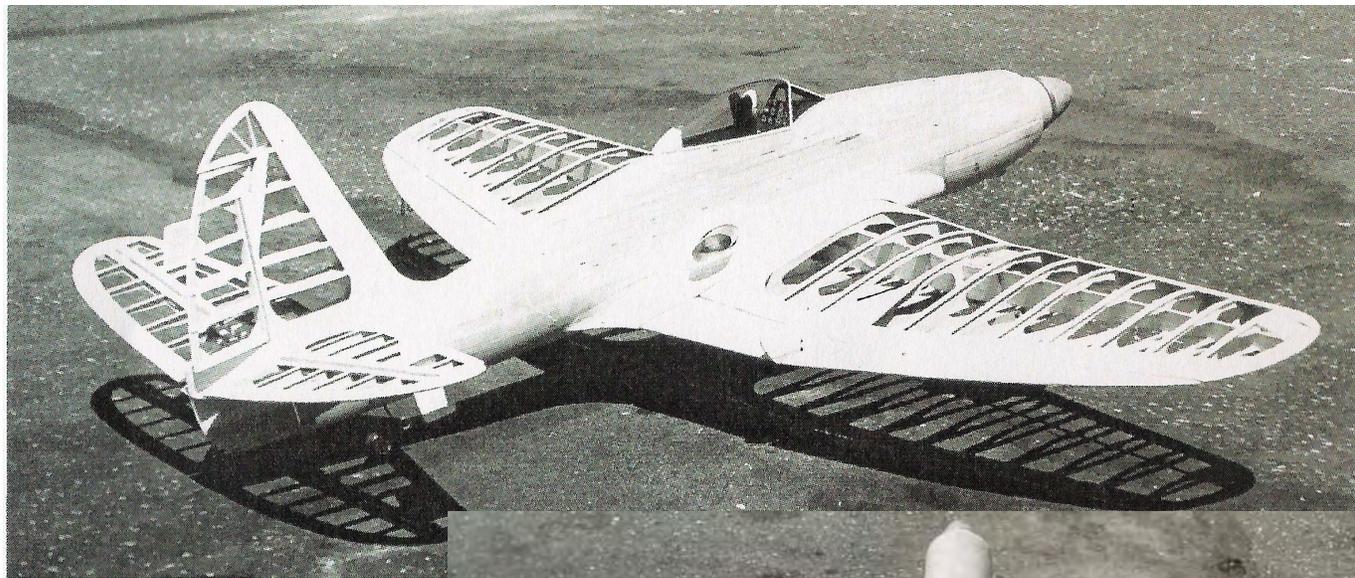
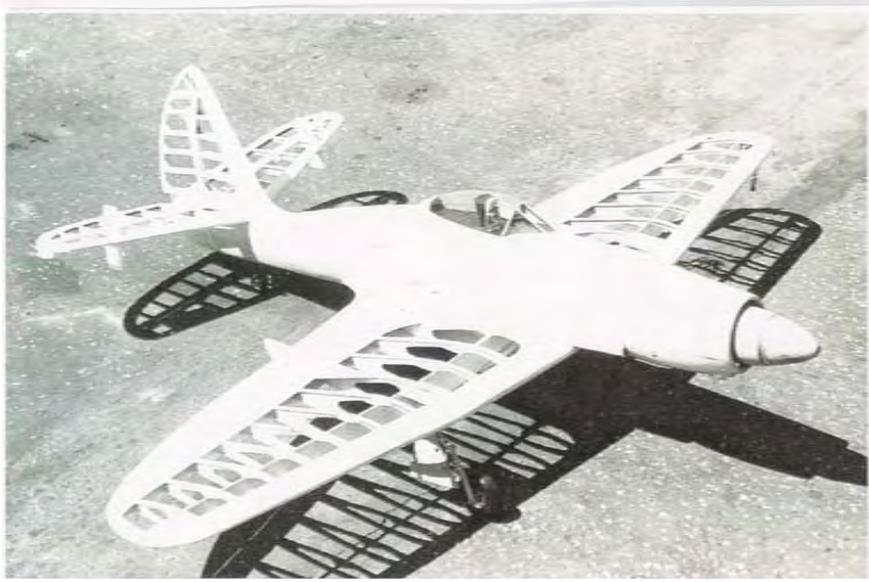
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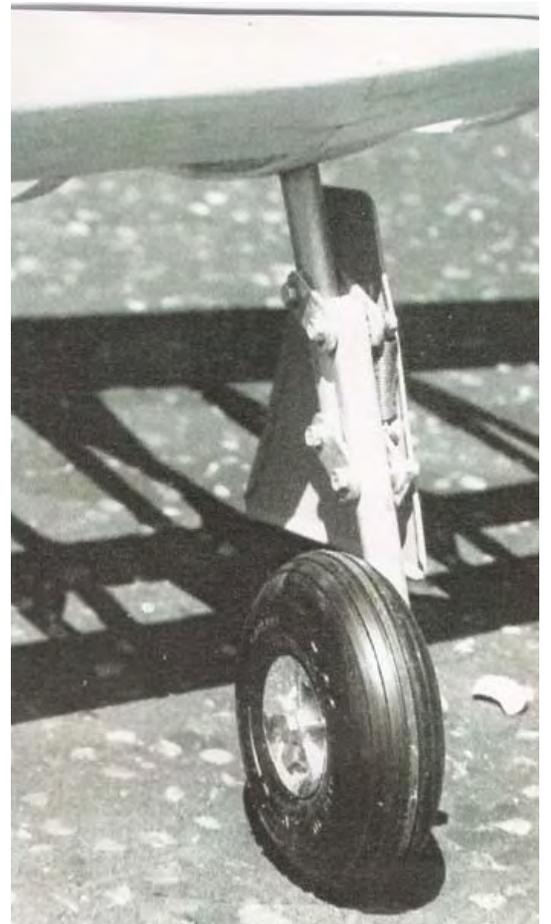
