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# STUNT NEWS

JULY-AUGUST 2008

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STUNT NEWS

JULY - AUGUST 2008



Don McClave's version of Ron O'Toole's Tucker Special at Classic Competition, VSC-XX  
Photo by David Russum

## Featured this month in STUNT NEWS:

- A Tribute to Tom Warden
- Guess Who?
- A Tribute to Bill Fitzgerald
- Dallas Hanna's Grondal Nobler
- Don Ogren's Cardinal
- Electric Safety by Nick Lemak
- Steve Everett on Carbon Spinners
- T. Michael Jennings on Recycling Wild Bill
- and Paul Winter on the Rabe Bearcat



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**FA-72CL**



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SAIEO56CL



SAIEO62aCL

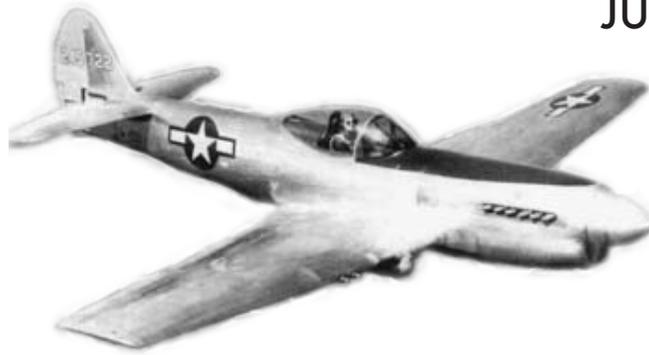


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Cylinder/Head: 1-piece AAC	Cylinder/Head: 1-piece AAC	Cylinder/Head: 1-piece AAC	Cylinder/Head: 1-piece AAC
Piston: Ringed	Piston: Ringed	Piston: Ringed	Piston: Ringed
Prop Range: 10 x 6-11 x 6	Prop Range: 11 x 6-13 x 6	Prop Range: 11 x 6-13 x 6	Prop Range: 12 x 6-14 x 6



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**This Month's (online) Centerfold**

1. Continuing with our plan to feature the prior year's Walker Cup winner on the cover or centerfold of each Jul-Aug issue, Orestes Hernandez' "Legacy" Shark is represented in this 12" x 16" acrylic-and-ink rendering by Mike Keville. The original work will be presented to Orestes, a current USA-F2B Team member, at this year's NATs awards banquet.

2. Also, we have Windy Urtnowski's latest rendition of the timeless Spitfire. This is a return to his association with Joe Adamusko and David Downey. Photo by Bob Lampione.





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# TOM WARDEN REVISITED

BY TOM LAY

I first met Tom Warden at Salt Lake Park in Bell, CA in 1963. The airplanes that he flew were all meticulously built, and very well painted, and shiny. They were all of the Classic designs, resembling the Strathmoor and the Ares. We flew together almost every Sunday, until I started flying Combat in 1964.

In 1968 I got re-interested in Stunt, and built a Sterling Skylark. I then met Bob Whitely while flying at Mattel Toy Co, in El Segundo, CA. The following weekend Bob took me to the Whittier Narrows, CA flying site, and I reunited with Tom Warden there. For the next 30 years they both were my mentors, and they both were amazingly talented, but exact opposites in building standards, hence my mentor confusion on what was required to build a presentable Stunt ship?

Bob Whitely = who built and flew a Sig Chipmunk in three days, (documented!), and his theory was, "always have an airplane that can out-fly your ability!"

Tom Warden = Usually spent 800-1000 hours building and painting a Stunt ship, and would spend 2-3 weeks, sitting in front of a light bulb hollowing out a paper thin, balsa top block, or a cowl.

Tom was a very likeable person, who sincerely enjoyed helping others with their model airplane, or motor questions. He was extremely knowledgeable in both! He taught me about McCoy .40 motors. He also had many backgrounds that most people are unaware of! Such as; Biker, Bouncer in a beer bar in Watts, Custom Cars, Scale highly detailed, slot cars, and much more. Tom competed in many (local) contests and won most of them, but had no interest in going to the Nationals. In 1971? or 1972?, Warden built a Bart Klapinski "Tempest" and went to the NATs. For some reason he only flew 5 inverted laps, but still ended up with 3<sup>rd</sup> place. If he had done 6 laps, he would have received his pattern points, and would have Won the NATs! After that, he lost interest in Stunt for a while, and decided to become a "body-builder," and compete for the Mr. America title. Any of you

who saw him as a volunteer judge at the 77 NATs, bulging out of his Testor's T-shirt, know that he was very muscular at that point in time!

In 1985 he married Yolanda, and they had a beautiful daughter named Debbie. Tom said that Yolanda was the best thing that ever happened to his life. Sadly Tom passed away at 56 years, in 1997. He is missed by many, but his legend lives on. Tom would be very proud to know that both his Continental and Trophy Trainer are now available as kits, from several kit suppliers.

Warden's multi-colored kitchen ceiling! If you have heard any of the stories about Warden's kitchen ceiling having blue, yellow, green, red, and white spots splattered on it, those are true stories. Warden lived in a very small 1-bedroom apartment, built above a 2-car garage, in Compton, CA, near the Watts border. Tom was sponsored by Pactra/Aero-Gloss and worked with their chemist trying to develop lightweight paint jobs. So Warden would get a large pot of water boiling on his stove, pour his paint into his aluminum spray gun paint reservoir, set the reservoir into the boiling water, and spray the dope on the airplane HOT! His theory was if the Dope hit the airplane Hot, it wouldn't penetrate, but it would dry on impact. But occasionally the heated dope would let off a lot of fumes, which were sometimes ignited by the open flame on the stove. DON'T TRY THIS! I was just verifying the "Warden, Ceiling of Many Colors" story.

Wardens first Blue Minado. It was sold to our black flying buddy George Phillips, who was a base guitarist, clarinet, and sax player for Bo Diddley and Elvis Presley. George's wife accidentally closed



the garage door on it. At least, she Said it was an accident!

Warden built the Green and Purple Minados at the same time. He had 1000 hours of labor in each Minado. He sold the Green one to Bill Bradford, in northern California, and eventually it was crashed.



Tom Lay still has the surviving Purple Minado and still displays it at some contests. It is 7 shades of purple with metalflake and gold in the trim. Warden wanted the pilot to look hung-over, so he made a paintbrush with 1 hair, and painted red blood vessels in the whites of



Regionals in Buckeye AZ. Bart, Whately, and Delaney pouted for a month or so!

Toms Continental was on the cover of Model Airplane News in March of 1971 several years after it was built. The Continental is the same design as the Minados, but had a D-Tube wing, for easier construction. The Continental and the Minado had identical areas, and specs. The Minado was on the cover of Model Airplane News in August 1969. Warden copied Aerobatic Pilot Art Scholl's paint scheme, from Art's Chipmunk, onto the Trophy Trainer and the Continental.

7-9. Tom Warden built this profile Trophy Trainer for a 1970 USC movie, which Tom Lay starred in. Lay was J.D., the president of the Model Airplane club, in a Movie titled "Flight Streak". Warden built



and painted the Trophy Trainer exactly the same as the Continental because he wouldn't loan out the Continental for the flying scenes in the movie.

10. Tom Warden's Bart Klapinski designed "Tempest" which Tom flew at the 71, or 72 NATs?

the pilot's eyes!! You can see them through the canopy.

Today the Minado is center stage in Tom Lay's memorabilia, which include his JC "Madman" Yates autographed Madman, and his Bill Werwage autographed .010 Ares, which he wears on his Stunt Hat. Note that the Minado



fuselage is 1/2" wide at the rear!

Warden's "Watermelon" was a modified Nobler. And he was the only flyer ever to receive a Perfect Flight score even though we all know that it shouldn't be possible. It was at the 1969 Southwest



McCoy .40 engines with the head fins shaved off to clear the very streamlined cowls powered all of the above airplanes. Warden ran the McCoy's so slow that they actually 8-cycled at the bottom of the round maneuvers.

In the early 70s when Warden and myself were very dedicated to the hobby, we would meet at the Whittier Narrows, CA flying site at 6AM, while it was still



dark, and then we would light a fire in the metal trash can to keep warm until the sun arrived and then we could start flying. We flew until dark and then rolled our lines in. This was usually every Saturday AND Sunday.



11 & 12. 1990, Tom decided to build (2) .60 size Futuras to see if he could regain his building and detailing skills. He had built a .40 size Futura in 1972 back when Whittier Narrows was still called "Gopher Gulch" because it was still all grass. On his very first flight while landing he hit a gopher hole, which ripped the landing gear out of the wing and he lost interest in the Futura. If you knew Tom, you will understand!

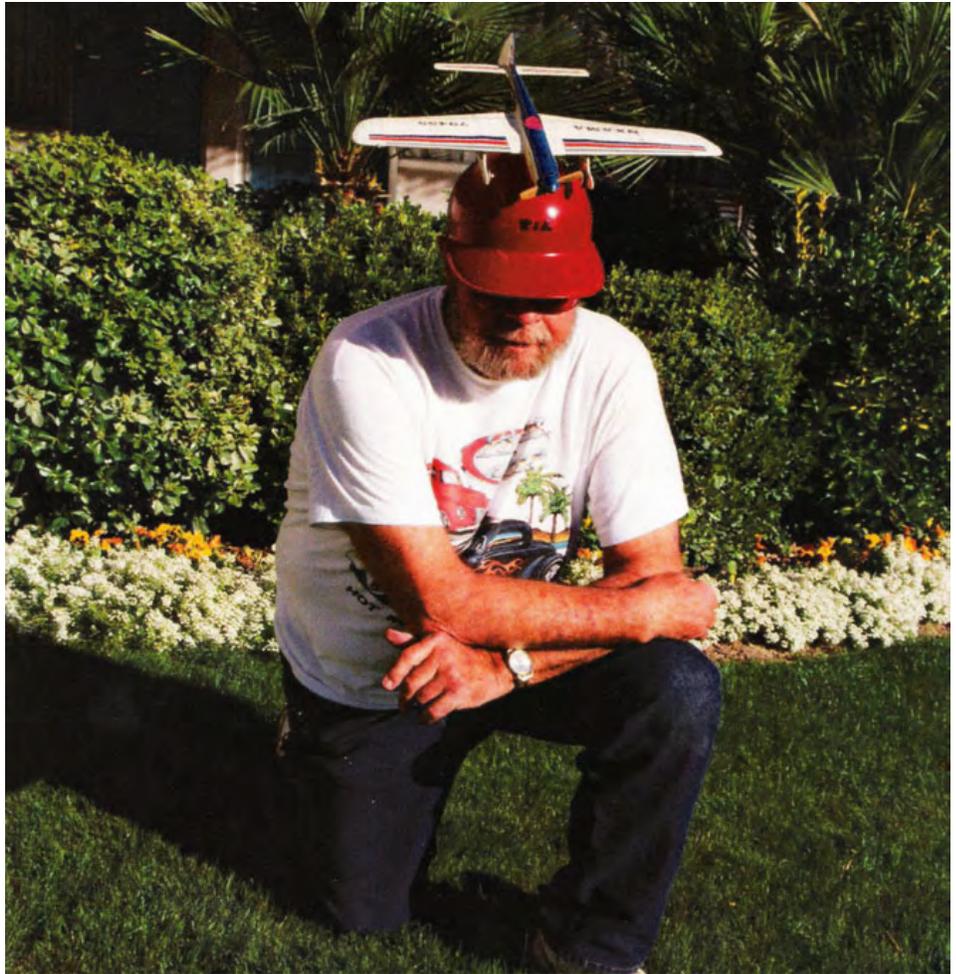


13. 1994, Tom Warden's Last Airplane. He built a .60 size PT-19 that was absolutely beautiful. He spent over 200 hours on the cockpit detailing alone. Sadly, Warden died before finishing the ship or flying it. Tom Lay finished the airplane and sold it to Gordan Delaney to raise money for Yolanda Warden. Gordan was Warden's buddy, (ask Gordan the arm wrestling story, sometime!). I think the PT-19 is still on display in Gordan and Sandy Delaney's entryway into their

home. Sometime ask me to explain the DUAL muffler pressure fittings to the fuel tank. This was the final example of Warden's sense of humor.

I hope this article brings you as much joy and as many fond memories as it brought me while preparing it!

- TOM LAY  
[thelayster@aol.com](mailto:thelayster@aol.com)



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# Guess Who?





7



8

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# Editor's Report

Tom McClain, [tmclain8@cox.net](mailto:tmclain8@cox.net)

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Summer is here. How can I tell? Well, school's out and we have just graduated our high school seniors, and I am getting the final details done to take 13 cadets on a fun filled Inter-Service Summer Leadership School in southern Arizona for 5 days. In my new avocation as a high school teacher, actually an Air Force Junior ROTC detachment commander, I get questions all the time about what am I going to do over the summer. Well, just like being the Stunt News Managing Editor, being an AFJROTC teacher and commander does not end with the end of the school year. Just as you get one task finished, another one begins and we are getting ready for the new school year and another issue of Stunt News.

Speaking of Stunt News, May/June 2008 is out and you can see it is mostly about the Vintage Stunt Championships, VSC-XX, which was the best one yet. The cover is of Keith Trostle's TA-152, which is the latest one he has built and a new RSM kit by Eric Rule. This is the same airplane that Keith used to win all of the marbles back in 1970 when he took the Open Class at the AMA Nationals and won the coveted Walker Cup. This new airplane has all the same good looks and ability of its predecessor.

Many ask how we at Stunt News pick the cover. Well, the May/June 2008 cover was actually picked by the layout technician. I provided him with pictures from the VSC XX and told him to pick one that he thought best exemplified the spirit of the VSC. He picked Keith's TA-152, a picture taken by the lovely Rickii Pyatt. The other covers are selected with consideration for what is going to occur as the newsletter comes out or just has happened. January/February and March/April have no theme, so the best photo or artwork that celebrated the theme of control line precision aerobatics is used. May/June is always the VSC, July/August is the pre-NATs issue, September/October honors the NATs champions, and finally November/December finishes



up the year with the Team Trials or F2B World Championship.

Presently there is new group of machines just coming out for the NATs and F2B Championship. Dave Fitzgerald has just finished his "Thunder Gazer," a take-apart beauty.

Paul Walker has a new axe with his take apart "Impact XLE," another electric wonder.

Another one just coming out is Windy Urtnowski's superb rendition of a late model of the Supermarine Spitfire.

Seems Windy has gone back to his roots. This is the one unique item that I love about control line precision aerobatics, and that is the beautiful and unique aircraft and works of art that our craftsmen come out with.

Maybe you gathered that I have explained how many of us in control line stunt may appear to be retired, but that is the furthest thing from reality. I have been retired from the Air Force since 2002, but I am not retired from life. As I said earlier, I am now in a new profession of high school teacher in the form of commanding an AFJROTC squadron of





wedding anniversary on D-Day. Where does the time go? 33 years, it only seems like yesterday, a young 2<sup>nd</sup> Lt was saying "I do" to a sweet young thing from Manitou Springs, CO. And then it was off to USAF pilot training and then to fighter training.

- Tom McClain



high school cadets, 72 last year, and now over 120 this coming year. AFJROTC is a total commitment of time, spirit, and mentoring. We have community service clean-up projects, parades, drill competitions, color guard, academics, physical fitness, field trips, model rockets, and soon to start, Olympic Air Rifle marksmanship, and much, much more. It has become a passion for my wife, Sheryl and me.

Stunt News takes almost as much work and passion as AFJROTC. Getting the pictures and text from the PAMPA Officers, regular columnists, and guest contributors is ongoing and intensive. Deadlines are always around the corner. Presently, Sheryl and I are editing the text of every article and column we received for this issue before we send it to the layout technician. Then there is the process of reviewing and correcting the several drafts of the newsletter before it can go final and to the printer for that process, which not only involves the hard copy of the newsletter, but the compact disk, and just recently the PAMPA website download version. This ongoing effort takes at least one month of work. And then it starts all over again one month later 6 times a year.

In-between issues, David Gardner, Bob Kruger,

and our PAMPA President, Bill Rich, and myself correspond quite often by email or phone to take care of membership requests through the newsletter, membership drives, advertising, and the website. Membership services involve for me sending out replacement copies of CDs or the newsletter and also mailing out copies to late renewals. Last month, late renewals alone cost PAMPA over \$500 in postage.

In my spare time, what is that one asks? I am working on a new B-26 Martin Marauder with two Merlin 40s, finishing up a Bob English I-beam Quasar for Classic, and planning a replacement Walt Musciano Bellanca Flash, a profile CA-15 Kangaroo, and a full body Reno Air racer P-51 Mustang. It is how I keep my sense of humor. Oh, yes, I need to tell Sheryl we have a dinner date for celebrating our 33<sup>rd</sup>



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# President's Report

Bill Rich, richvalrico@aol.com

(813) 681-9832

When you receive this issue of Stunt News you will either be leaving for the NATs or just returning. I hope all that attend the NATs have a great time. Let me officially offer my congratulations to the top finishers in each event. I would also like to wish our F2B Team great success in France. I hope everyone's summer is going well and you are finding time to get to the field and enjoy the flying side of our hobby.

Your Executive Council has been very busy since the first of the year. Some of the items we have been working on are as follows:

- New Advertising Policy
- Specific ruling for NATs Director
- Availability of Stunt News on-line
- Budget issues
- Membership issues/Letter to members who have not renewed
- Utilization of past issues of Stunt News
- Upgrading PAMPA website
- New PAMPA Products Manager
- New Advertising Manager
- FAI Fundraiser
- Stunt News issues
- Additions to membership options

Your leadership is working hard to improve PAMPA. I have been very pleased with the cooperation, effort, and

willingness to tackle tough issues that each EC member has demonstrated. Together we are moving PAMPA forward.

If you have not visited the PAMPA website recently you definitely should. Bob Kruger, our Webmaster continues to make great additions to the site. It is his goal to make this the number one site for all Controline information. I believe he is well on the way to achieving this goal. On the website you will now find current as well as past issues of Stunt News. One of my goals in regards to our website is to have on-line signup/billing. This may not be quite as easy as signing up for a PAMPA Pay Pal Account, but it could be. It could be that a Pay-Pal account may actually require substantial changes to the website and possibly changes to our current software. I believe we will solve these problems and be able to offer on-line billing before the end of this fiscal year. This will be a major project and Bob Kruger may need an assistant to help. I know this would be well received by the membership and certainly appreciated by our Secretary/Treasurer.

We are continuing to look at ways to reduce cost to insure we do not finish over budget for 2008. One of the cost savings we instituted was the elimination of the "Centerfold". This issue of Stunt News will not have the "Centerfold". I have heard many positive and a few negative comments regarding the "Retro" look

of Stunt News. Please rest assured that the "Retro" Stunt News will continue to offer current information and articles as well as a "look back" at our events and competitors.

We are looking at the feasibility of offering an on-line PAMPA membership that does not include a printed Stunt News. When the proposal is ready for the membership vote we will present it to you. We will need to determine the impact of this option on our other membership options and its overall impact on our revenues. I am convinced this on-line option will recover the majority of overseas members that have not renewed their membership because of the \$90 price. I received a number of replies to my

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# Vice President's Report

Brett Buck, buckbw@pacbell.net

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I spent a tremendous amount of time together over the years, and he was one of my favorite people in the world. I have lost something with his passing - but not as much as I have gained by having known him

## Bill the Silent Partner

Whether it's generally understood, or not, Bill had a tremendous influence on this event. He and Ted Fancher were the core of the "west coast"/Northern California group. From the early 70's on, this group, has had, for better or worse (depending on your point of view), a tremendous influence on stunt design, judging, and the running of contests. Bill, although he was never one to seek the spotlight or go out of his way to get recognition, played a big part.