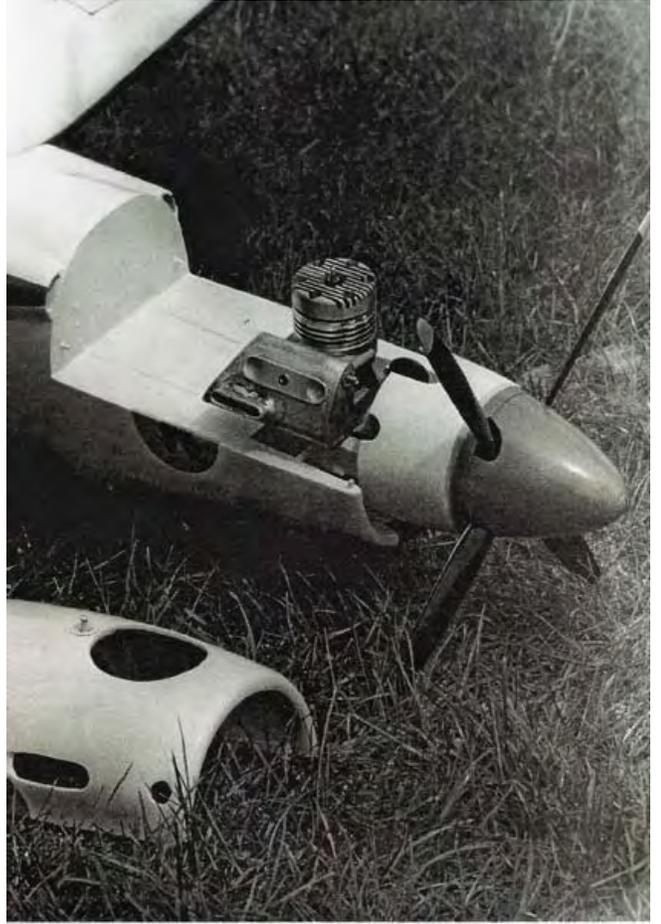
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Apt #4  
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**MANAGING EDITOR**