Some of the rest of this is second-hand, or simply my own personal experience but please indulge me.

## Bill and Ted's Excellent Adventure

Bill and Ted met and began flying models together in the Early 70's. Ted of course had been flying since the late 50s and Bill had also flown many events back in his youth. They were both working for United at the time. Bill had been a United line mechanic before becoming a pilot and was a very "linear" thinker when it came to making airplanes. Ted had what you might call an "artists" approach to the problem.

Bill and Ted would frequently build together and I get the distinct impression that they challenged each other's tolerance from time to time. Bill would reportedly take all day to drill one hole. But it would

continued on next page....

...continued from previous page

letter asking members that did not renew in 2008 to reconsider their decision. A number of former members responded by renewing their memberships. However, the majority of those that did not renew indicated the cost of membership was the primary reason. Stunt News is our largest continuing expense and we need to continually look at ways to reduce this cost and provide a quality product. I have received many suggestions on how to improve and reduce the cost of Stunt News. I believe we can get to a cost break-point with Stunt News that will enable us to roll-back our membership dues that include a printed Stunt News. This will take a lot of cooperation from all concerned but should be looked at. My goal is to offer a \$35 annual membership that includes a printed Stunt News for 2009. This membership will only be available for members in the US. Hopefully our non-US members will be able to take advantage of an on-line membership that will substantially reduce their cost while giving them access to all PAMPA publications, including Stunt News. It is my belief the reduced membership cost

will bring additional memberships that enable us to deliver a quality bi-monthly Stunt News for all members.

In the past we have supplied a Reference Manual, which cost around \$3000 to publish and mail. This year's Reference Manual will be reduced in size, which will cut the cost of publishing and mailing it considerably. It will contain only the US and International members directory. We have eliminated the classic and Old Time Stunt rules and score sheets, the PAMPA products price list and order form, the PAMPA membership form, and the Stunt News submission guidance. Everything else will still be available at the PAMPA website or through PAMPA products. We now have our Stunt News available on-line for all PAMPA members. In the future we will look at having a Reference Manual, which gives our advertisers an opportunity to support by purchasing ads. This will enable us to add material of a reference nature. Unfortunately, with recent the change in Advertising Managers this was not possible this year.

I would like to clear up one point regarding Pampa's support of our FAI Team. None of your current dues go to

our F2B Team. All monies supporting the team come from specific FAI donations and fundraising activities where all proceeds go to the F2B Team. I would like to see PAMPA conduct a year-round fundraiser for our FAI/ F2B Control Line Team. It doesn't make a lot of sense to wait until 3-4 months before the team is leaving to try to raise funds to support them. This is what we have done in the past years, including the current year. I am looking for a volunteer to lead a perpetual fundraising effort for our team. There are numerous opportunities throughout the year to raise funds for the team. Windy Urtnowski suggested we sell sponsorships to our advertisers on the back of F2B T-Shirts that would pay for the shirts and enable all proceeds to go into the F2B Fund. These shirts would be available to Contest Directors at local PAMPA contest. We would then be able to design F2B specific merchandise for sale. I am sure there are many different ways to approach this fundraiser. Hopefully, whoever steps forward and accepts this opportunity will bring his/her ideas to the table.

-Bill Rich





be a perfectly round, perfectly placed hole. Ted tells of the three drill bits he owned at the time - big, little and bent (for the sizes in between). Another thing they ended up doing in the early years was picking the best possible adhesive. Turned out they had somehow come to the conclusion that polyester resin (the stinky stuff used as the adhesive for fiberglass layups). That was Bill and Ted thinking "out of the box"

Bill was a \*master craftsman\*. It took forever but when it was done, by God, it was perfect. He took Monokote to a new level. His "Gypsy" still hangs on the basement wall, and the Monokote looks like a brand new, perfectly executed, car paint finish.

Bill and Ted also invented "high-rev/low pitch" - and never realized it! Bill told me the story on the way back from the Northwest Regionals one time.

WAM used to (actually still does) run Stunt in engine size classes like the other events - A/B/C/D, etc. If you wanted to win the overall championship, you needed to enter at least some of other engine class sizes. Everybody had a BC plane, but you needed at least an A plane as well to score maximum points in the overall championship.

So, they took a straightforward approach. A SIG Banshee flies pretty well, so get the strongest 19 available and stick it on there. That would be a Veco 19bb. If you put a 9-6 on it and crank it up, it's too fast. So how about a 10-4? That slowed it up nicely, sounded like a sewing machine/jet turbine, not like the chugging 4-2 break McCoys they flew in their "real" airplanes. In fact it was very easy to fly, even easier than the "real" airplane. The light bulb didn't go on, however, until Bob Hunt and later Paul Walker demonstrated tuned pipe engines performance - 15 years later! As soon as I heard their story, I went out

the next day and bought a 20FP and stuck it on my Skyray 35 in place of the Fox 35. Physics hadn't changed since 1973, I found.

I'll let Ted tell the story of how much Bill contributed to the "Imitation" article - but it was extremely influential, whether it is acknowledged or not. The mathematical analysis approach displayed looks a lot like a Bill thing, to me.

#### **Bill was a very good Pilot**

I only saw Bill fly stunt a few times. Ted said that he, Bill, and Gary McClellan were in the same ballpark as far as skills go. Obviously that's a little self-deprecating on Ted's part. But the few times I saw Bill fly - with no practice for years - made it clear that he knew what he was doing at the handle, and with a little practice he would be quite competitive. Given that his mind, and David's, are pretty much carbon copies of each other, I wouldn't have like to have to go up against him in a contest.

#### **Bill the Coach**

Of course, Bill was also Ted's coach throughout Ted's remarkable career. Later he also coached for David and I. He was just as much of a perfectionist at that as he was at anything else. And he hardly ever got emotionally wound up in it - he'd say what you did wrong but not how stupid you were for having done it. He was generally a man of few words, but whenever he coached me, early on, he had plenty to say. He taught me how to coach, as well, and that has served me quite well.

#### **Bill As a Judge**

In later years of course Bill judged at the NATs and many other local contests. After having coached with him for years, judging with him was a snap. He was a WORLD-CLASS judge - never too prone to ballooning, never showing the slightest bias towards or against anyone. Just like metronome, he would click off flight after flight with the same criteria and very consistent scores. Even when some of his other faculties had clearly begun to degenerate (ability to communicate, particularly) he still held in there with consistent and accurate scoring.

Of course, at the NATS, Bill rarely if ever got a chance to judge the big boys on Friday and Saturday. Not because he would have shown favoritism, but because with Ted, David, and occasionally myself, he would have been mercilessly attacked for it (by those small-minded few who

make it their life's work to make public spectacles of themselves). So he was almost always "stuck" in Advanced. Some people don't like that, but Bill never complained or said a word about it. He was there to judge, and it didn't matter to him which class it was.

Bill's last event as a Judge was at the 2005 NATS and it was clear to me that it was becoming a physical challenge for him. As luck would have it, that was the year I crashed out and ended up judging Advanced. We did a few warm-up flights and it was one of my proudest moments to find, afterwards, that I had tracked Bill almost 1:1 for two entire flights.

#### **Bill And David**

The only time I ever saw Bill significantly emotional was when it came to David. Obviously, he was as proud as he could be when David started having success. But occasionally you could see flashes of the usual Father/Son thing going on.



At the '94 NATs, David looked like he was going to make his first Top 5. Then on one flight, he flew past about 20 feet on his wingover pull-up - something that he had been doing on and off all week, and had been getting coaching on. Well he missed by a gnat's \*ss. For the next 3 days, Bill would mention that fact about every 10 minutes. Eventually David got tired of hearing it. If it had been Ted or I, it would have been a pretty mild reaction. With Bill, you could tell it had gotten under his skin a bit.

#### **Bill in Restaurants**

Bill was the terror of waitresses throughout the US (and probably every other country he visited, as well). I can't even remember the details, but he always had some sort of special request, and it never really got done correctly, and he would point it out. I can remember sitting around in semi-mock embarrassment and telling the waitress that I didn't know these guys, I was just a hitchhiker they picked



# Secretary/Treasurer's Report

Dave Gardner, davegardner55@msn.com

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up! Bill (and others) had a multi-year running disagreement with the ladies at the Executive Inn restaurant in Vincennes, Indiana (near the mid-America Air Center where several NATS were held). Come in from a long day at the field, and you want to re-hydrate. So you ask for a pitcher of water at the table so you don't have to keep asking for refills. Apparently that's against one of the (numerous) rules. That doesn't stop you from asking - over and over and over again.

Near as I can tell, no matter how times this happened, no one ever really got angry with him. He was obviously so innocent about it that they just got exasperated.

## Bill's sense of humor

Bill was not what you would call a brilliant comedian. He was just too straightforward and too much of a straight arrow to be a world-class smart-alec (like myself). But he was \*very\* easy to get a laugh out of. And you could hear it from anywhere on the field. He was a great audience.

## One Last Time

The last time I talked to Bill was at the presentation of Arlie Prezler's PAMPA award. All the old crew was there - Bill, Gary, Arlie, Lanny, Ted; the usual suspects. This was shortly before the 2006 NATs. This was obviously going to be a big opportunity for someone new to win (with the "big guns off to the W/C). The last thing Bill said to me was "No matter what happens, don't let XXXXX beat you!" (name redacted for the sake of harmony). Well, Bill, mission accomplished.

The next time I saw him (the last time) he wasn't really able to talk. But he was still fully up to speed otherwise. He grabbed my hand and gave it a big squeeze. I knew what he meant.

- Brett Buck



You won't be reading this until after the PAMPA Annual Meeting at the NATs in Muncie, in mid-July, so read this accordingly that this is written in late May!

The membership drive instituted by Bill Rich has been very successful. I had optimistically said we'd be over 1000 members by June, but we do have 870 paid members.....and still climbing! (Late, but climbing!)

Mailing lists have been reviewed and corrected, so bear with us. We WILL get it fixed and YOU will get all your Stunt News copies you've paid for!

As the current photo notes, we're now getting SERIOUS about membership renewal and dues collections!

We continue to have membership renewal straggling in, some with the comments that 'I didn't know the membership/subscription had expired', or 'there was no expiration date on the magazine.....how was I to know?'

Folks, PAMPA is very sneaky in that regard.....we send out a membership renewal or publish on the website with a form which says, in the lower left hand corner, just under the return address:

Dues Expire December 31st

I know that's a sneaky way to tell you, hidden away as it is, but it IS there! .....and that's the truth!

I'm going to repeat some things from last month, because they are important to PAMPA's fiscal health. In any business (and PAMPA is a business, underneath it all...kinda like flashy underwear...nobody knows its there, but it makes it all work!),

cash flow is king!

We continue to work with the EC to assure the financial health and survival of PAMPA. Membership dues are the primary income for Stunt News and the rest of PAMPA overhead. Yeah, we get some additional income from advertising and donations and

PAMPA Products, but the dues are the primary driver for the organization.

I've had comments comparing costs of other publications to Stunt News. First of all, Stunt News is NOT a magazine subscription; it's the newsletter and voice of PAMPA.

What your dues cover is the cost of this publication, plus the 'overhead' of running this organization, PAMPA.

To compare Stunt News to any of the other model mags is not a fair comparison. First of all, no other 'magazine' covers all the Stunt community's activities, or special items on construction, trimming, rebuilding, engines, electrics, etc., related to CL Stunt the way Stunt News does. (I use the word 'Stunt' to cover ALL our activities, not just the PA parts...we all fly under the umbrella we all call 'Stunt'.)

In another area, there should be some discussion of a new category of membership which we'll tentatively call "Basic Membership". This will involve a low cost access to all our benefits, via internet, including on-line versions of Stunt News. There will be no paper or CD versions involved, but all access will be on-line.

In addition, all members will have access to the on-line version, with all back issues, so there is no discrimination!

I'd also like to express my appreciation for those folks who have renewed (or joined) on a timely basis. Having the fax available has been a good thing for some, and scanned and emailed forms have worked for others, while good old snail mail has been the overall messenger of choice.

We still have a need for your filling out the membership form completely. Some still send in just a note, a check or a credit card number, saying 'it's still all the same info'.

As nice as it would be to have a full electronic filing system, with all sorts of help on data entry, it's not our world,

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folks! Our system is still based on the paper membership form each of you should fill out. Even though the database is computer based, the paper copy is the base document for reference. WE NEED THAT PAPER FORM, FILLED OUT BY YOU!

We ask for your address and phone number to confirm that we have the correct address for mailing your Stunt News.

Your age is your business, but I use it for statistics. You don't have to furnish it if it bothers you.

Your email address (if you have one) is very useful in checking for errors or conflicts in your information.

Finally, with all the options available now, we NEED to know how you want to receive your Stunt News, since there are FIVE basic mailing lists now, and we want you on the right one to fit your choice.

Do all this, and know your latest information is correct and will be entered correctly. We get about 1/4 of 1 percent

of mailings back, due to address issues. Realize, too, that the USPS continues to raise their rates to show us how serious they are about it! Another postage increase went into effect in May, and they have the approval from our friendly Congress to raise rates annually to meet the cost of living increases. Check it out!

Thanks again to all of you who have helped make PAMPA the great organization that it is!

-Dave Gardner



## Al Rabe's Home Movies

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## 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.

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Now that May is here we have had a couple of flying sessions with decent flying conditions. The contest season is about to get underway and a lot of new ships are showing up. In the Wrentham group Dave Blasnak has a new original with a Saito .72 providing motivation (based on enlarged Nobler numbers).” First few flights have been very impressive.



Dave Blasnak fueling up his Saito 72 in a new original.

Guerry Byers is already wrecking airplanes - he rekitted a new profile and we do not know why – something let go, but it was in too many pieces for a good diagnosis.

Will Moore has a new “surprise” ship in final paint and Bob Lindsey showed up with some great semiscale profiles including a nice Hellcat and a P40. I have



The North Shore gang posing for a Family portrait

a Gieske Nobler (with a Randy Smith plasma sleeve Fox 35) in primer.

On the North Shore Dick Carville has a new P51 with his usual beautiful finish – looks great. Windy sent out some pictures of it.

The North Shore gang is active but the Wrentham group is off to a slow start. Dick Carville sent some good pictures some going back to the 80’s which I will be using in future columns. Above is one of Dick’s photos that I felt was especially good and nostalgic.

Here is another Carville photo of Ron Connors and I clowning around in the 80’s with a couple of Lightnings. As I remember we flew some mock combat with them –me going clockwise and him going CCW, fun.



Dave challenges Ron to Combat

Here are a couple of pictures from the 50’s of Gerry Wagner (deceased) and Bob Gost (still flying) out of Connecticut. They were a couple of the best back then. Gerry is holding the “Blue Midnight” and Bob is holding his “No Bat”. Both were original designs and both excellent flyers. Gerry came in 2<sup>nd</sup> at the NATs to George Aldrich. The “No bat” name came into being because Bob’s previous airplane looked like and was called the baseball bat. Bob wanted to be sure that no one mistook this for the earlier ship.



Notice the swept forward trailing edge on Gerry’s Midnight. Bob’s airplane was published and I have the original model.



Bob sets the needle on the No Bat while Gerry holds



Here is another competing ship from back in the 50’s - Lou Pascucci’s Top Buck. 1955 Top Buck by Lou Pascucci.

Both Bob & Gerry used K&B 35 power. Quite a few New Englanders including myself used K&B 35’s for stunt back then. By the late 50’s everyone had



switched to Fox 35's. The later K&B's were good motors but the early ones had a habit of seizing and breaking crank shafts if they were not broken in properly.

Lew Andrews lost a NATs when a mutual publicity deal was set up between Guillows and K&B just before the NATs. Lew had to re-engine the new Stormers with K&B's on short notice. Lew did not have time to break them in and set them up - one K&B broke a shaft on the first official and the backup seized half way thru the second official - which ended Lew's chances.

The parting shot, in keeping with the nostalgia theme, is one of my neighbors 32' Cady. He caught me trying to fit a Nobler in the trunk.



-Dave Cook



**District 2 Report**  
New York, New Jersey

**Windy Urtnowski**  
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**Bill Hummel** is planning a great meet again in Lee, MA, which of course includes a barbecue on his deck and free tour of his world-class workshop...which is by far the biggest I've ever seen—*ever!* **Rick Campbell** always donates a few gallons of his terrific homemade ice cream, and I hope this year he'll surprise us with another great choice of flavors. This meet has become a top attraction on the east coast circuit—if you'd like a flyer, call Bill: 518-766-3707. **Bob Lampione** promised to entertain us at the cookout. Bob's **Frank Sinatra** imitations are really cool, and **Jose Modesto** said that *everyone* can fly his **Shark** ARF. Put this meet on your calendar, especially if you missed it last year—the scenery in the Berkshires is breathtaking, to say the least. See you there.

By the way, Bill asked me to mention that **John Duncan** is back cutting his great foam wings. I've used John's wings for many years—my **B-25**, **A-26**, **Tigercat**, and several **Cardinals** all featured his handiwork.

I want to thank **Jose Modesto** again for loan of his **Patternmaster** a year ago to test and develop my RO-Jett .90 in. It has helped me set up this year's new RO-Jett .90 for my Squadron 41 **Spitfire**. **Dave Downey** and **Joe Adamusko** did a fantastic job with this design—it's the most scale "stuntable" model of a **Spitfire** I've ever

seen, with scale dihedral, almost scale size fuselage, and Squadron 41 paintwork. Thanks also to **Pete Klepsik** for the video that showed the Squadron 41 version of the **Spitfire** and its unique paintwork, and special thanks to **Bob Brookins**, who custom mixed the Brodak dope colors for a perfect match of the Squadron 41 paint scheme. **Joe Adamusko's** rendition has unique paintwork, and as always, Joe's workmanship is first class in every way.

**Rich Giacobone** has made some upgrades to his RO-Jett .90-powered bent-wing **Stuka**, including a new cowl, and wheel pants that are more scale. Last year we ran out of time trimming it out, but we'll try to make up for it this year. **Les Demmet** designed the wing with its multiple scale dihedral breaks, and this ship in flight looks like it could enter the scale event. Rich is using **Brian Eather** props and a carbon fiber fuel tank.

**Buddy Weider**, the 1960s legend reincarnated, is flying his version of **Bob Hunt's Saturn**, powered by a PA .40, and it has trimmed out extremely well in the past month. He's named his new ship **Ryan's Eagle**, after his son Ryan.

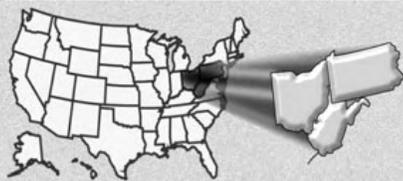
As we enter the contest season there are more local meets than ever on the east coast, and it promises to be a great year for the sport.

-Windy Urtnowski



## District 3 Report

Ohio, Pennsylvania, West Virginia



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A good day or 2 has come to Ohio since living through the worst winter snow year on record.

I have managed to get several patterns in. I have to work on it. Still a bit rusty.

I'm including several photos of the North Coast Control Line Club at their field in Berea, OH (Cleveland suburb) plus some others. It was field clean up & then fly day & picnic.



Carl Allendorf with his Stuka at Cleve field. Dave Hienzman photo.



Dave Hienzman's new Skylark at Cleve. Field. Dave Hienzman photo.



Bob Hudak holding his profile stunter at Cleve. Field. Dave Hienzman photo.



Dave Hienzman's new Skylark just finished. Dave Hienzman photo.





Dave Evar flying his LA 25 powered Old Fokker profile at Cleve. Field. Dave Evar photo.



A member of the Akron Circle Burners Roger Stricklin's Mathis Coyote LA 46 powered. Nicely dressed in a patriotic theme. Roger Strickler photo.



Dave Evar holding his electric powered Smoothie at Cleve. Field. Dave Evar photo.



District 3s Phil Spillman went flying in Virginia at their Fentress flying field. Artie Jessup, Phil Spillman, Willis Swindell, Steve Fintton & Daughter & Russel. Virginia's Stunt King John Tate Photo.



Wayne Buran just taking off with his new Pathfinder powered by a LA 46 at Cleve. Dave Evar photo.



Patrick Rowan's PA 40 UL piped Destroyer. 615 Square inches. Just got first trim color painted on.



Ray Rowh ready to put a flight in with his ARF Smoothie at Cleve. Dave Hienzman photo.

## District 4 Report

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



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Hello everybody, I got the following in from the MCLS in Huntersville to put in the column.

“Hi everyone in Stunt Land, Our District had one of its two contests back during the first weekend in May. The Spring Huntersville Meet, traditionally held in June was moved forward approximately a month, due to a conflict with attendees and the proximity of dates with the Brodak Fly-In. Not sure exactly how many people that affects, but it was enough to move the contest up. I was, unfortunately, unable to attend due to a solid commitment made well before I was aware of the change of dates. Knowing the abilities of the MCLS, and the level of contests they traditionally provide, I am sure all in attendance had a great time. I will include a report from Steve Fitton who was there and was kind enough to provide me with some words, and pictures, describing the event.

A large blow occurred when Tom Dixon, and the Cobb County crew (District V) had to cancel the May Marietta Meet. It is the next closest event for us, and we had planned on attending. Hopefully we will see the return of the meet next year as it is held on a huge site (The Martin-Marietta Aux. Parking Lots) and there is always a place to put up a flight for practice. Plus the Cobb County Sky Rebels do an excellent job of

Till next time fly stunt.

-Patrick Rowan



putting on the show.

The following is from Steve Fitton and reviews the May Huntersville Meet: It was a pretty good contest, considering the date change and a weather forecast that looked kind of terrifying at times! Friday saw winds of 15-25 mph at times, so practice was limited and most flyers gathered around to tell stories or bust on one another. Virginia's Artie Jessup braved the winds to fly a few demonstration flights for a judges clinic being run by William Davis, but eventually a heavy gust sent his Tutor ARF hard into the pavement, wiping out the LA-46 engine and heavily damaging the airframe.

Saturday morning saw the winds return in full force, with the result that many entrants parked their classic or Old Time ships and headed over to the Profile circle, making Profile the best-attended event of the contest. Kent Tysor came out on top here with his well-worn Teosawki, and almost all of the flyers handled the wind very well, resulting in no major crashes. Charlie Reeves and Tommy Luper handled the winds and the competition in the Old Time circle, with Ed Ruane coming in right behind them in third place with his All American Sr. Saturday afternoon the PAMPA planes came out for practice, but most remained on the ground or returned to the cars, as the wind never really let up enough for effective practice. By five o'clock, most pilots had conceded defeat and headed back to the hotels for some pizza and beer.

The lack of practice meant that Sunday morning's calm conditions were met with a horde of pilots trying to put up practice flights, and most everybody got a chance to get their engines-and patterns dialed in before the officials started. The winds continued to be light, almost too light, as they remained variable and kept pilots guessing during their flights, but they were still a most welcome change from the wind of the previous two days! Intermediate saw Artie Jessup score the victory in his ARF Nobler, while Lyn Weedman flying a Vector 40 ARC took Advanced. In Expert, Derek Barry prevailed, flying a Dreadnought powered by a PA-61. It was a plane Derek had built and given to somebody else, and was loaned back to him after the catastrophic fire last year. Although Derek had hardly flown the plane, it was a good one and he quickly

got it adjusted and ready to go.

All too soon the official flights were over and it was time to pack up. All in all, another great contest put on by the Metrolina club, and, with the date change to May moving it further away from other contests on the calendar (not to mention the June heat!!!), attendance may continue to increase. With District 4 down to just a few people, hopefully more District 3 and 5 people will take advantage of this great event and come on down! A huge thanks you to Steve for contributing this information! Some pictures from Huntersville:



This is Derek Barry's new plane. Derek is actually from District V, but I have never been to a local contest without seeing Derek and his Dad, Dale. They seem like members of District IV! After the loss of almost everything, it is great to see Derek with a new plane.



This is Stan Powell with his Tempest in colors reminiscent of his Concours winning Dove!



The following guys are regulars at Huntersville, and the other nearby meets. All from District IV! L-R: Terry McDowell, Kent Tysor, and John Rakes, all taking in some action during the May contest.

- William Davis"



### District 5 Report

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




**Dale Barry**  
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I know you're as tired of reading this as I am of writing it, but the truth is the truth, there's not much going on in District 5. There should have been plenty, but the Spring contest in Marietta got cancelled due to staffing problems. Hopefully, it will be back next year. I have been getting weekly reports from the Puerto Rico Prop Busters and I'll try to get to some of those pictures when I get some that I think will reproduce well.

So, as far as an actual contest I'll have to touch on the Spring contest in Huntersville. It's not in our district, but a lot of us attend twice a year, so I'll just concentrate on how our members did. Saturday was very, very windy all day, even at 7 A.M. when we got there. Since Derek and I weren't flying we spent the day helping my grandson, Gavin relearn the few things he knew. Even though he doesn't have a lot of experience yet, he kept coming back time and again wanting to go fly. He ended up putting in more flights than he'd ever done in one day. I guess he didn't realize that wind was supposed to be a problem and I'm certainly not going to tell him.

We had two District 5 members in OTS, with new transplant Bob Zambelli coming in 4<sup>th</sup> and Tom Weedman 5<sup>th</sup>. Profile had Curtis Comer placing 3<sup>rd</sup> and Tom Weedman 8<sup>th</sup>. Bob Zambelli finished 2<sup>nd</sup> in Nostalgia '79 and Tom was 3<sup>rd</sup>.



Other than Gavin knocking his gear loose on a couple landings, I don't think anyone lost a plane, despite the wind.

Sunday, as it sometimes happens, was the complete opposite of Saturday. There was no wind at all for the first couple hours and then only became light and very variable. There were no Beginners and unless I missed someone, we had no members in Intermediate. We were definitely there in Advanced and Expert. Tom Weedman won Advanced and I believe it was his first time doing so in this skill class. Watt Moore also flew, but I forgot to write down where he finished, sorry. Derek Barry won Expert for the first time in Huntersville and Stan Powell was 4<sup>th</sup>. I'm afraid I dropped the ball on pictures. I checked my camera before I left, but wouldn't you know it, when the plaques were handed out my batteries were dead. Sorry, again. I took a few in and around my new shop, so I'll use them. Next time will be the NAT's report, so I'll be sure to get some new batteries. Type at you then.



2 Evolutions for Derek and a Skyray for Gavin under construction.



New Shop as of 5-18-2008. Complete except for unfinished inside walls.



A Dragonfly that Mr. Shaw bought from Lou Wolgast.



A replacement Jamison for Bob Shaw, I kinda smashed the other one at VSC



General disarray of my workbench. Watt Moore built this and delivered it back in December. It's 4'x8' and well built.

-Dale Barry 



## District 6 Report

Illinois, Indiana, Kentucky, Missouri



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We take the chill off your shoulders with a report from the Ice-O-Lated contest held at Buder Park in Valley Park Missouri in late February. Besides my shots, Keith Spriggs, Terry Bolin, Crist Rigotti and Michael Schmitt helped me with the rest of the pictures in the column.



Bill Marvel, Bob Arata and Joe Thompson dig us out of the snow in preparation for the Ice-O-Lated contest sponsored by the Lafayette Esquadrielle.



Michael Schmitt (builder) and columnist (designer) display one of the Encore Twins for the first time together at Buder Park.



Crist Rigotti is warming up his Phacade at Buder Park. This is such a nice model, and I have encouraged Crist to publish this bird in the future.



Crist is helping Allen prepare his Bob Gialdini Rayette for a flight at the Ice-O-Lated.



Jack Dock of the Springfield, MO area displays his "model-coffee" to awaken the cold engine of choice at Buder Park.



We are not looking at gale weather conditions at the February contest at Buder Park. Despite the low thirties temperatures, the wind was only a factor if you did not know how to back up during the flight



Terry Bolin is proud of his placement at Buder Park in Valley Park Missouri near St. Louis.



Michael Schmitt gets a brief laugh from Bill Marvel at Buder.



Dennis Vander Kuur takes the cue to assist Crist Rigotti in the official "get that thing warmed up" pose.



Jack Doom brought a very nice Magician to St. Louis in late February 2008





Steve Moore (right) holds for Joe Thompson (left).



Charlie Reeves helps Keith Trostle fire up his version of the Big Job OTS model at the 2008 VSC.



Allen took his Bob Gialdini Rayette to VSC with a Byron Barker OS Max 40 fp for power. Placed 13th.



Steve Moore (right) is also assisting our 2007 AMA CLPA Open Beginner Champ, Charles Fowler in an Intermediate flight at St. Louis



Charlie is launching Keith Trostle's own design, the FW TA-152 H-1. Keith's FW D-190 won the 1969 AMA NATs.



Allen and his 12th place Barnstormer and back up model Adams Special at the 2008 VSC.



Larry Lindburg and Tony Kares stand off the cold on the grass between the square and the donut at Buder Park.



Charlie is prepping his F5U Pancake for its first flight at the VSC venue. Charlie brought along his new 1/2A profile scale model to be proxy flown by Keith later in the year. Mike Keville is in charge of the scale contest.



This is Shirley Sheek's husband Jack lifting Dave's Reyes mini copy of Jack's Spitfire.



Jack Doom brought a very nice Magician to St. Louis in late February 2008



Charlie is fueling his F5U for the nervous first flight.



Jim Renkar is cleaning his Brodak ARC Smoothie after a practice flight at VSC this year.





Left to right is: Charlie Reeves, Tony Naccarato and Keith Trostle with their Big Jobs.



Jim Renkar is holding for Larry Lindburg of Galva, Illinois at Tucson this past March.



Larry Lindburg is "on-line" at the VSC this year with his Barnstormer direct from Galva, Illinois.



Jim Thomerson rests between flights in Tucson in March of 2008. I asked Jim for a set of plans for the OTS legal Demon and stiff-arming him got me a set of the drawings.



Bill Marvel preps for a judging flight as a member of the Lafayette Esquadriile club of St. Louis.



Terry Bolin of Neosho, Missouri holds for Steve Smith of the St. Louis area.



Bob Arata can sure collect a lot of hardware for the Ice-O-Lated every year.



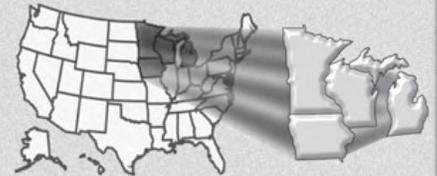
Kenny Stevens of Lexington, Kentucky managed to obtain and protect Les McDonald's 1972 Stiletto.

-Allen Brickhaus



## District 7 Report

Iowa, Michigan, Minnesota, Wisconsin



**Crist Rigotti**  
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crigotti@mchsi.com

Let's get started. July and August are busy months for contests. First up is the Firecracker Stunt contest in Aurora Ill. PAMPA stunt and Profile will be flown on July 6. Rich Tupper is the CD and you can phone him at 630.985.8515. The NATs is scheduled July 13 - 18 in Muncie. On August 10 is the Rockford contest with Art Johnson as the CD. Art's phone number is 815.398.3490. August 16-17 is the Michigan contest flying OTS, Classic, Profile, and PAMPA. Curt Nixon is again the CD and his phone number is 734.261.8134. August 23-24 is the FCM contest at Muncie. OTS, Classic, Profile, and Pampa will be flown. Contact Allen Goff at 765.759.7473. We wrap up August with another contest back at Aurora on the 31<sup>st</sup>. PAMPA and Profile will be flown. Bill Calkins is the CD, so call him at 630.466.1531.

The weather has finally gotten good and we are putting some practice flights. The Harbinger is trimming out well and feels very comfortable. Now, just to get some more time at the circle. I hope that you are getting some flying in and things are going well for you. I hope to see many of you at the NATs this year.

We had the MICL Spring Kick Off Contest on May 3 - 4. It started off with Allen Brickhaus meeting me at my house after his drive up from Missouri. I was tasked with finding a place to eat along the



way to Ankeny. I picked a little out of the way place in Williamsburg called Myers Grill and Catering. We had a very tasty lunch and the place lived up to the reviews I had read on the Internet. Don't pass this place up if you're looking for a very local place to eat. We drove in driving rain and high winds to our motel in Ankeny. We decided to go the local hobby shop in West Des Moines. We picked up some things along with some balsa wood. After I got home I weighed it and it was 5 to 6.0 pound beautiful grained wood! Yeah, the stuff is out there.

Saturday dawned with some chilly and very windy conditions. We got to the flying field and met with Bob Baldus. Registration was open and they were taking in entries. Bob decided that the wind was too great (24 gusting to 34) and that we would fly at least 1 round of all the events on Sunday. After some visiting a bunch of us went back to the hobby shop to pass some time and pick up some more goodies. After that 7 or 8 of us went to the movies and saw "Iron Man". We met a bunch of people at Outback and had an enjoyable dinner. Later that evening I talked several of us into going to get some ice cream. That was great way to cap off a Saturday.

Sunday was a much nicer day. The morning was near perfect stunt conditions with the wind coming up a bit later in the morning. We got 1 round of OTS, Classic, Profile and 2 rounds of PAMPA in. The Mid Iowa Control Liners did an outstanding job of hosting the contest. They even provide a great lunch free. The contest was wrapped up by 2 pm. Several special awards were given to Elaine Brookins, Randi Gifford, Kelly Wilson, Mike Anderson, and Randy McMahill.



Bob Baldus conducts the pilots meeting Sunday morning.



Greg Voumard and Randi Gifford judging.



Russ Gifford, Bob Baldus and Paul McIlrath at the OTS and Classic circle.



Theresa Voumard and Elaine Brookins handle the tabulating.



Jim Funk displays his OS 40LA powered Cardinal.



Jeff Welliver and his well traveled RSM Tempest.



Sina and his profile entry. Sina is doing very well and has his plane well trimmed out.



Keith Sandberg launches for Sina.



John Christensen, Mike Schmitt, and Jeff Welliver enjoy a very pleasant day at a contest.



Jeff Welliver thinking about his next flight?



The chow line for the free lunch.





Mike Schmitt and Dennis Van De Kuur enjoying the same day that Jeff is.



An Adams Special brought to you by Allen Brickhaus. Allen won OTS with it.



John Christensen holding his Saito 72 powered Strega.



Lee Concannon and Larry flying at the Davenport circle.



Keith Sandberg and his Saito 56 powered Legacy. A very good combo....I mean all three!



The nose of my mystery ship.



Larry Lindburg gets some help from Nate Batey.

- Crist Rigotti



### District 8 Report

Arkansas, Louisiana, New Mexico,  
Oklahoma, Texas




**John Hill**  
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Well old dufus here almost missed the deadline completely but a stroke of fate has let me get this in. Thanks to Dee Rice for providing the body of the text for the Texas State Stunt Championships and to David Gresens for stepping up to the plate and running this years contest. Dee and David did a fantastic job and their efforts are greatly appreciated.

I actually got do some BS'ing and take a lot of photos which was great for a change. For those who have never run or worked a contest it is hard to realize how much time and effort that goes into one. By the end of the day you look around and it is over and you really did not get a chance to talk much and visit with your buddies and meet the new people who have come to enjoy the contest. I haven't done this in awhile and it was great...Thanks Guys!!



The management... LtoR David Gresens, Dee Rice's friend and Dee himself.





The very nice plaques made by Dee and Pat Johnston out of solid maple. Good source for motor mount material if you run out.

Earlier this year Dee and David again hosted the Ring Master Roundup, which was a great success with flyers attending from all over the country. I think Dee sent me some pictures but getting old and senile I can't seem to find them. I will try to dig those up and put them in the next column.

Report by Dee Rice and photos by Andy Stokey, Dee Rice and me...

While all of the Dallas-Ft. Worth area fliers either took a vacation or headed to Kansas, DMAA South was having a ball in Houston with the Texas State Stunt Championships. This is the first year that David Gresens has been the CD of this contest and he did a great job. John Hill, the retiring CD, is taking a well-deserved rest after 16 straight years of service. Thank you John!!!!



Darrell Harvin and his very nice Stiletto. Did I say very nice?



Norn Faith with his P40 entry.



Greg Elling, Gaylord Elling's brother, with is very well done Cardinal entry for P40.

The turnout was good with fliers from Central and East Texas, Arkansas and Louisiana participating. The judging was second to none in quality with NATs judge Darrell Harvin, Richard Oliver, Frank Williams, and Les Demmet all volunteering their time.



The judges, Frank Williams and Darrell Harvin, judging the action on Saturday.



Norm Faith and his original design.



Frank Williams with his new Astro preparing for an official.

The weather cooperated nicely with a cool overcast and moderate winds for OTS and P-40, which was held on Saturday and sunny with moderate winds for PAMPA stunt on Sunday. There were 27 entries over three events. P-40 and PAMPA were divided up into classes and everyone was thrown into OTS to fight it out.



Jim Thomerson watching the action as he waits for his turn. That is Jim's Demon on the ground next to him. Notice where the leadouts are located... Wrong way Jim!



Andy Stokey preparing for an official flight in P40. Andy is from the New Orleans area.



Daryl McComb and Greg Elling getting Greg's Cardinal ready for a P40 flight.



OTSA STUNT (Championship)			
PL	NAME	PTS	TIME
1st	Gaylord Elling	505.5	2:42.5
2nd	Frank McMillan	476.5	2:42.5
3rd	Dee Rice	444.5	2:42.5
4th	David Gresens	409.5	2:42.5
5th	Norm Faith	409.5	2:42.5
6th	Andy Stokley	409.5	2:42.5
7th	Proger Olsen	409.5	2:42.5
8th	Gaylord Elling	409.5	2:42.5
9th	Reed Young	409.5	2:42.5
10th	Frank McMillan	409.5	2:42.5
11th	Dee Rice	409.5	2:42.5
12th	David Gresens	409.5	2:42.5
13th	Norm Faith	409.5	2:42.5
14th	Andy Stokley	409.5	2:42.5
15th	Proger Olsen	409.5	2:42.5
16th	Gaylord Elling	409.5	2:42.5
17th	Reed Young	409.5	2:42.5
18th	Frank McMillan	409.5	2:42.5
19th	Dee Rice	409.5	2:42.5
20th	David Gresens	409.5	2:42.5

The scoreboard says....

This year marked the beginning of the Texas Stunt Grand Champion award, which is the compilation of points earned over the course of the contest. Points are given in each event. Gaylord Elling won the high point award by winning first place in Advanced PAMPA, first in Advanced P-40 and third in OTS. Congratulations Gaylord, you are the first one to win this top award and I have a feeling it won't be the last one that you will take home.

Other special awards given were Pilots Choice in both OTS and PAMPA. It was almost unanimous voting for both awards. Jim (wrong way) Thomerson was given the award by his peers for OTS and Roger Olsen of San Antonio received the award in PAMPA stunt for his beautiful Frank McMillan designed Cauldron. Roger also nabbed 2nds in Advanced P-40 and Advanced PAMPA.