**Tom McClain**

9420 West Timberline Dr.  
Sun City, AZ 85351  
email: tmccclain8@cox.net  
(623) 466-8134

**Associate Editors**

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*Annual membership dues are \$50, which includes a subscription to Stunt News. Periodical postage rate paid at Clinton, Iowa.*







China's finest, Shuren Wang and Barry Hou at the Knight's Joust. Photo by Rickii Pyatt.



Frank Carlisle's superb rendition of Bob Whitley's "LA Heat." Photo by Crist Rigotti.



Argentine Hernan Martinez's Spitfire.  
Photo by Kevin Ferrell.

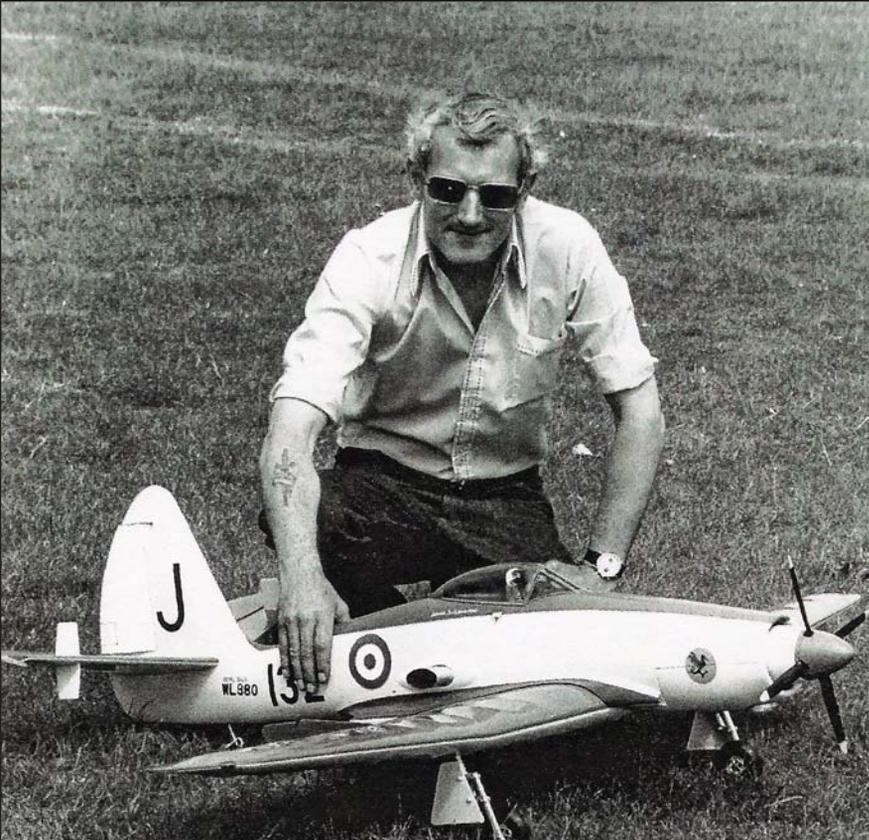
06/16/20



Brian Dyke's JU-87 Stuka, photo by Brian Dyke.



Brian Dyke's Westland Wyvern. Photo by Brian Dyke.