Dee Rice grabbed a first in OTS, followed closely by Frank McMillan and Gaylord. In fact Frank and Gaylord tied and had to use their other official as a tiebreaker. Frank won that round. Daryl McCoumb from Corpus Christi took first place honors in Intermediate P-40 and PAMPA; David Gresens borrowed Dee's Ringmaster and beat him with it in P-40; that is not the first time that has happened to Dee. Richard Oliver did that to him two years ago in Baton Rouge! Much to Dee and David's delight, Ringmasters swept OTS and the Expert Class in P-40.



Frank McMillan with his OTS Ring Master. You don't see Frank with one of these very often.



Gaylord Elling with his OTS entry the All Australian. Gaylord has flown this airplane at the VSC on several occasions.



The proud parents of Ryan and Reed trying to stay dry during a little shower on Sunday.



Ryan Young getting ready for one of his official flights on Sunday.



Roger Olsen on the flight deck... Yo! Judges over here.



Roger's new Caudron in flight. This airplane really flies very well. Very well done

Reed Young, Ryan's little brother, won the PAMPA Beginner division while granddad Bill Rutherford sat on the ground and called out the pattern. It looks like Reed is on his way to grabbing up the trophies that Ryan will be leaving behind, as Ryan will vault into the Senior Division next year.

Frank McMillan flew his new and fabulous Cauldron to a superb second round flight and took the top honors in PAMPA Expert. It looks like Frank is really ready for the NATs this year. Dee nailed down second in Expert with his Oriental Plus followed by Bill Rutherford and Frank Williams.

All first place award winners received beautiful laser engraved custom made solid Maple plaques with other awards for second and third places. The Brothers of the Ring model supplies donated the laser engraving. The food service for lunch each day was supplied by Dee. This was a fun contest and will be even better next year.



Three generations of Frank McMillan's Caudron in the pits at the practice circle.

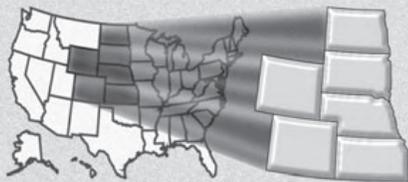
Well that's all for me folks. Tight lines and fair winds to all and may the Stunt Gods smile on you...

-John Hill



## District 9 Report

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



**Carl Shoup**

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We just finished the Special Needs Air Show 2008. Don and Steven Dubie, Dave and Debi Hathorne, Cliff and Iggy Hays and myself were able to get 73 children in the air in 2 hours. Don would start the airplane and take photos. Steven would catch and launch. Dave would help with wheel chairs and the one that could turn around well and take photos, Debi took photos and brought us food. Cliff and Iggy took care of the children and kept the line moving. The plane is a modified Flite Streak Trainer with an OS FP 15 and a racing shutoff. I use 60 foot .015" lines and when I bypass the shutoff I can fly it inverted and do figure eights. I would like to thank all that helped this year. Here are some of the photos that Debi and Don took.

-Carl Shoup





## District 10 Report

Arizona, California, Hawaii, Nevada, Utah



*David Fitzgerald*  
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*DavidLFitzgerald@sbcglobal.net*

Well, it's May, Eric is deep into Little League season, and we got to go see a Giants game. Since I won't be at the NATs this year, it seems Eric is more interested in baseball this year than flying planes. Eric's team made the playoffs, so his season isn't over yet. Ours is just beginning. We have had a couple of contests at the Woodland field already, with mixed results. Brett and I have been trading the top honors for a while, and it looks like we'll continue it into this next year. Just wait till I get the new plane done. Heh, heh, heh....

Jim Aron has 2 new Classic ships about ready to go. I think he was shooting to have them ready for the NW Regionals, which I leave for in 2 days. I just missed having pictures and a report for this issue.

Answer to the Universe: Jim Aron and Adrian Land were the only two who responded correctly. Remember, if a Cylon or other alien species asks this question, you may avert disaster by answering, 42. I don't think Captain Kirk would have a clue, Pickard maybe, Janeway.....hmmmm—not sure, definitely yes for Cmdr. Cisco.

Anyway, all this chitchat is another way to again say that I don't have much to write about despite a lot of pictures from Rickii Pyatt. I can update everyone on the progress of the new plane, but this is supposed to be your column, so I need input if you want interesting stuff here. By



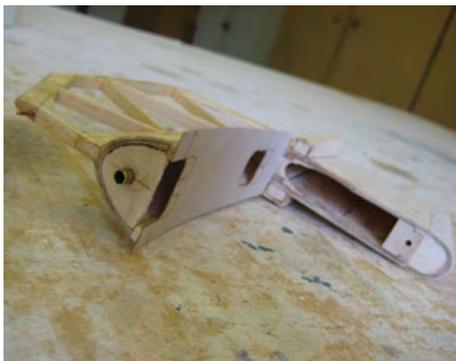
the time you read this, I should be to the World Championships in France, weather, and the price of gas permitting.

I do have one product recommendation. If you need paint masks, or vinyl lettering, an excellent place for your stuff is Dave Powers, at Signs Now, 1320 Freedom Mill Rd., Gastonia, NC 28052. Ph: 803-327-7488. Jim Aron helped and did the heavy computer graphics work for my new Thunder Gazer, and sent the files directly to Dave. If you need them fast, and pay for next day delivery, Dave is your man. He saved my bacon; I had them in 2 days. Painting the next day. Good stuff. Also, if you have a recently deceased plane, don't hesitate to recycle old parts to save construction time. In the new plane, I've re-used the gear, tail wheel assembly and tail wheel, lead-out tip guide, tip weight tube, and many other small pieces. Great time saver. Be careful though. After inspecting the lead-out guide, I had to replace the eyelets. They were sawn most of the way through from the old plane. Easy fix and still saved me loads of time.

Another really neat thing I've gotten recently is a carbon spinner from Kaz Minato. Extremely light, and pretty to boot.



Kaz Minato Carbon Spinner, 1 3/4"



Removable tail assembly



Testing the looks



Gear Building day

Just about everyone has had some kind or other set back when building a plane. This one centers around the stars on the wing tip. Jim Tichy has also helped quite a bit with paint set up. Well I was masking away on the wing. Looking good, shooting the really cool metallic blue on the tip, when I noticed that in my 2 rows of stars, one was missing. I called Jim Aron, not quite in a panic just to vent. I may have suggested that it was a casualty of the building process and it might be best just to leave it off. Come up with some kind of half-baked story about alien abductions, or maybe a star based missing man formation. If you can hear silence, that was what I heard at the other end of the phone. After that ever so pregnant pause, Jim very politely said, "You aren't going to leave it that way are you?" It was a little fun, yanking his chain a bit, but I'm sure Jim has a different version of how the conversation went that day. This was my hiccup—so far.

The most memorable hiccup I've seen was when I was growing up, our neighbor, Tom Johnston, who was also a United pilot, was building one of Ted's designs for the first time. I think it may have been called a Cavalier. Elliptical wing—very pretty. Well my dad went over to just shoot the bull when he noticed that the gear blocks were on the top of the wing. Tom just installed another set on the bottom,

left the ones on the top and covered them up. How does it go, measure 3 times, cut once?

Next, I've got a pretty cool set of pictures detailing the fuselage progress as it is painted.



Bare Wood



Covered in Carbon Veil



Sig Sanding Sealer



White base color





First color, Sig Light Red.



Second color, Metallic Dark Blue. Automotive pigment (PPG), or toner, in Sig Clear dope



Last color shot, black, and most of the masking removed. Clear to go.



Bill Fitzgerald at 34,000 going to Honolulu, M.082



Wing without text graphics.



My Dad at the 2004 NATs/World Champs in Muncie, 2004



Tail assembly. Can you tell the Star Gazer Lineage?

-Sincerely, Dave Fitzgerald



The only trip I got to fly with my dad, the DC-8-71, Spring of 1991

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## District 11 Report

Alaska, Idaho, Montana, Oregon,  
Washington



**Bruce Hunt**  
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It's finally Spring and the new flying season has begun. Since my last report the Northwest has held its last early season fun fly at the Evergreen Aviation Museum in McMinnville Oregon. On a nice spring day we took turns bringing the visitors to the Museum outside to see what all the noise was about. Gerald Schamp brought out his Praxis which he had running great on a well tuned ST60. Since then I understand that the Praxis met an untimely demise which leaves Gerald without a ride for the upcoming season. John Thompson also had his Evil Twin showing well as was Dave Royer's Chief. A few excellent action shots from the day by John Thompson are included below.

The real start to the season followed a few weeks later with the annual Jim Walker Memorial contest sponsored by the Portland Fireballs. Held at Portland's Delta Park this original Northwest field was donated by Jim Walker's wife following his death. Located only a mile from the Columbia River and adjacent to US Highway 5, the surrounding trees and fickle wind can make this site a challenge. This year was no exception. The forecast was for a cold, wet, and windy weekend and, as a result, the turnout was light as many fliers decided to stay home. Saturday started out with some good air and a heavy overcast. The conditions

allowed the completion of two rounds of Profile and one round of Classic before the skies opened with wind and hail. Scott Riese was unlucky enough to find himself in the air as the sleet and rain began ending the event for Saturday. The next day started out partly cloudy and stayed flyable for two rounds of stunt in all skill classes. As the day ended, Jerry Eichten's model flew under 'blue holes' and even produced a shadow when the sun came out. We haven't seen many shadows this year. As a side event the local newspaper sent a photographer and reporter on Sunday. They both enjoyed the flying, both stunt and combat, and produced an excellent article that appeared the next week. You might still be able to read that article by following this link: [http://www.oregonlive.com/entertainment/...lane\\_addic.html](http://www.oregonlive.com/entertainment/...lane_addic.html)

Overall the field finished as follows:

### BEGINNER PRECISION AEROBATICS

1. Jeff Christianson, Portland, Ore. -- 238.5
2. David Miller -- 175.5

Judges: Leo Mehl, Scott Riese

### INTERMEDIATE PRECISION AEROBATICS

1. Richard Entwistle -- 432.5
2. Art Zehner -- 419

Judges: Leo Mehl, Scott Riese

### ADVANCED PRECISION AEROBATICS

1. Doug Wood -- 471

Judges: Leo Mehl, Scott Riese

### EXPERT PRECISION AEROBATICS

1. Jack Pitcher, Gresham, Ore. -- 564.5
2. Bruce Hunt -- 553.5
3. Pete Peterson, Tacoma, Wash. -- 547
4. Jerry Eichten, Newberg, Ore. -- 546.5
5. Mike Haverly, Auburn, Wash. -- 506
6. John Thompson -- 481.5

Judges: Leo Mehl, Scott Riese



Mike Haverly and Dave Gardner, PAMPA's new Treasurer, pose with Mike's Barnstormer at VSC



Mike Haverly works on his Freedom 45 at VSC. Mike's recreation of one of Jack Sheek's designs won an award for the best Jack Sheek designed model.



Bob Smiley models his new Shark.



Models line up to fly at the McMinnville fun-fly.





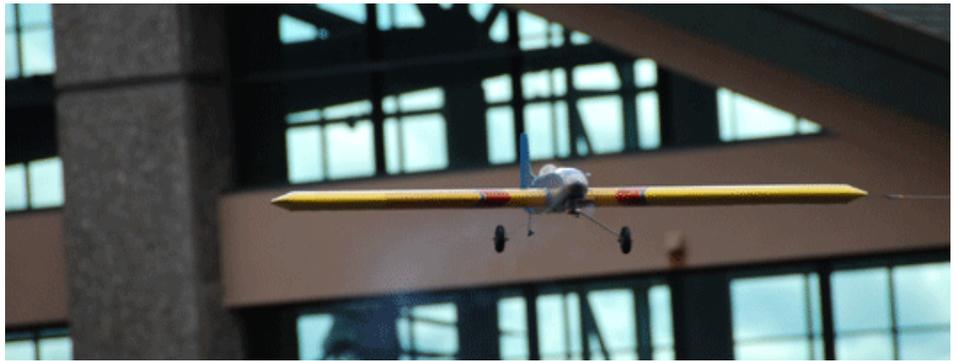
Dave Royer holds as Gerald Schamp starts Praxis at the Evergreen Aviation Museum fun-fly.



The Praxis in flight with the Evergreen vineyard in the background.



Dave Royer finds the groove with his Chief.



Dave Royer's Chief is caught silhouetted against the Evergreen Aviation museum in the background.



Biplane or twin, John Thompson is prepared to have fun at any fun fly. After adopting the twin following a crash last season, John and I both flew it in the Profile event at the Jim Walker Memorial Contest.



Scott puts in a Sleet aided flight to end the Classic event in Portland.



John Thompson warms up his Ares in the Pit in Portland.



Scott's Classic entry, Cougar, braved the rain on its back in the pit.



Jerry Eichten flies past a couple of "blue holes" Blue holes are a welcome sight during Oregon's gray Winters.

- Bruce Hunt





# Contest Calendar

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

James Mills, [mllscal@quixnet.net](mailto:mllscal@quixnet.net)  
(417)581-3929

The following 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 James Mills, [mllscal@quixnet.net](mailto:mllscal@quixnet.net). See <http://www.controllinecentral.com/Calendar.asp> for links to contests outside North America. Submit contest ads to James Mills.

## 2008 Contests:

### July 27

#### Philly fliers contest at Neshaminy State Park in Bensalem, PA

Saturday: PAMPA and OTS

Contact: Jack Weston, CD, (856) 910-7565, [jackweston@verizon.net](mailto:jackweston@verizon.net)

Randy Holcroft, Alt. CD, (215) 393-8018, [filliflier@verizon.net](mailto:filliflier@verizon.net)

### August 10

Sunday: Circle Burners Summer Stunt Contest at Apollo 11 field, Sepulveda Basin, Van Nuys, CA for Profile & Classic. Each category will be for Sportsman (Beginner & Intermediate fliers) or Competitor (Advanced & Expert fliers). Trophies through 3rd place for both Sportsman & Competitor Classes. Sponsored by: the Valley Circle Burners

CD: Antone Kephart 626-303-5266. email: [tckephart@yahoo.com](mailto:tckephart@yahoo.com)

### October 4-5

#### 8<sup>th</sup> Annual Hi Johnson Memorial Control Line Contest

Apollo Model Field, Sepulveda Basin, Van Nuys, CA

Entry Fees: All Events \$10 each

Saturday: P/A—Sportsman\*Profile Stunt, Competitor Profile Stunt, Beginner Stunt, Intermediate Stunt, Old Time Stunt

Sunday: P/A—Advanced Stunt, Expert Stunt: Classic

Competitor\* and Classic Sportsman\*

\*Note : Sportsman events are for begin.& int. flyers, Competitor is for all others.

Pilot's meeting at 8:00 am, Flying begins: 8:30 am.

First thru third place trophies will be awarded for all events.

Food will be available on site.

Contest Director: Bill Barber Phone (805)-241-0453 Email: [barcam@verizon.net](mailto:barcam@verizon.net)

### October 25-26

#### Golden State Stunt Contest (GSSC), Clovis, CA

#### Flying site; Buchanan Educational Center

Saturday night dinner at the Clovis Senior Center located behind the Clovis Cole BestWestern Motel

CD: Jerry Silver and Doug Barton

This confirms that the 30th edition of the GSSC will be in Clovis, Ca. This year on Oct. 25 & 26. The flying site is still at the Buchanan Educational Center and the Sat. night dinner will once again be at the Clovis Senior Center located behind the Clovis Cole Best Western Motel.

The contest flyer will be mailed in Sep. and will contain complete details of this milestone event. My Co-CD is Doug Barton. Please feel free to contact either of us if you need more information at this time. I know that this e-mail is not reaching everyone who will receive a contest flyer, but if you would, please pass the word along to those I've overlooked.

All flying events will be held at Buchanan Educational Center in Clovis (Fresno), Ca.

Sat., Oct. 25th. Old Time & Classic. Sat. evening catered B.B.Q. dinner and appearance judging for Intermediate, Advanced & Expert entries at the Clovis Senior Center in Old Town Clovis.

Sun., Oct. 26th. All PAMPA Classes Sponsored by: The Valley Circle Burners & Woodland-Davis Aeromodellers

C.D.: Jerry Silver 310-275-6359. e-mail: [jsilverflyer@roadrunner.com](mailto:jsilverflyer@roadrunner.com)

Co-C.D.: Doug Barton 530-662-6469. e-mail: [dougb@woodlandaviation.com](mailto:dougb@woodlandaviation.com)

Best regards,

- Jerry Silver



# Contest Reports

James Mills, mlscal@quixnet.net  
(417)581-3929

## BOB PALMER MEMORIAL CONTEST

April 26 and 27, 2008

### EXPERT

JUDGES: Rickii Pyatt, Lee Strickland

1. Phil Granderson	552.5
2. RJ Bob Whitely	548.5
3. Dave Sabon	547.5
4. Lou Wolgast	547
5. Keith Trostle	544
6. Kirk Mullinnix	540.5
7. Jim Hoffman	536.5
8. Bob Smiley	535
9. Stan Tyler	525.5
10. John Wright	522.5
11. Leroy Black	521
12. Antone	516
13. Steve Harris	512.5
14. John Callentine	508
15. Gary Akers	498
16. Jim Rhoads	495
17. Grady	493
18. Robin Sizemore	485.5
19. Chuck Rudner	450.5

### ADVANCED

JUDGES: Dennis Coleman, Stan Tyler

1. Warren Walker	489
2. Richard Walbridge	486.5
3. Burt Brokaw	477
4. Bob Brooks	476.5
5. Gingerich	473
6. Mark Wasnick	471.5
7. Walter Hicks	469
8. Parrish Jacoby	467.5
9. Nick Lemak	466
10. Larry Renger	453.5
11. Osvaldo Campos	448
12. Mike Causey	435.5
13. Eric Rule	435

### INTERMEDIATE

JUDGES: Eric Rule, Nick Lemak

1. Stan Kitzes	433.5
2. Rudy Taube	433.5
3. Brian Baker	425
4. Al Shorey	411.5
5. Fred Staley	401.5
6. Jed Kusik	387
7. Perrish Jacoby	Adv
8. Joel Chesler	360

## BEGINNER

JUDGES: Stan Tyler, Jim Lally

1. Frank Martin	210.5
2. Ray Ebert	202
3. David Kick	191.5
4. Jeremy Baker	176
5. Robert Werle	Pass

## PROFILE SPORTSMAN

JUDGES: Frank Martin, Robin Sizemore

1. Parrish Jacoby	481.5
2. Jed Kusik	449.5
3. Gary Gingerich	435
4. Brian Baker	424.5
5. Rudy Taube	412
6. Stan Kitzer	405
7. Fred Staley	364.5
8. Joel Chesler	360
9. Dave Kick	232.5
10. Al Shorey	311.5
11. Ray Ebert	Pass

## PROFILE COMPETITOR

JUDGES: Rickii Pyatt, Anton Kephart

1. Lou Wolgast	524.5
2. RJ, Whitely	515
3. Le Roy Black	500
4. Bob Smiley	491
5. Parrish Jacoby	471.5
6. Burt Brokaw	453
7. Robin Sizemore	453
8. Warren Walker	412.5
9. Jim Hoffman	Pass

## 1cc / LEPRECHAUN\*

JUDGES: Eric Rule, Nick Lemak

1. Burt Brokaw	475.5
2. Stan Tyler*	468
3. Antone	466
4. Warren Walker	435.5
5. Larry Renger	432.5
6. Al Shorey	359.5
7. Scott Dinger	354
8. Le Roy Black	110
9. Frank Martin	Pass

## LEPRECHAUN CHAMPION

Stan Tyler	2008
Scott Dinger	2007



## BOB PALMER MEMORIAL CONTEST

April 26 and 27, 2008

### CLASSIC

JUDGES: Rickii Pyatt, Scott Dinger

1. Bob Whitley	547.5
2. Lou Wolgast	536
3. Dave Sabon	528.5
4. Ray Firkins	520
5. Keith Trostle	515.5
6. Phil Granderson	510.5
7. Bob Smiley	508.5
8. Jim Hoffman	502.5
9. Grady	496.5
10. Le Roy Black	491.5
11. Stan Tyler	491
12. John Wright	484
13. Robert Harness	481.5
14. Jim Rhoads	481
15. John Callentine	478
16. Gary Gingerich	438
17. Antone	432.5
18. Burt Brokaw	432
19. Al Shorey	342.5
20. Eric Rule	Pass

### OLD TIME

JUDGES: John Wright, Gary Akers

1. Bob Whitley	486
2. Keith Trostle	478
3. Lou Wolgast	476
4. Bob Smiley	466.5
5. Burt Brokaw	465
6. Le Roy Black	464.5
7. Jim Hoffman	457.5
8. Antone Kephart	455.5
9. John Callentine	453
10. Jim Rhodes	452
11. Scott Tyler	443.5
12. Stan Tyler	443.5
13. Ray Firkins	440
14. Robin Sizemore	440
15. Nick Lemak	432.5
16. Larry Renger	414
17. Dave Kick	354

### SPECIAL AWARDS

#### PALMER TROPHY WINNER

RJ Bob Whitley	2008
Keith Trostle	2007

#### PILOTS CHOICE BEST PLANE

Phil Granderson "Diva"

### SPIRIT OF 52 AWARD

Anton Kephart

### SPIRIT OF 69 AWARD

Phil Granderson "Olympic"

### LEPRECHAUN TROPHY

Stan Tyler 2008

Scott Dinger 2007

### CONTEST STAFF

#### APERANCE JUDGES:

Bill Hayward, David Kick

#### LINE BOSS:

Ken Kaiser, Robert Werle

Ron duly, David Hull

Ray Ebert

#### RAMROD:

Anton Kephart, John Wright

#### SCORING:

Randy Hydon, Sylvia Striekland

Robert Weber, Pete Soule

Sharon Clancy, Sally Yee

#### REGISTRATION:

Robert Weber, Sylvia Striekland

Brian Baker, Pete Soule

#### FOOD BBQ & Shirt Sales:

Warren Walker, Ramona Walker

Dave Kick, Dennis Coleman

#### CONTEST PHOTOGRAPHERS

Pete Soule, Rickii Pyatt

CD

Rudy Taube







Don Chandler's

# 2008 Spring Tune-Up

## Stunt Results

May 4, 2008 / Mavis Henson Field, Woodland, California

CD: Don Chandler

ED: Jim Aron

PIT BOSSES: Kim Mortimore and Cleon Lingwood, Jr.



Stunt Gothic: Our CD and fearless leader, Don Chandler, as seen in a past life.

Well, if you like calm air, we had it in the morning. If you are partial to a bit more air, we had that in the afternoon. If you like hot dogs, chili, chips and soft drinks, we had that midday. If you like sun, we had that all day. If you like ordering your sock drawer and balancing your check book, you were out of luck.

It was a cozy affair which allowed for a relaxed day and an early battle with the traffic.

One of the perks of tabulating by yourself all day...what am I saying? There are no perks, but it does afford you the opportunity to track our local crop (crop, with an o) of judges. My impression was that we are showing some improvement on this front. The tracking was excellent in every event and while that does not prove solid judging, it certainly is a positive indicator. Some of the numbers might have been a tad high, but that is irrelevant if it is consistent and the order is right.

In Beginner we had freeflighters, carrier flyers, new flyers, but it looks like Jeremy Baker is the guy to beat these days.

Intermediate featured the return of Clint Ormosen who gave Mr. Scholtes a run for his money and solid flights by Brian Baker and Brian Moore who both have just moved up from Beginner.

**Beginner:** Judges: Paul Pomposo & Jim Tichy

- |                   |       |
|-------------------|-------|
| 1) Jeremy Baker   | 229.5 |
| 2) Elliott Scott  | 216.5 |
| 3) Gordon Tarbell | 177.0 |
| 4) Walt Ghio      | 145.5 |
| 5) Don Chandler   | 66.5  |

**Intermediate:** Judges: Heman Lee & Bob Duncan

- |                     |       |
|---------------------|-------|
| 1) Michael Scholtes | 453.5 |
| 2) Clint Ormosen    | 450.5 |
| 3) Dick Myers       | 433.0 |
| 4) Brian Baker      | 429.5 |
| 5) Brian Moore      | 426.0 |
| 6) Howard Yamagata  | 402.5 |

**Advanced:** Judges: Clint Ormosen & Brett Buck

- |                        |       |
|------------------------|-------|
| 1) Larry Wong          | 483.5 |
| 2) Cleon Lingwood, Jr. | 463.5 |
| 3) Dan Gomez           | 462.0 |
| 4) Jerry Arana         | 456.5 |
| 5) Bob Duncan          | 456.0 |
| 6) David Hueseman      | 451.0 |
| 7) Heman Lee           | 445.0 |
| 8) Lewis Lingwood      | 410.0 |

**Expert:** Judges: Bob English & Larry Wong

- |                     |       |
|---------------------|-------|
| 1) Brett Buck       | 601.0 |
| 2) David Fitzgerald | 593.0 |
| 3) Jim Aron         | 587.5 |
| 4) Phil Granderson  | 585.0 |
| 5) Paul Pomposo     | 552.5 |
| 6) Jim Tichy        | 543.5 |

**Old Time:** Judges: Doug Barton & David Fitzgerald

- |                     |       |
|---------------------|-------|
| 1) Jim Aron         | 288.5 |
| 2) Bob Duncan.      | 278.5 |
| 3) Heman Lee        | 252.0 |
| 4) Kim Mortimore    | 236.0 |
| 5) Michael Scholtes | 234.0 |
| 6) Dick Myers       | 222.0 |

Larry (StrongAnd) Wong captured Advanced with one of his many yellow and purple Fancherlike Imitation thingies (Dan Gomez took third with another one) and Brett Buck edged out Dave Fitzgerald who emerged from his laboratory/workshop where he is close to completing a new airplane: Thunder Gazer. OH MY FREAKIN' FATE! David Fitzgerald with a new airplane? It is designed to come apart, travel on a big jet, go together again in a place like France, win the FAI World Championships, come apart again, fly back home, go back together, fly at the Ted Goyet contest in August and get beat again by Brett! Ain't life grand? -Jim Aron



Editor's Note: Here are the VSC XX Results for Old Time Stunt and Classic in their entirety. We erred in not providing the complete results in the May/June 2008 Stunt News Contest Results. We apologize for any inconvenience this may have caused anyone.

## VSC XX - Old Time Stunt Results

First Name	Last Name	Plane	Engine	Flt #1	Flt #2	Total	Place
John	Wright	Barnstormer	McCoy 40 S21	297.5	305.5	603.0	1
Charlie	Reeves	Big Job	Fox Long Nose 59	298.0	301.5	599.5	2
Keith	Trostle	Big Job	DS 54	301.5	296.5	598.0	3
Lou	Wolgast	Jamison	Bordak 40	295.0	302.0	597.0	4
LeRoy	Black	Jamison	Brodak 40	289.0	303.0	592.0	5
Bob	Whitely	Belfrey Bound	ST-46	281.5	305.5	587.0	6
Bob	Smiley	Jamison	Brodak 40	291.5	294.5	586.0	7
Jim	Hoffman	Upstart	Brodak 40	290.5	294.5	585.0	8
Dale	Barry	Humongous	PA-51 SE	293.0	291.0	584.0	9
Joe	Gilbert	Galloping Comedian	Fox 35	288.5	288.0	576.5	10
Bob	Duncan	Jamison	MAG 32	280.5	290.5	571.0	11
Allen	Brickhaus	Barnstormer	L&J Fox 35	287.5	283.5	571.0	12
Mike	Scott	Jamison	Aero Tiger 36	280.0	290.5	570.5	13
Gaylord	Elling	All Australian	Brodak 40	278.5	291.5	570.0	14
Randy	Cuberly	Jamison	Brodak 40	273.5	287.5	561.0	15
Jim	Rhoades	Humongous	MAG XLS 36	270.0	287.5	557.5	16
Tom	Hampshire	Williamson Ringmaster	Fox 25 Three Bolt	274.0	283.0	557.0	17
Ray	Firkins	Ringmaster	SAITO 30	273.5	282.5	556.0	18
Dale	Gleason	J.C. Yates Madman	Torpedo 32	274.5	280.5	555.0	19
Carl	Shoup	Belfrey Bound	OS-46LA	271.5	281.0	552.5	20
Burt	Brokaw	Jamison	Fox 35	277.5	271.0	548.5	21
Stan	Tyler	Ringmaster	OS-20FP	268.5	279.5	548.0	22
Bart	Klapinski	Madman	L&J Fox 35	271.0	276.0	547.0	24
Chris	Brainard	Jamison	Brodak 40	259.0	288.0	547.0	23
Mike	Ostella	Humongous	OS-46LA	261.0	284.0	545.0	25
Douglas	Benedetti	AAS Barnstormer IGN	4 Bolt Fox K&B IGN	266.5	278.0	544.5	26
Bob	Lipscomb	Barnstormer	GMA OS-35S	265.5	278.0	543.5	27
Robin	Sizemore	J.C. Yates Dragon	Brodak 40	264.5	275.5	540.0	28
Kaz	Minato	Humongous	Stalker 40 SE	278.5	254.0	532.5	31
Ed	Capitanelli	Jamison	OS-35S	261.5	271.0	532.5	29
Roy	DeCamara	Jamison	DS 40	259.5	273.0	532.5	30
Rene	Berger	Squaw (Take Apart)	Fox 35	246.5	283.0	529.5	32
Mike	Donovan	El Diablo	Fox 35	249.5	277.0	526.5	33
Ken	Gulliford	Jamison	Brodak 40	253.0	273.0	526.0	35
Frank	McMillan	Gambler	ST-60	282.0	244.0	526.0	34
Pete	Peterson	Jamison	L&J Fox 35	276.0	247.0	523.0	36
Nick	Lemak	Super Duper Zilch	MIKI 51	259.0	262.5	521.5	37
Roger	Wildman	Jamison	MAG XLS 36	253.5	267.5	521.0	38
Jim	Renkar	Brodaz Smoothie	Brodak 40	260.0	256.5	516.5	39
Dick	Byron	Barnstormer	OS-35S	252.0	262.5	514.5	40
Scott	Harness	Jamison	Brodak 40	258.5	254.5	513.0	41
Bene	Rodrigues	Ringmaster	Brodak 25	233.5	270.5	504.0	42
Dave	Gardner	Barnstormer	OS-25FP	243.0	259.0	502.0	43
Mike	Haverly	Barnstormer	OS-25FP	236.5	262.0	498.5	44
Jim	Kraft	Humongous	Anderson Spitfire	234.0	254.0	488.0	45
Jim	Thomerson	Hearns Demon	Fox 35	250.5	231.0	481.5	46
Warren	Walker	Smoothie	Brodak 40	233.0	242.0	475.0	48
Jerry	Chambers	Twelve by Jack Ritner	Fox 35	225.0	250.0	475.0	47
Gregg	Elling	Ringmaster	OS-25LA	194.0	272.5	466.5	49



First Name	Last Name	Plane	Engine	Flt #1	Flt #2	Total	Place
Lew	Wollard	Viking	Silver Fox 40	243.0	219.0	462.0	50
John	Callentine	Travelair	OS-46LA	241.0	218.5	459.5	51
Lewis	Corbett	Jamison	OS-40FP	234.5	225.0	459.5	52
Larry	Renger	Humongous	SAITO 40a	257.5	200.0	457.5	53
Steve	Holt	FENO CF	Brodak 25	217.0	238.0	455.0	54
Tom	McClain	Baby Clown	OS-15FP	207.0	226.0	433.0	55
Tom	Chambers	Ringmaster	OS-25FP	190.5	232.5	423.0	56
John (Doc)	Holiday	13	OS-25LA	192.5	225.5	418.0	57
Russ	Gritzo	Smoothie	Brodak 40	162.0	247.5	409.5	58
Thomas	Case	Barnstormer	Fox 35	195.0	206.0	401.0	59
Robert	Brookins	Humongous	Silver Fox 40	165.0	235.5	400.5	60
Larry	Lindburg	Barnstormer	Fox 35	161.5	233.0	394.5	61
Roy	Trantham	Humongus	DS 54	268.0	124.5	392.5	62
Stan	Haugarth	Go Devel Jr.	OS-35S	155.0	219.5	374.5	63
Jim	Lee	Trixter A-B Twin	Two OS-15FPs	266.5	102.5	369.0	64
Ty	Marcucci	VECO Chief	OS-35S	150.0	213.0	363.0	65
Richard	Wolsey	Madman	DS 40	137.5	198.5	336.0	66
Bill	Ledden	Super Clown ARF	OS-35FP	80.5	244.5	325.0	67
David	Kick	Super Clown	OS-25FP	120.5	185.0	305.5	68
De	Hill	Star	Fox 35	92.0	202.0	294.0	69
Gene	Martine	All American Sr.	Fox 29	267.5	0.0	267.5	70
Bill	Byles	Sterling YAK-9	L&J Fox 35	264.0	0.0	264.0	71
Ron	Barentson	Humongous	OS-46LA	248.5	0.0	248.5	72
Glen	Allison	Jamison	AXJ 2814/12	236.0	0.0	236.0	73
Bob	Emmett	Barnstromer	Fox 35	232.5	0.0	232.5	74
Don	Dubie	Ringmaster	OS-25LA	92.5	99.5	192.0	75
Joe	Bowman	El Diablo	Fox 35	183.0	0.0	183.0	76
Lou	Crane	Gyarator	Fox 35	84.0	0.0	84.0	77
Steven	Diaz	Ringmaster	OS-25LA	68.5	0.0	68.5	78



# VSC XX - Classic Results

First Name	Last Name	Plane	Engine	Flt #1	Flt #2	Total	Place
Bob	Hunt	Caprice	Aero Tiger 36	567.0	546.5	1113.5	1
Bob	McDonald	Strathmoor	PA-40 Lite	561.0	536.5	1097.5	2
Keith	Trostle	Focke Wulf TA-152	PA-40 Lite	557.5	533.5	1091.0	3
Frank	McMillan	Caprice	PA-40 Lite	535.5	554.5	1090.0	4
Kaz	Minato	Hunongous	Stalker 40 SE	531.0	549.5	1080.5	5
Masuru	Hiki	57' Nobler	Fox 35	519.0	558.0	1077.0	6
Gordan	Delaney	All American Eagle	PA-40 Lite	535.0	534.0	1069.0	7
Lou	Wolgast	Furry	Brodak 40	542.0	522.5	1064.5	8
Don	McClave	O'Tool Tucker	Aero Tiger 36	523.0	533.0	1056.0	9
Jim	Hoffman	USA-1	ST-60	520.0	515.5	1035.5	10
Bene	Rodrigues	Super Ares	DS 54	494.0	523.5	1017.5	11
Warren	Tiahr	Venus	Aero Tiger 36	516.0	499.0	1015.0	12
Allen	Brickhaus	Rayette	Byron Barker 40FP	495.0	513.0	1008.0	13
Antone	Kephart	Neptune II	Brodak 40	498.0	509.0	1007.0	14
Dale	Barry	Thunderbird I	Fox 35	487.5	518.0	1005.5	15
Roger	Wildman	Caprice	MAG XLS 36	488.5	516.0	1004.5	16
Stan	Tyler	Chizler	Brodak 40	476.5	523.5	1000.0	17
Tom	Hampshire	Ares	Aero Tiger 36	488.5	503.5	992.0	18
Tom	McClain	Wooley Cobra	DS 40	478.0	512.0	990.0	19
Jim	Rhoades	Humongous	MAG XLS 36	480.5	508.0	988.5	20
John	Wright	Ares	OS-35S	490.5	497.0	987.5	21
Robert	Compton	Flying White Horse (P-63)	Aero Tiger 36	482.0	505.0	987.0	22
Bob	Smiley	Shark 45	PA 65	500.5	485.0	985.5	23
Robert	Harness Jr.	Gladiator 45	ST-51	494.5	490.5	985.0	24
Gaylord	Elling	Venus	Aero Tiger 36	472.5	511.5	984.0	25
Chris	Brainard	Oriental	Brodak 40	465.5	516.5	982.0	26
LeRoy	Black	Ken Hi Cougar	Bordak 40	484.5	496.0	980.5	27
Jim	Tichy	Electra	RO-Jett 40	475.5	504.0	979.5	28
Joe	Gilbert	Gieseke Nobler	Fox 35	488.0	491.5	979.5	29
Wesley	Dick	62 Ares	Aero Tiger 36	495.0	483.0	978.0	30
Ray	Firkins	Excalibur	Aero Tiger 36	444.0	529.0	973.0	31
Michael	Duffy	57' Nobler	Brodak 40	446.5	523.5	970.0	32
Roy	Trantham	Humongus	DS 54	489.5	476.5	966.0	33
John	Miller	All American Eagle	Stalker 40 RE	475.0	483.5	958.5	34
Mike	Donovan	VECO Hurricane	OS-40LA	464.5	490.5	955.0	35
Yuhi	Minato	Fanacy Pants	Brodak 40	483.0	470.5	953.5	36
Bill	Wilson	Panther	Johnson 35	518.5	434.5	953.0	37
Grady	Widener	NOVI	Stalker 40 RE	468.0	476.0	944.0	38
Gene	Martine	Mack Lark	Aero Tiger 36	448.0	496.0	944.0	39
John	Callentine	Caprice	OS-46LA	441.5	495.5	937.0	40
Dale	Gleason	Skylark	ST-51	429.5	507.5	937.0	41
Glen	Allison	Oriental (Electrick)	AXJ 2814/12	470.5	465.5	936.0	42
Thomas	Case	Shark	OS 52 4Cycle	450.0	485.0	935.0	43
Bob	Whitely	Two Bits Twin	Two Aero Tiger 36	463.0	472.0	935.0	44
Roy	DeCamara	Mackey Lark	OS-46LA	454.5	479.0	933.5	45
Randy	Powell	Wooley cobra	PA-40 Lite	424.5	504.5	929.0	46
Larry	Lindburg	Nobler	DS-40	452.0	471.0	923.0	47
Lew	Wollard			450.5	467.5	918.0	48
Don	Hutchinson	59 Thunderbird	MAG XLS 36	434.5	481.0	915.5	49
Pete	Cunha	Smoothie	OS-35S	439.0	465.0	904.0	50
Scott	Harness	51 Nobler	Aero Tiger 36	477.0	418.0	895.0	51
Mike	Ostella	Pow Wow	Brodak 40	433.5	460.5	894.0	52



First Name	Last Name	Plane	Engine	Flt #1	Flt #2	Total	Place
Bob	Duncan	Tucker Special	MAG 36	430.5	460.0	890.5	53
Jerry	Chambers	Stills Stuka	Fox 35	431.5	458.5	890.0	54
Gary	Akers	Thunderbird II	Royal 40	470.5	417.5	888.0	55
Mike	Haverly	Freedom 45	OS-46LA	465.5	408.0	873.5	56
Harumi	Sasaki	Oriental	OS-35FP	403.0	449.0	852.0	57
Nick	Lemak	Ken Hi Cougar	Brodak 40	391.5	459.0	850.5	58
Darrell	Harvin	Chief	Fox 35	478.5	321.0	799.5	59
Lou	Crane	Blite Streak ARF	OS-25LA	400.5	399.0	799.5	60
Clint	Ormosen	Vanloo Chipmunk	Brodak 40	388.0	400.0	788.0	61
Tom	Chambers	Ringmaster	OS-25FP	401.5	365.0	766.5	62
Gregg	Elling	Nobler	OS-40LA	336.0	410.5	746.5	63
Tom	Hagler	Oriental	OS-35S	250.5	437.5	688.0	64
John (Doc)	Holiday	Sheeks Spitfire	Fox 35	184.0	404.5	588.5	65
Robert	Brookins	Oriental	Brodak 40	355.5	224.0	579.5	66
Warren	Walker	Hawker Hunter	Randy Smith ST-60	72.0	478.0	550.0	67
Burt	Brokaw	Nobler	OS-35S	470.0	0.0	470.0	68
Bob	Hazle	Vulcan	Aero Tigre 36	458.0	0.0	458.0	69
Randy	Cuberly	Blue Angle	OS-46LA	448.5	0.0	448.5	70
Carl	Shoup	Belfrey Bound	OS-46LA	440.0	0.0	440.0	71
Andrew	Borgogna	Ringmaster	MoCoy 35	0.0	436.0	436.0	72
Larry	Renger	Folker D7	MoCoy 35	404.0	0.0	404.0	73
Lewis	Corbett	Blue Angle	OS-46LA	0.0	378.0	378.0	74
Jeff	Welliver	Tempest	Brodak 40	0.0	364.5	364.5	75
Ty	Marcucci	Sheeks Knight	OS-40FP	91.5	68.0	159.5	76



# Dallas Hanna: GRONDAL NOBLER

Hi again Tom,

Have a look at these ones and let me know if they are ok for Stunt News. The clunk components for the tank are from 2 different runs. The one with the tubing attached is the one I'm using in a model and the other one is a spare one for this model. Just different o-rings used.