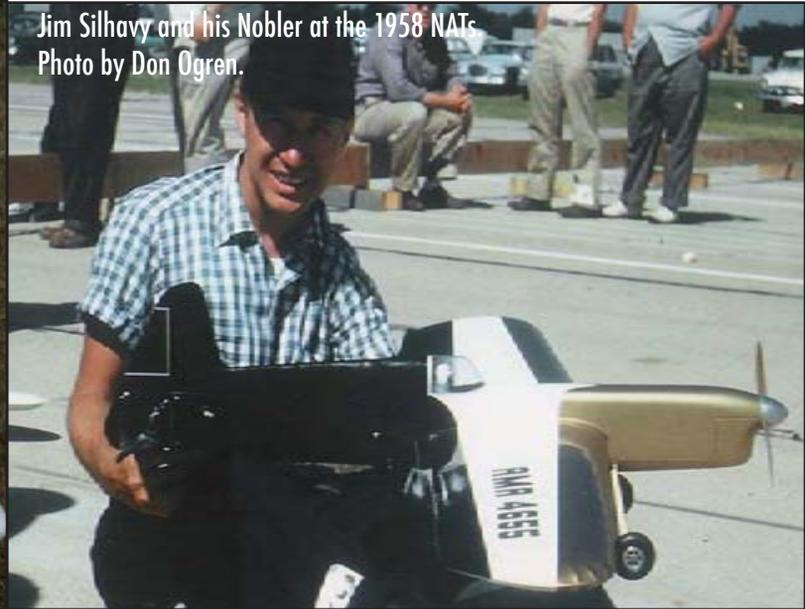
Brian Dyke and his outstanding Westland Wyvern.  
Photo by Brian Dyke.



Brian Dyke and his huge Stuka. Photo by Brian Dyke.



Mike Chiodo's Olympic at the Joe Ortiz Memorial. Photo provided by Bob Lampione.



Jim Silhavy and his Nobler at the 1958 NATs. Photo by Don Ogren.



Rolland McDonald and his Strathmoor at the 1958 NATs. Photo by Don Ogren.



Bob Smiley and his fine great Impact. Photo by Tom McClain



Milton Boos and wife with his Neptune at the 1958 NATs. Photo by Don Ogren.



The crew from the "This is Only a Hobby Half A Contest." Photo provided by Jim Renkar.

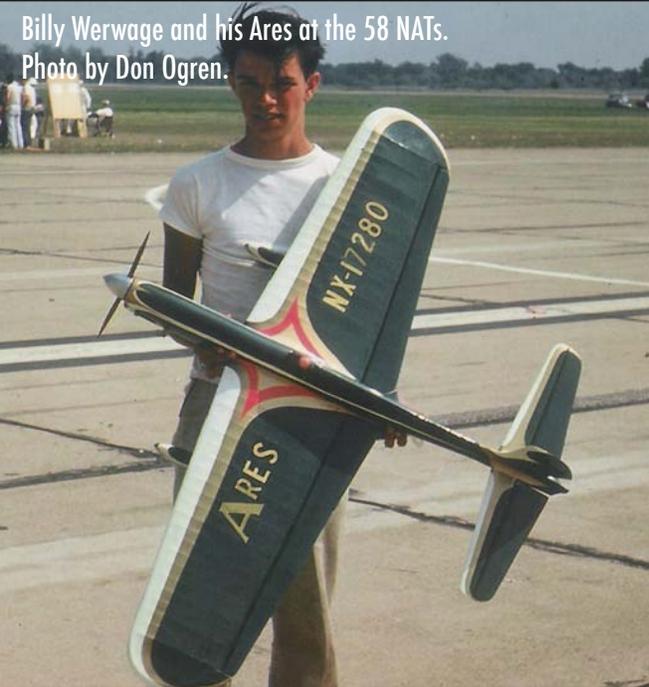
Mike Gretz and Mike Stott with Gretz's 1970 Chipmunk. Photo by Mike Gretz.



Argentine Giami Caruso's Stiletto. Photo by Kevin Ferrell.



Billy Werwage and his Ares at the 58 NATs. Photo by Don Ogren.



Charley Reeves and Jim Lynch. Photo by Mike Keville.

Bob Lampione in earlier times. Photo by Mike Keville.



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Gary Tultz Classic Apollo. Photo by Patrick Rowan.



Roger Wildman's Caprice. Took 1st place in Classic. Photo by Patrick Rowan.



Frank Carlisle's superb rendition of Bob Whitely's 'LA Heat.' Photo by Crist Rigotti.