With the wing joiner, I haven't got a photo of the rear one for the trailing edge, but it is just a single screw from the bottom of the trailing edge.

Details of the AMA Special plus 18% (alias Grondal Nobler) works out at 61" span. With this increase in size, the wing section is very near the same as

Bill Werwage's USA-1. The one I had in France for the 2000 W/Champs was plus 15% and actually had a USA-1 section in it. The only difference in this one was that I fattened it up to 2 1/16" thick. As you can guess, I like the USA-1 and have had a couple of them in the 90s. A great looking and flying model.

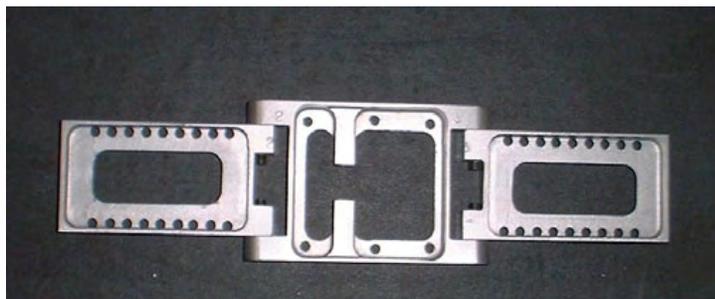
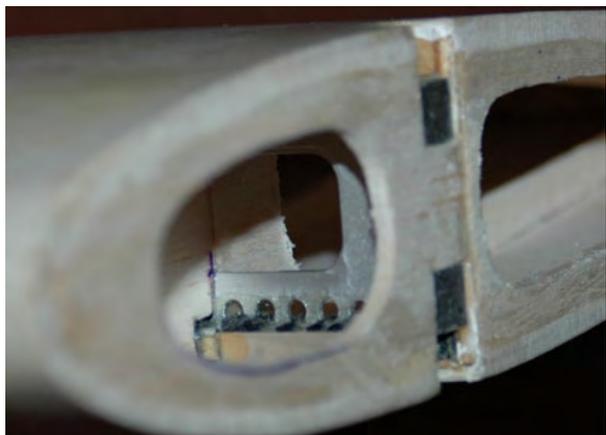
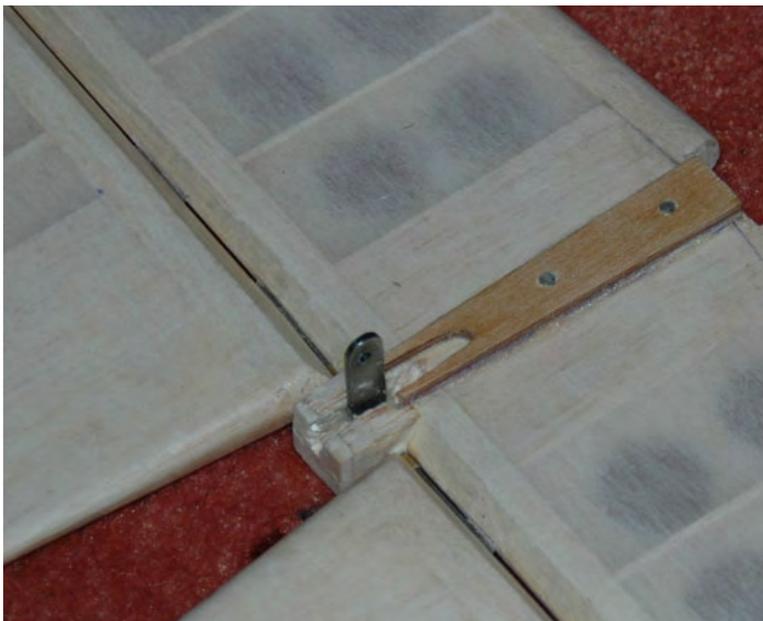
Feel free to use anything like this in Stunt News! It's a pity that more aren't willing to share things like this to encourage beginners to make their own bits rather than have someone else do it for them at a greater cost. I know the wing joiner like this is beyond the skills of many but tanks, bellcranks, horns etc is well within the scope of most modellers with a

couple of airframes under their belt. Far too many are too quick to steer them off to the nearest shop to part with their money for things they don't need.

All the best from OZ

- Dallas





# Don Ogren: CARDINAL

Hi Guys,

The sun angle was pretty good at noon today, so here's the shots of the (born again) Cardinal, just finished last night. (This is the bird that I smashed up last May, while practicing for the 2007 NATs) This time around, I wanted to do a paint job for a change instead of my usual plastic/UltraCote covering. I'm happy with the results, as they are, after being the first attempt at painting a plane since 1958. Most of the time and work was in the wet sanding process between coats, of which there are probably 10-14 total on the fuselage. The wings and horizontal tail were recovered with Ultracote. Paints were Rustoleum on the fuselage and fin, and the trim colors are Top Flight LustreKote, as is the clear topcoat. Flight tests will be made next week, weather cooperating. (Thought you'd like know what this old geezer has been doing this winter.)

Regards,

- Don Ogren



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**O.S. 35-S Rework includes:** 1. Deburr the factory port burn, 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

**McCoy .40 Red Head Rework includes:** The weak link in the Mc.40s was the soft, "sintered" non 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 in the cylinder using a very mild lapping compound, 3. I install a custom made stunt venturi, 4. I repair 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

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# Electric Safety by Nick Lemak

I have recently delved into the use of Electric power for a C/L model (Randy smith's Vector 40). Some of my friends watched as I prepared my plane for initial flights and cautioned that I was being careless. I also observed other modelers using Electric power and noted some potentially dangerous procedures on their part. These events caused me to evaluate the use of Electric power and to attempt the development of acceptable procedures.

First, let me explain that I have employment experience in the use of digital electronics. My career consisted of the design of digital circuitry as used in large scale computers. I was there when transistors were first used as individual components on a printed-circuit board and I was still there during the development of high-density custom designs in integrated circuit chips. My experience tells me that the components used in our

models fall either in the "commercial" or "industrial" grade of reliability. None of the manufacturers of these grades would recommend use of those components in life-threatening situations.

I have seen a myriad of electronic failures in digital electronics. These failures cannot be reliably predicted. The result of failure can result in anything from no operation to the full application of power to the motor. Unexpected application of full power to the motor in an uncontrolled model can result in serious injury or death. I, therefore, submit the following procedure when operating Electric powered models.

The basic premise is very simple. **When the battery is applied to the electronics, there will be someone holding either the model or the control handle until the battery is disconnected.** That means that, when your model has landed, you do not lay down your handle

and walk to the model while someone else walks to your handle. You must maintain control of the handle until someone arrives to relieve you and then you may walk to your model. In addition, when approaching a model which has landed, do not approach from the front of the model or from the front of the lines but walk around and approach from the rear. Also, when you take the model to the pit area, do not release control of the model until the battery has been disconnected.

I realize that the frequency of failure is expected to be extremely small but at what failure rate would you risk your own life?

Respectfully presented for everyone's consideration.

- Nick Lemak



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# Making a Carbon Fiber Spinner

## by Steve Everett

Adding a Carbon Fiber Spinner cone to your new plane is an outstanding way to making the front row. It's also a good way to save some weight. My Carbon Cone weighs 2.1 grams compared to 9 for the aluminum counterpart. If you think you are ready to jump into the composite molding world this is an excellent place to start. The method I used was to build off an existing design. In this case I used a 2" Randy Smith Aero Products Spinner and replaced the cone. The Back plate and nose nut are used in conjunction with the new cone.

You will need to start with making a plug, which needs to be an exact copy of the final cone. I use a set of micrometers to pull the dimensions for proper outside diameter's and overall length. The larger diameter has to be slipped inside of the retaining lip on the back plate. The smaller diameter must match up to the diameter of the nose nut. The plug needs to be turned on a lathe using a tight grain hardwood such as maple. Take your time and make the wood plug 3/16" longer

than the actual length of the finished cone. This will make it easier in the lay up process. The plug needs to be final sanded on the lathe at high speed with 320-grit. While it's still spinning at high-speed, dip a cloth in lacquer or shellac and touch it on the spinning plug. Do this a few times and it will quickly have a high sheen. Make sure to coat the entire plug including the flat of the nose. Turn the lathe on at high-speed and sand with 600-grit to obtain a gloss finish. Now with the lathe stopped apply one (1) coat of Partall mold release paste #2 to the plug, allow drying a few minutes, and wiping off using the spinning method and cloth. Repeat this step five (5) more times. At this point you should have a class "A" finish of high gloss ready for a lay-up. (Note: If you don't have a lathe or the skill to turn a hardwood plug please contact me and I will make one for you free. I can turn a plug in 15 minutes so it's no big thing). Partall is made to be applied by hand and wiped off by hand but the lathe spinning method saves a ton of time and elbow grease.

Now the plug is ready to pull a mold off. Drill a small hole in the bottom and create a stand. Precut six (6) layers of 2-oz. tight plain weave cloth sized to make one full wrap. I make a paper pattern first to get my size right. Spray on 2 coats of Frekote silicon spray release on the plug and let dry. This will help to allow the mold to pop off the plug easier. Mix up 2-oz. of epoxy and coat the entire plug using a throw away brush. Apply it heavy and lay on your first layer of cloth. Dab the cloth using the brush to get the epoxy to start soaking in. Allow the epoxy to soak in to the cloth and continue to add layers of cloth and epoxy until all six are used. Having excess epoxy is no problem. Ensure there are no void spots and allow to dry hard for 36 hrs. Carefully pry the mold from the plug and inspect for voids, bubbles or imperfections on the

inside molding surface. If there are, throw it away and make another one until you get it right. This is truly part of composite molding. You must be willing to toss it out and start over because mistakes are made during the learning curve. If all is good, clean it up and sand the outside.

Drill a 1/4" hole in the end dead center. This will allow the epoxy a place to drain out during the molding process. Using your trusty Dremel and a #423E EZ lock cloth polishing wheel and on the highest speed, polish the inside of the mold. It should be smooth and shiny. Coat the inside with Partall paste and allow it to dry for a while. Buff it off with the polishing wheel to a high sheen and repeat the process about 6 more times. Now the surface should be a class "A" finish. Spray on a coat of Frekote.

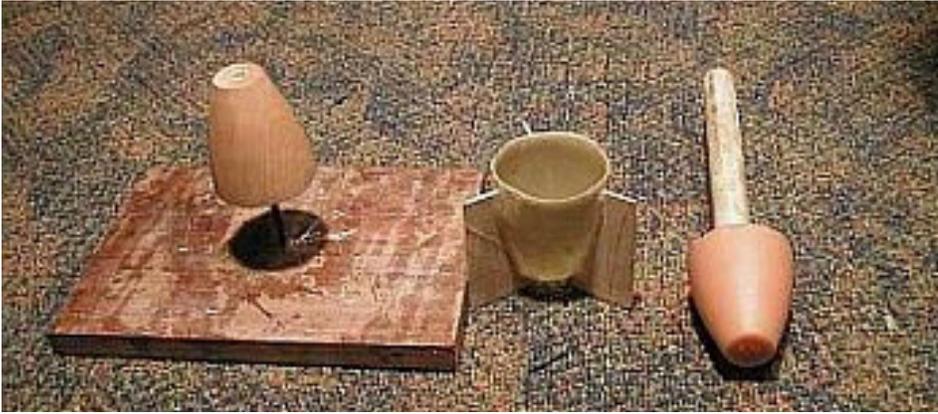
Now it's time to make a Ram. This is used to press the carbon cloth hard against the mold and remove excess epoxy. The ram is made using casting urethane. Tape off the hole you drilled in the end with a couple of layers of masking tape. You will need to make a handle. I used a 3/4" diameter dowel 8" long and drilled a 1/8" hole at right angle near the end. Insert a 1/8" dowel and glue it in. This will lock the handle in the ram. Drill another 1/8" hole on the other and hang the handle suspended in the mold. No part of the handle should touch the mold sides. Mix up the casting urethane and carefully pour it into the mold. Do not be concerned if there are bubbles for they will outgas in the curing process. Wait overnight and pop the ram out. It will come out hard but



than the actual length of the finished cone. This will make it easier in the lay up process. The plug needs to be final sanded on the lathe at high speed with 320-grit. While it's still spinning at high-speed, dip a cloth in lacquer or shellac and touch it on the spinning plug. Do this a few times and it will quickly have a high sheen. Make sure to coat the entire plug including the flat of the nose. Turn the lathe on at high-speed and sand with 600-grit to



# Features



will come.

The final process will be the carbon spinner lay-up. Make a new paper pattern and cut two layers of 2 oz. Carbon Fiber cloth. Also cut two small round circles



1/2" larger in diameter than the small end of the mold. Re-coat the mold with two (2) coats of Frekote and let dry. Mix some epoxy and paint a coat in the mold. Carefully lay the first layer of cloth being careful to keep the seam straight up and down. The seam needs to be overlapped. Use a small brush to dab it into place and wet it out. The lower ends of the first layer



should make the hard turn at the bottom. Lay in a circle piece you cut at the bottom. This ties it in to the first piece you put in. Place the second layer in place with the seam 180 degree from the first. Lie in the second circle and make sure it's wetted out. Insert the ram and clamp as shown. All the excess epoxy will ooze out the bottom hole. Wait 36 hours and remove the ram. The spinner will come out hard despite all the Partall and Frekote. I take a 6" plastic prop and carefully work it between

the mold and cone and pull until it comes out. It should look nice and glossy. Now carefully dremel the rough larger end down until it fits into the lip of the back plate perfect. Also carefully cut out the other



end until the nose nut fits perfect into the hole. Cut the blade slots. Sand the cone with 360-grit and spray a couple coats of lacquer. Mount it all up and enjoy! I apply some Locktight #265 on the threads to hold in place because you do not want to over-tighten the nut.

Any questions please do not hesitate to call or Email.

Stephen Everett  
Cell: 207-831-1582  
Email: [SE@Sunnybreeze.com](mailto:SE@Sunnybreeze.com)

Sources of supplies: [www.cstsales.com](http://www.cstsales.com). Good source for all kinds of fiberglass & carbon fiber cloths, epoxy and supplies.

I use Fiberglass plain weave 2oz. Item #G21120.

Carbon Fiber cloth is 2oz plain weave. Item C101.

Frekote AC4368, Silicon Spray release. Item V209

Partall Paste #2. Item # V201.

West Epoxy 105 Resin & 206 Slow hardener. Buy the Mini-pumps to match.

[www.smooth-on.com](http://www.smooth-on.com). Good source for Urethane casting rubber. I use Vytaflex 40 trial size.

[www.dremel.com](http://www.dremel.com). Felt polishing cone Item 422 or EZ lock Cloth polishing wheel Item 423E.

-Stephen Everett



# Recycling Wild Bill

by T. Michael Jennings

Your finished airplane is smarter than you are! It instinctively knows every solitary aerodynamic law, and unquestionably obeys them to the letter. (7)

The above quote comes from Bill (Wild Bill) Netzeband. Bill published many articles during the late 1950's and middle 1960's. The articles are a combination of the physical principles, mathematical analysis, experimental test, and some enlightened guesswork.

These articles are relatively unknown by most modelers. Likely, the publication dates of these articles are before the birth of many of the current modelers. Bill has publicly admitted that the mathematics presented were pitched high and inside to folks without an engineering or scientific education. However, the physics and mathematics have not changed; these principles are still applicable to our control line models. It should also be noted that some of the "numbers", such as wing loading, and velocities were

derived around the power pattern of the ubiquitous Fox 35, with open-exhaust, on Fox SUPERFUEL. The development of more powerful "small" engines, as well as larger engines suitable for aerobatics, allowed us to build larger, heavier airplanes, which improved their ability to perform in adverse weather conditions.

My introduction to these articles was thru Charles Buffalano. Charles was commenting on my article in the July/August 2007 issue of Stunt News titled Control Line Design. Charles referred me to Bill's articles, which are on URL. <http://www.iroquois.free-online.co.uk/netze/wildbill.htm>

Mr. Dave Day published these articles online at Dave Day's Control Line Page. Mr. Keith Trostle provided the articles to

Dave.

Bill Netzeband graduated from the college that taught; pie R squared. Ole Mike's college taught; pie R round. In order for me to understand the gems in Wild Bill's articles, it took organizing and writing down the principles.

After going to the trouble of writing down the principles, it was easy to make them available to other modelers. Thus, the purpose of this article is to provide these principles in a non-mathematical format so you can incorporate the principles into your aircraft building and flying.



Wild Bill Netzeband is celebrating the anniversary of the January 1951 publication of his Scared Kitten aircraft construction article in ZAIC. The design of the Scared Kitten is 56 years young.



T. Michael Jennings holds his recently completed Heinkel He-100. Jack Sheeks designed and published the Heinkel He-100 in January 1980.



# Features

	<b>Design:</b>
(2)*	<p>Average proportions for a stunt aircraft are similar to a full size aircraft;</p> <ol style="list-style-type: none"> <li>Wing CL to stabilizer CL is 2.08 average cord length,</li> <li>Wing CL to prop face is 1.25 average cord length,</li> <li>Flap area is 16.7% of total wing area,</li> <li>Vertical stabilizer (fin) is 7.0% of total wing area,</li> <li>Horizontal stabilizer is 12.0% of total wing area,</li> <li>Elevator area is 11.3% of total wing area,</li> <li>Prop needs 2-inch minimum of ground clearance.</li> </ol> <p>Note: CL is Center of Lift</p>
(4)	<p>Parasitic drag has three primary components. The primary components are approximately:</p> <p>25% is due to the landing gear, 40% is due to the wing, 35% is due to the fuselage and tail.</p>
(6)	<p>Your personal handle travel preference should be established by experiment;</p> <ol style="list-style-type: none"> <li>Determine the angle of control handle in level flight,             <ol style="list-style-type: none"> <li>Perpendicular with the ground or,</li> <li>X degrees less than vertical.</li> </ol> </li> <li>From level flight, determine maximum comfortable <b>UP</b> angle that your wrist will allow.</li> <li>From level flight, determine maximum comfortable <b>DN</b> angle that your wrist will allow.</li> </ol> <p>The above <b>UP</b> and <b>DN</b> wrist angles are the basis for the Control System design.</p>
(6)	Flap to elevator pushrod is the weakest link in the control system.
	<b>Engine:</b>
(1)	Increasing engine offset increases line tension more that additional rudder offset.
(1)	When the tank centerline is higher than the needle valve centerline, the engine will lean out on outside maneuvers and inverted flight and richen up on inside maneuvers and level flight.
(4)	Balance props before using them.
(1)	Break-In a new engine at home on a test stand. Check for loose bolts, connections and leaks.
(7)	Gyroscope precession manifests itself when the model tries to "come in" toward the pilot. The control lines lose tension and the pilot loses control.
(7)	Counter Clock Wise (CCW) flight with Counter Clock Wise engine rotation causes the aircraft to "come in" on sharp down pitch. Ref; square eights and the middle two corners of the hourglass
(7)	Clock Wise (CW) flight with a Counter Clock Wise (CCW) engine rotation causes the aircraft to "come in" on sharp up pitch. Ref; second and third corners of reverse wingovers and bottoms of outside squares.
(7)	Plastic props weigh more than wood props and cause more "come in" tendency.
(7)	The "come in" tendency is dependant on propeller weight, propeller diameter, engine rpm, airspeed, and turn radius. Increase of any of these except the turn radius increases the "come in" tendency.
(7)	The "come in" tendency is a "torque" and is independent of the nose length.
	<b>Fuselage:</b>
(4)	Fuselage side area should be concentrated behind the line leadouts.
(7)	Raised engine thrust line reduces the constant minor "come in" tendency in level CCW flight.



	<b>Wing:</b>
(2)	Use a symmetrical wing profile for a stunt ship.
(2) & (3)	A wing with a smaller leading edge radius will stall at a lower speed than one with a larger radius. The smaller leading radius improves landing, stalling softly. The larger leading edge radius stalls sharply, and doesn't recover until the nose drops a few degrees.
(2)	A 15% airfoil with flaps is the idea setup.
(3)	Smooth flying is having the wingtips stall last. Partial span flaps delays wing tip stall and is preferred over full span flaps.
(3)	Flap area should be less than 20% of total wing area.
(3)	Flap cord should be 20% of airfoil cord.
(3)	Elliptical wing tips are the most efficient, relative to lift/drag ratio.
(1)	Remove visible warps from wings, even if it requires replacing the wing.
(4)	Tip weight is only to balance the lines.
(4)	On a tail-dragger model, Toe-In wheels 2 degree or more.
(4)	On a tail dragger model, the landing wheels should be located on a line 20 degree forward of a vertical line thru the center of gravity.
(4)	Tricycle main landing wheels should be located on a line 15 degrees aft of a vertical line thru the center of gravity.
(4)	Tricycle landing gear aircraft's wing should be set on the ground with two degree of negative angle of attack (aoa).
(1)	The model should roll straight ahead on a smooth surface, and the nose-wheel should be able to slip sideways.
(5)	Leadouts should be about a half-inch apart and never greater than one inch apart.
(1) & (3)	The balance point (CG; Center of Gravity) must be at least 75% of the airfoil cord measured from the trailing edge; or For 20% flap cord, the balance point (Center of Gravity) must be at least 55% of the airfoil cord measured from the flap hinge.
	<b>Tail:</b>
(3)	On larger aircraft, horizontal stabilizer and elevator should be built-up rather than solid, considering weight and balance.
(1)	If you have 45 degree of elevator movement and the turning is sluggish, then increase the elevator's size or move the CG back.
	<b>Control System:</b>
(3) & (5) (6)	Bellcrank pivots should be located on the Center of Gravity (CG) for minimum friction at the wing lines guides.
(6)	Bellcrank pivot to control horn hole distance must be 60-100% of flap pivot to control horn distance.
(6)	Three times the bellcrank pivot to control horn distance must be greater than the bellcrank pivot to leadout distance.



# Features

(6)	Use equal elevator and flap angular travel or greater elevator than flap angular travel.
(6)	The bellcrank to flap pushrod sees the combined elevator plus flap load.
(6)	Unsupported wire pushrod, such as bellcrank to flap, with any bend buckles at ridiculous low loads. In other words, they are not suitable for control line models.
(6)	For faster <b>UP</b> and slower <b>DN</b> controls, connect to control horn bearing behind of the hinge line.
(6)	For faster <b>DN</b> and slower <b>UP</b> controls, connect to control horn bearing in front the hinge line.
(3)	Rarely does the elevator exceed 20 degree on properly trimmed aircraft.
(5) & (6)	Doubling the speed caused four times the control force.
(5) & (6)	Doubling the aircraft size causes eight times the control force.
(6)	For equal flap deflection, the flap horn should be at a 90-degree angle to the control horn pushrod with the flap in the neutral position.
(1)	Controls should be free enough that the elevator will droop from its own weight.
(6)	Loss of control in overhead maneuvers can be corrected by increasing model speed.
	<b>Trim:</b>
(3)	You built a <b>Hanger Queen</b> if your model weighs more (in ounces) than 10% of the wing area (measured in square inches). Example: 50 ounce max for 500 sq inch wing, 55 ounce max for 550 sq inch wing, 60 ounce max for 600 sq inch wing, 65 ounce max for 650 sq inch wing, 70 ounce max for 700 sq inch wing,
(6)	A well-designed stunt aircraft will fly better at 60 miles per hour (mph) than at 45-55 mph. This is a 4.8 second lap time on 65-foot lines.
(1)	Verify the model's CG is located on or in front of the Plan's CG. Never make a first flight with the model's CG aft of the Plan's CG.
(1)	<b>FIRST FLIGHT CHECKLIST;</b> a. Peak engine rpm briefly, then back off needle valve to a breaking 4 cycle setting, b. Take off down wind, c. Take off at a shallow angle, check for adequate line tension, d. Give sharp UP, wing warps cause inadequate line tension, e. Give sharp DN, wing warps cause inadequate line tension, f. Perform several inside loops, check for control sensitivity, g. Fly inverted, check for line tension and control sensitivity, h. Perform several outside loops, check for control sensitivity, i. Perform several square and figure eights as fuel allows, j. When engines dies, check touchdown for landing gear location. Caution: If aircraft is tail heavy, fly level laps.
(5)	Increase line rake in windy flying conditions.
(5)	Heavier aircraft require less line rake than lighter aircraft.



(5)	For a 55 oz. aircraft, flying on 60 ft. lines, with 0.015-inch diameter lines, at 5.2 second laps, the line rake angle should be 1.5 degree.						
(5)	Locate the center of the leadout guide behind the center of gravity (CG) per the following: <table style="margin-left: 40px; border: none;"> <tr> <td style="padding-right: 40px;">Wingspan</td> <td>Distance</td> </tr> <tr> <td>48 inches</td> <td>5/8 inch</td> </tr> <tr> <td>60 inches</td> <td>3/4 inch</td> </tr> </table>	Wingspan	Distance	48 inches	5/8 inch	60 inches	3/4 inch
Wingspan	Distance						
48 inches	5/8 inch						
60 inches	3/4 inch						
(5)	Location of the center of the leadout guide has a greater effect on line tension than engine offset or rudder offset.						
(7)	Line tension is reduced when the outboard wing tip is higher than the inboard wing tip in level flight.						

\* This column references the specific article the principle comes from.

- (1) December 1956; Model Airplane News; How to Test a Stunt Ship
- (2) February 1957; Model Airplane News; Theory and the Stunt Model
- (3) March 1957; Model Airplane News; More About Stunt Theory
- (4) April 1957; Model Airplane News; Pointers On Stunt
- (5) July/August 1966; American Modeler; Control-Line Aerodynamics Made Painless
- (6) September/October 1966; American Modeler; Control-Line Aerodynamics Made Painless; The Control System
- (7) December 1967; American Modeler; Control-Line Aerodynamics Made Painless (Part3)

It is a fair question to ask if any of the items in the original seven articles did not prove to be accurate. Yes, two items did not pan out.

The first item that did not pan out is why I was led to Bill's articles. Bill

considered the wing and flap as separate items. Forty years after the publication of the articles, I was looking at the wing and flap as separate items. Thus, I was making the same error as in the articles. Mr. Buffalano directed me to the Netzeband articles. Both Bill and I now realize that an analysis of the wing includes the wing, leading edge, wing tips and flaps. The wing is one unit.

The second item that needs to be revisited is the amount of wing asymmetry (wing offset) one should build into the inboard wing. The articles proposed an offset of 3% of the total wingspan. On a 50-inch wingspan, the inboard wing would be 25.75 inches and the outboard wing would be 24.25 inches. Most modern control line aircraft have equal inboard and outboard wingspans or at most a 0.50-inch offset for a 50-inch wingspan. Note: the Nobler has a 50.5-inch wingspan with a 25.75 inboard wing and a 24.75 outboard span. This 1.0-inch asymmetry is a 2% offset of the total wingspan.

These seven articles, which were written 40 years ago, are remarkable for their accuracy. One must remember that

this was the time, during the 1950-1970's; that many aircraft companies were developing many aircraft and NASA was on its way to the moon. As Bill points out in the articles, he had many able and intelligent men supplying both questions and answers as to what principles define control line aircraft.

How can you benefit from these principles? An easy way is to copy them and use them as check sheets when you are building your next NATS winner. Another way is evaluate your control line aircraft to see which improvements are available. Then change your aircraft for improved performance.

My thanks go to Mr. Bill Netzeband for allowing me to disassemble and reorganize his articles into a format that I could understand. Then to review and allow me to publish these ramblings so you may incorporate Bill's principles into your control line aircraft.

-T. Michael Jennings 



Profile Electric Roadrunner by Ron King of Gainesville, VA. Photo by Ron King



Lew McFarland's Vega 35 by Don Hutchinson at the VSC.



# The Rabe Bearcat

by PAUL WINTER

reprinted from [www.psaeroproducts.com](http://www.psaeroproducts.com) with permission from author.

As a boy, I had always loved the look of military style aeroplanes. When I had the chance to go to the 1978 World Champs in Woodvale near Liverpool. Off I went, back-pack in hand, to watch the best aerobatic flyers in the world competing for the right to be world champion - no mean feat, as the top 20 were separated by mere few hundred points and the final two by only 3 points in a total of 6000 points. Sitting watching in the rain one flyer really stuck out among the crowd. His name, Al Rabe, an American flying a semi scale P51D Mustang that looked so superb in the air, I was taken. So here's how we get to the Bearcat, one of his designs. Up till now no one (I think) has kitted the Mustang or the Bearcat.

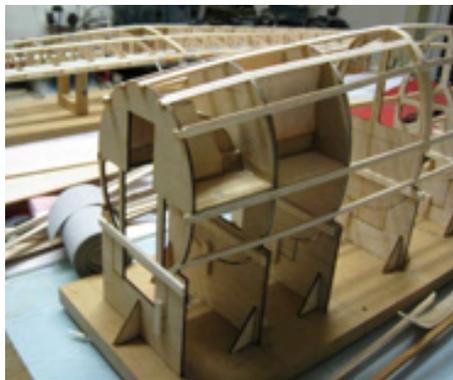
A brief history of Al Rabe: A pioneer of what is now called the "Rabe rudder" - a means to increase line tension in certain manoeuvres, also the adjustable lead-out guide and many other items. In 1978 the Aero Modeller published "Evolution of a Thoroughbred"; a great piece showing how he got to be so good.

Kyle of Tank's Hanger is a firm who makes laser cut kits and any parts you want ...at a price of course. They make the Bearcat laser cut kit - cost with postage about £150. You may think this is a lot, but when you see the general quality of the kit you would still pay double and be happy. There is a hardware pack needed for this model. Tom Morris does this on line.

When you layout the kit and study it, you think, "Help!" It comes with a plan that has lots of dimensions on it and that's all - you need to get his videos to help you with construction. These need to be watched before any construction is started unless you are a VERY experienced builder. I won't say it's impossible, but lack of some info makes it very hard to build. You start by making 2 jigs that the fuzz and wing are built on - this enables a truly straight model. The wing is built on the rod method. NOTE - the rods you should use are 3/8 inch aluminum light tube as the lightness will allow the rods to move if the wing twists.



It has dihedral, as you build you will see what I mean. Before you can start building the wing you have make up the centre section that carries the bellcrank mounting. Now this is fun, 2 pairs of hands are needed to get it all aligned. The video tells you to build it, then put the bellcrank in and glue the main pivot pin afterwards, but I wasn't sure that was the best way to do it. You decide, as you build the wings it will be apparent how easy it is.



Drawing out the fuzz jig takes some skill. You must use the dimensions on the plan to get the spacing on the jig right, otherwise the sheeting that you get with the kit won't fit. This is very important. Also, the two jigs lock into each other for final assembly - more about this later. As you carry on



with construction, making the tail plane and the tail fin, you will realize how much thought has gone into this design and the whole concept.

The tail plane is easy to build because the trailing edge is the main construction that gives it all the strength, very basic and very strong when covered with 1/16 sheet. The tail fin has a template on the plan that you trace, then cut it out in 1/16 balsa - top half vertical grain, bottom half horizontal grain. A triangular insert is put into the base of the fin to give it a contour to fit the rear sheeting of the top decking, as you can see by the picture. Nowhere on the plan or the videos is there anything about the Rabe rudder set up, but there is info on the Internet, if you search for it.

Now comes the fuzz. After gluing all the formers onto their ply counterparts, I found that the ply formers and the balsa formers





are very slightly different size, but only millimetres. A bit of attention with a sanding block, used sparingly, will make all the difference. When you see that a 72 four stroke engine or bigger is mounted on only 3/8 by 1/2 bearers only 6 inches long you think, "Not enough," but believe me it's plenty, it's all to do with surface area and such stuff.

Drill the bearers to suit the engine you're using allowing 2 degrees offset as the ply plate is already cut for this. The nose construction comes first. The first three formers are mated with the ply engine mounting plate and the bearers put into the jig and glued. (In the picture the wing is coming on nicely in the background.) NOTE: building on two jigs, if your bench is big enough, helps speed up construction as you can glue on one and let it dry while working on the other.

The rest of the formers are put in place and glued. All the longerons are also glued at this time. I found the quality of the moulded sheets that come with the kit needs to be addressed, but I still used them as it too hard to make new. Only a little cutting and gluing new bits in here and there seemed to cure the problem. You



can start putting on the sheet sides making sure that the wing aligning longeron is only half covered, as this is a factor later on in the final construction.

So you have all of the wing constructed and covered with balsa sheet still with the rods in. Now it's like that Clint Eastwood film: "Do you feel lucky?"... enough to pull the rods out and see if the wing is straight or not, because it has to be in the jig to be aligned to the fuzz,

and once it's stuck to the fuzz it's almost impossible to "unwarp". So, very carefully pull and twist the rods so they very slowly come out of the wing. Yes, you will break a few ribs, but don't worry because you are only breaking them around the rod mountings. Hey presto! A perfect wing - or not. If not, see how far out it is and support it and damp it gently and untwist it. Sorry, no pictures of this as my



wing was perfect!!! Clean the rods and put them back in, and put it on the jig.

Now comes the best part of the whole model - you will now see how easy it is to build a very straight model. Carefully pry out the fuzz from its jig. If it has stuck into the jig use some uncore Zap. Next take the wing and jig all in one (this is where you need a BIG model bench) and glue it to the fuzz jig as shown on the plan. The picture shows the wing omitted so you can see how you get the two together. NOTE: there are two lines, one on the fuzz jig and one on the wing jig. Check and double check that these are 100% accurate, otherwise the wing won't be square to the fuzz and that means no end

of problems. Put the wing on the jig and start cutting out the fuzz so that when the fuzz is put back in its jig all formers are located in their pockets and the wing/fuzz fit perfect. The main longeron running the full length of the model should align with the centre line on the wing.



The next step will tell you how accurate you are in construction so far - making the push rod off the plan and seeing if it fits. Ensure that all the pushrod connections are strong as this is a one piece model. There is also a jig now for the tail-plane - same concept to help align all surfaces. (You can see it in the pic) This jig also gives the tail plane incidence of about 1/16 on the l/e. Once the push rod is made and connected to the wing and tail plane stick the tail plane and wing to the fuzz. After it's all dry, take the whole model out of the jig and see how straight it is - if you have done it to plan, it should be perfect...

Do as much work as you can in the jig, it gives you a platform to work on and protects the model. I left my tailfin off till the very last moment, as it is so tall and prone to being snapped off!

Fancying a change, I made the sprung mounting u/c. You may think this overkill, but at the end of construction when the model is finished you'll see why it's not.

Back to the final sheeting of the top decking: before that, put a small amount of glass cloth and resin around the inside of the wing join just for a little extra strength, after the top decking was finished, the cockpit and canopy was set about.

Roy Cherry, a good friend and a master builder, showed me how to get a canopy to fit tight years ago: stick some sandpaper upside down on top of the model where the canopy is going but a little bit bigger



# Features

all around. Then cut the canopy to a rough fit, slide it backwards and forwards on the upturned sandpaper until you get a good fit. Finishing the inside of the cockpit is purely personal choice. It's like ink lines: done nicely it looks great, if you're not confident, leave it empty and just spray it blue. I now took my model out of the jig, removed the rods and discarded it. Not the model, the jig! I put it on the scales and mine weighed 28 ounces; notice my tail is still not stuck on yet as it is next to be done.



The next task to tackle, now you can do it, is the wing tips. The outboard tip comes off, unlike a wing tip box, for many reasons, the main one is it's neater. The inboard carries the adjustable lead-out guide and again is pretty straightforward. The flap and elevators were made as I went along with the model. Nothing really needs to be mentioned except the l/e on all the control surfaces were made so that the hinge pockets were stuck on afterwards hence giving a perfect hinge line. The nose ring is basically an inch balsa stuck on and carved. The tank is straightforward from the plan, also the bottom sheeting and the tail wheel too. The cowl is easily made from the sheeting supplied.

NOTE: Al Rabe covers all surfaces in layers of glass cloth put on with 2 part epoxy resin. Yes, it gives great strength, but this model has a very short nose and I'm always worried about a tail-heavy model. All I can say is, go carefully, pick all your wood (that's not supplied) so the lightest is to the back of the aircraft, without compromising the rigidity of the frame.

Well that is the construction finished,

almost, yes there are little bits I've missed. This is for the more experienced modeller, but saying that until you try and build a model like this, following the instructions to the plan you won't get experienced.

The whole construction time was only 2 weeks and I have kids, and 2 jobs. Once you get into it with Zap, there's no excuse. This has been a joy to build - you could never cut the formers or the ribs as well as a laser cutter, so pay the money for the quality!

Now comes finishing the model: you decide what make of finish, just remembering that this model has huge surface areas on the fuzz and will soak up weight very easily. I use all BRODAK products, because they are very light and durable. I've decided to glass all the wing 1 coat, and the elevator 1 coat, and the fuzz up to the back on the wing only, the cowl (due to the heat of the large 4 stroke is fibreglassed in and out to protect it). The whole model is then given a careful sanding, then 3 coats of 50/50 dope thinners. Allow to dry for 24 hours, sanded again, then covered in medium weight white tissue. NOTE: when you cover a model with fibreglass cloth and resin, covering it with tissue afterwards stops the weave of the cloth coming through the finish.



Again, three more coats at least of 50/50 dope thinners mix, allow to dry for 24 hours. NOTE: the longer you leave dope to dry the harder it gets and

the easier it is to sand. Yes, you can leave it only 5 to 6 hours and then sand it but you will leave very fine scratches in it that you won't see now, but will show when the model is buffed...too late then.

When you're happy with the finish so far, you now have to decide what colour finish you are putting on; the reason I mention this is it's no good putting on silver primer if the model is going to be white.

I decided to paint mine in USA Navy colours, the same as Al Rabe did. The colour is insignia blue - that is a Brodak colour. I started by spraying 3 coats of silver on all surfaces, allowed it to dry for 3 days, and then it was sanded 600 wet and dry using it wet with M600 degreaser. NOTE: you must never use water as if it get in to the airframe it will cause the wood to swell and ruin your finish. After sanding, if there were any shiny bits in the finish and more silver will be needed to fill the gaps etc. The picture above right is the plane after sanding silver to a point where it's as smooth as you can get, then spray another coat and do it again and again until perfection. Each coat and sanding is about 10 hours work!

After sanding again, a uniform dull finish is what you want. Next spray 3 coats of top colour. This must dry for at least a week. Again sand, this time with 1200 paper and M600 degreaser until you have a dull finish. If you sand through the colour, don't panic, just touch it up and carry on.

Final detail is again up to the builder. I have put on all the Navy details. These were supplied from the USA with a crib sheet telling you where they all go. The ink lines are put on with silver gel pens, the sort you get from Ryman, they don't dry very quickly so the utmost care is needed trying not to smudge them (I did many times) and you think that you have rubbed the smudge away but when you put clear on it shows up - BE CAREFUL!!!

The entire model was given two coats of two-part lacquer as at the time it seemed to be a harder finish than Brodaks, but there is a weight penalty - about 2 ounces, but as I was under my target weight this was done.





Now the model has been lacquered the weight has crept up and now is 2 ounces over the target weight. ...Maybe should have stuck to clear dope ....we learn by our mistakes, but boy does it look good. The model is waiting for good weather for its first test flights.....

- Paul Winter 



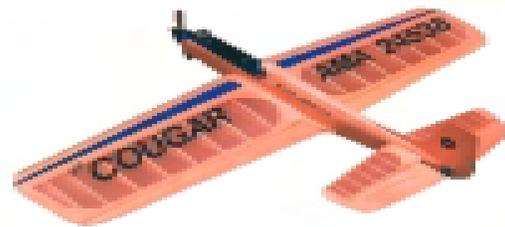
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Features

# Brickhaus Legacy

by Terry Bolin

Dear Tom,

Would like to say: Welcome aboard and good luck to Dave Gardner. Changing of the guard is always good to keep things progressing forward. I am sure Shareen Fancher is ready to be free of all those pots and pans to stir. She did such a great job and I'm confident that Dave will have the same luck.

I am sending you some pictures of our club and friends since I could not find an address posted in the March SN for proper handling of mail-in info. Enclosed are pictures of one of my winter projects. The plane is an 'Allen Brickhaus' "LEGACY." A balsa and plywood Brodak brand Kit. Super Tiger .51 for power. 61 oz. Total weight. Great project!

Hope you can use these and thanks for the Great magazine.

Thanks,

Terry Bolin  
Neosho, MO  
"Ozark Controliners"





## Cleaning Flying Lines..... Again.

The question was, *What is the best way to clean my Flying Lines?* Well the short answer is: Whatever way that you believe your lines are the cleanest and safest that they can be. There are some pretty exotic methods out there. Some with really, really, rational and intelligent sounding explanations, and some with, “cause I like it” rationale. Basically, if it works for you, don’t change it until you want to.

On the other hand, the long answer is: It depends upon what your goals are. Some folks take the, clean as needed approach, and walk out the lines with a dry paper towel or dry rag every once in a while to clean off the gunk that accumulates on the lines from flying through the exhaust mist suspended in the air by your running engine. Out of respect for my California brethren I will not attempt to list the “other” stuff that is suspended in their air. It will suffice to say that on the second day of competition at Whittier Narrows, I asked my good friend Eric Rule where that mountain came from, it wasn’t there yesterday.....

Some flyers have very ridged routines that involve several passes at the lines with different cleaning compounds, lubricants, and dressings. They will swear by each step, and challenge your intelligence if you ask for an explanation. Others have their “secret” formula that they believe gives them the edge over the uneducated masses. Let’s look at some simple chemistry and common sense then you decide what you want to do with your lines. For a primer, you could check out my Safety article on flying lines in the July-August, 2006 Stunt News, and again in the January-February 2007 issue (to answer a question).

Use of chemicals is a trade-off. You will always give up something to get

something using any of them, including clean water and neutral PH soap. Why neutral PH? Because all other cleaning chemicals lean either to the acid side or to the base side, that is how they work. Those that don’t lean either way are in a category called abrasives, and should never be considered for use on flying lines. The problems come in the form of what you want to be handling on a frequent basis, and what the potential hazards are. You can check this out by going on-line to your favorite search engine (Google, Yahoo, MSN, etc.) and typing in your favorite cleaning product, then MSDS. The MSDS (Material Safety Data Sheet) will list all the components, and all the hazards involved with it. Don’t look if you don’t want to know. Many of them contain either ethyl or methyl alcohol, both of which are not good for you at all. As we know, most of alcohol is water, so it is something to consider before you douse your lines with it. What alcohol does is really, really clean your lines, but is that a good thing?

The Wire Rope Industry dictates all cables have lubricants (and to some degree preservatives) impregnated in the strands to achieve “Inter-strand Lubricity”. Even straight steel lines have a lubricant coating from the factory. In most cases that lubricant is a lifetime application, and cannot be reintroduced without special devices (see NOVASEAL Cable Cleaner / Lubricator at their website: <http://www.brooke-oceanusa.com/novaseal.php>). What happens when you clean the first time with alcohol is that the surface lubricant is totally removed. This is not a disaster for multi-strand cables because the internal lubricant is usually still there. However, for single strand lines you have now got a real lubrication problem that will require some sort of “dressing” to improve the situation. There are many acceptable dressings on the market, the most popular being: Rain-X, and No Touch Instant Rain Shield. Rain-X is mostly Ethyl and Isopropyl Alcohol (<95%) and other stuff

providing the lubrication hidden in their “Trade Secret” Hydrocarbon propellant (1-5%). No-Touch is mostly Propanol (up to 85%), which is also known as Isopropyl Alcohol or Dimethylcarbinol. Other ingredients include Isobutane, Propane, Water, and 2-Butoxyethanol (Ethylene glycol monobutyl ether), you may want to check the MSDS on this one, it can be nasty. We should also include spray silicone in the popular batch because aside from the Silicone, it also has some sort of alcohol and either Hexane, Trichloroethane in it. We should note here that the Wire Rope Industry does not recommend the use of solvents of any kind in connection with any phase of steel cable use or maintenance. Other alcohol type cleaner / lubricants include: Pennzoil Anti-Fog Towelette, and Simonize Glass Cleaner Wipes with Antifog. Both of these have “Surfactants” as between 5% and 10% of the mix. *“Surfactants reduce the surface tension of water by absorbing at the liquid-gas interface. They also reduce the interfacial tension between oil and water by adsorbing at the liquid-liquid interface”* (Wikipedia 2008). Note: with Towelettes you probably do not want to waste an entire towelette for this simple job, unless you fold it up and use it all day, or cut off a piece.

Alternatives to the alcohol base cleaner / lubricants are the oil-based variety. Basically these are Petroleum Distillate, and or Mineral Oil type cleaners. Petroleum Distillate is a Solvent (and nasty enough by itself if you check the MSDS), so we should not consider its use. However, like I said, there are trade-offs in everything, and unlike the alcohol base dressings, these leave behind an oil film and preservative. One of these you can try is: Stainless Steel Cleaner Wipes (for cleaning and polishing) by Parish-Supply. One with a citric cleaner is Betty Mills Stainless Steel Cleaner wipes. It has 45% Light Distillate and 35% d-Limonene

*concluded on bottom of page 62....*





# Crash Repairs

Windy Urtnowski, windyu@aol.com

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Whenever you do a repair, getting new dope to stick to old dope can be a problem. If you understand how dope bonds and follow some simple steps, you'll have a much better chance of success.

First, and very important: Many modelers think that since dope is thinned with a solvent, then the bond between coats of dope comes only from a new coat "melting" its way into the previous coat. To the contrary, the most important bond between new dope and old dope comes from the new dope flowing into channels and scratches in the cured surface of the old dope. This is usually called "tooth," and it's vital that new dope be able to interlock mechanically in the "tooth" in addition to the amount of "solvent melting" that occurs between wet dope and cured (dry) dope. The older and more cured the old dope, the more important the "tooth."

All paint from the damaged model probably has wax, oil, and fingerprints that will impede new dope from sticking. Step One is to clean the area to be repaired

with Sikkens M-600, Prep-Sol, or a similar, high quality degreasing agent. Do this several times, using a *new* paper towel each time.

Step Two. Roughen the surface with 400-grit wet-or-dry sandpaper. This leaves the "tooth" for the new dope to bond to. I like to wet sand using the Sikkens M-600 for the liquid, as this really helps get rid of the materials like wax and grease. Use a new paper towel each time you wipe the sanded area, to avoid contamination.

Step Three. Repair the parts structurally or fix the dent with Aeropoxy Lite, which has excellent bonding and sanding characteristics for repair work.

Step Four. Prime the area with white "model weight" primer, which seals the old dope and provides a surface for the new dope to bond to in one step. Sand with 400-grit and re-prime as necessary to get a smooth surface for the new dope to bond.

Step Five. Repaint to match surrounding areas—sometimes an airbrush is handy if the repair area is small.

Wet sand with 600-grit to provide "tooth" for the clear topcoats.

Step Six. As you spray coats of clear, move the back masking back about 1/8 of an inch each time before you spray the next coat of clear. This will let the new clear "ramp" onto the repair area, instead of forming a thick wall of clear.

Step Seven. Sand the new clear with 1200-grit wet-or-dry and buff out into the old paint, using Gorham's or similar rubbing compound.

The repair should not be obvious if you've done the steps with care.

**Very important:** *Never* mix finishing product brands or use some substitute thinner. Pick a brand that works well for you and be consistent. "Mixing and matching" is a surefire way to a disaster with a dope finish!

-Windy Urtnowski



....continued from page 61

(citric acid). You're not supposed to use acid on stainless steel either, but there is that trade-off situation again....

So, how do I care for my lines? I'm one of those that does not use cleaners or dressings on my lines. I walk them out with a clean dry paper towel or rag before each flight. I like to use a rag, because back a hundred years ago Orville and Wilbur showed me how to check control cables for breaks and fraying by using a rag. It works, and if you have ever "discovered" a frayed or broken line bare-handed, then you will be looking for an alternative method right away. This way the lubricant in and on the lines will last quite a while. If I ever

need to clean lines, then I use warm soapy water (with Ivory liquid), followed by a warm water rinse, with a rag dry. I dress with a very light mineral oil then wipe off the excess with a clean dry paper towel. Of course there is the usual grass-skirt and small animal sacrifice that precedes the line roll-out, and taking no chances, an interdenominational accepted-by-all universal model airplane prayer. You know, you've been there.....

As a last word of sorts, you can also use a non-toxic, non-flammable, biodegradable cleaner dressing that has no hazardous chemicals. It's called Simple Green Stainless Steel One-Step Cleaner &

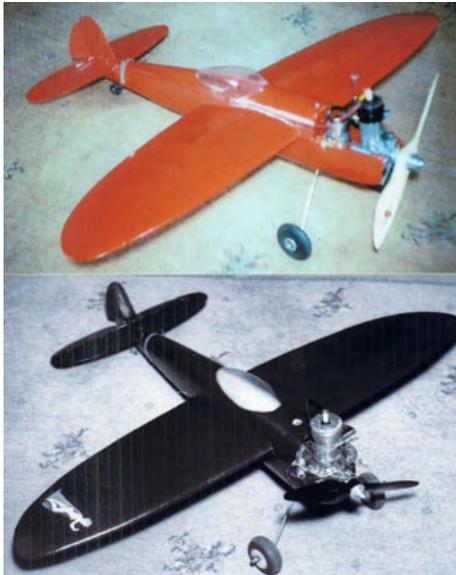
Polish. Because it is non-hazardous, the MSDS does not have the usual ingredients and percentages chart to tell what the mix of chemicals is. I think it has some sort of citric cleaner in it, but I can't tell for sure without a list of ingredients. Basically, it works, and if you get some on your "Twinkies" it won't kill you.

Happy Trails,

- Ken



**Reader input:** Recently, SN's own Alice Cotton-Royer's column carried Hahn-provided information. He is the son of the founder. Two models were missing from this list: One was the *Zero Jr.*, circa 1951, of 18" span for 1/2A motors and the second was the original *PDQ-6* of which I have a pre-built sample. Just received two pics from Wild Bill Netzeband showing me his PDQ-6s. What's not clear is, are these two different models, or a later repro, or a refurbished original. Thanks Bill.



Top pic orange model sports O&R .60 side port sparkie, 1940s Perfect wheels and presumed 11x6 Rite Pitch prop. Cockpit looks to have been moved aft a bit? Bottom pic black model runs beefy, frv Super Cyke .60 with newer, plastic center wheels and wheel collars. Looks like the original prop has been painted to match the model. Cutie decal on outboard wing is classic WW 2 Vargas art.

From "Colorful Colorado" comes the mighty "Walsenberg Warrior" and ex-scribe of this column and contributor showing his stuntable *Stingray* design. A K&B .35 g.h. spins a 10x6 Tornado wood to make snarl up front. Jerry's considering an article on this retro design.



Soft, rounded lines of Jerry Price's retro wing design provides welcome eye relief from relentless, tiresome, jagged angles now deemed "trendy".

# Beginnings

Doug Dahkle

(920) 688-3203



Gerry Boyd, Richmond, B.C., noted builder/designer/draftsman/Siamese-twin flyer and column contributor (did I miss anything Gerry?) shows his latest stuntable twin, a *Martin Mercator* that packs twin OS .15s - half of Paul Walker's power package. Gerry's models are reoccurring proof that multi layouts don't have to be huge, complex or expensive in order to look good and stunt. Good guy that Gerry is, I'd expect that a SASE would get you answers to any questions you might have about his experience with such rigs. Don't expect Canadian postal service to mail a letter back to you with U.S. stamps. Simple would be to slip a buck in the envelope.



Fred Zimmerman's 1951 prize-winning twin "Foxy" runs a Fox .29 inboard (!) and .35 outboard. Easy stunt pattern tells analytical types something about uncritical design.



Gerry Boyd dedicates this to High Aspect Ratio fans everywhere. If you got it, flaunt it, right?

Harold Youds shows his continuing *Manx Cat* development. This one sports tandem front wheels. The aft front wheel is stock, while the extra large forward wheel is a drop off, intended for takeoff from rough ground.



Is it true that "two wheels require two wheels"? Youds' *Manx Cat* looks mucho cooler when larger wheel drops off.

**Non-reader input:** Fred Zimmerman, Tajunga, California, won a second place prize of an *Air Trails* subscription award for his nifty twin-engined stunter that was

capable of easy patterns.

**Useful book:** Only those who've not built ukie stunters very long believe they'll never need to polish metal. Dave Waldoch's slick 47-page book shows you how to build a polishing rig at low cost, rather than some over-the-top, festooned set up that costs half the Estonian GNP. Mine will polish my watch crystal. They also sell polishing wheels and

compound that'll take care of everything from tool steel to dings in your dentures caused by bottle opening. If your local bookstore doesn't have it in stock, call 1-800-531-1113.

### Custom Metal Polishing

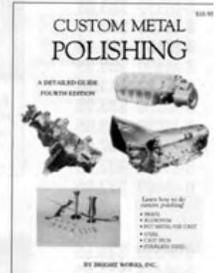
by David Waldoch

This handy book will help you polish metal like the pros. It covers buffing wheels and compounds, techniques for polishing soft and hard metals, abrasive polishing wheels, polishing prior to electroplating, and more. Dozens of pictures illustrate the text. You'll be amazed at what you can do with a few inexpensive buffs, the right compounds, and a little time. Sftbd., 8-1/2 x 11 in., 47 p., b/w illus.

N-FISMP

\$10.00

This book's about "the finishing touch", in a manner of speaking. How to polish metals, aluminum being our concern.





## Son Of Keep It Simple Or Keep It Simple III

Okay, so now you can cut a wing core and put a skin on it. Thousands of wings have been built this way and are performing quite well, thank you. "Why complicate things," you ask. Good question, since the theme here is simplicity. The answer is, to get a better product.

There are a number of "enhancements" that can be rung on the basic foam wing theme to make it more accurate, lighter, or straighter, or more durable, or, in some cases all of the above.

The first, and foremost, at least in my opinion, is vacuum bagging. Followed closely by heat curing of the skinning process.

I'll take these in reverse order, as the construction of a very serviceable curing oven is a simple (sound familiar?) process. In basic form, you simply need to build a box of approximately twice the area and several (5 at a guess) times the depth of the part you're trying to cure. As you can see from the pics, this is a very unsophisticated design, but I've been using it for over fifteen years with no problems and (more importantly) no maintenance. It probably could be "gussied up" a bit, but it's perfectly serviceable as is. The only real problem I've had with it is finding a place to store it.

You'll need a 4' x 8' sheet of Dow 1/2" foil mounted urethane reflective sheathing board and a bulkhead pass-through and a socket fixture (lamp kit) for a 40-100W



Simple Curing Oven

## Building

Ron Burn, ronburnaircraft@charter.net

(805) 528-5432



Interior of oven - note light bulb "heat element" and reflective surfaces.

incandescent bulb. You'll also need a roll of 2" packing tape.

Starting with the 4' x 8' sheet of sheathing, Cut 2- 39"x 23" panels for top and bottom, 2- 12"x39" sides, and 2-12"x24" ends. Tape together the four

sides and bottom to make a box. Need I point out that the foil side faces inward? Try to avoid, as much as possible, any scratches or dings on the foil face. Poke a 1/2" hole for the bulb socket ferrule at a convenient location. Use the left over scrap pieces to make stops to support the top and for grab handles. Most of the assembly can be done with packing tape. Any gluing can be done with contact, urethane, CA or whatever is handy. As you can see, the result isn't pretty, but "it'll git'er done". My experience is that a 40W bulb will produce sustained temperatures of 130° F. I would not recommend going over 100W without some very carefully monitored testing. The reflectivity of the interior ensures evenly distributed heat. No fans or other air movers are needed. Ain't science wonderful?

OK, let's back up to the main event, vacuum bagging. Before we go too, far let's get it straight; yes, we know there's no such thing, it's really below atmospheric pressure bagging, but we'll go with the convention.

Now, that said, why do we want to



do it? Because it's the best way to ensure maximum bonding of skins to foam cores, and it's the *only* practical way to make carbon or glass skinned or fully composite wings. Okay, you *could* do them in matched, metal, multi-axis CNC machined molds, but I assumed we weren't doing that.

Enough of the chit chat, what do we need and how to get it? First, obviously is a vacuum source. This is one of the few areas where I feel it's to our advantage to spend a few bucks. There are several relatively ready to go systems available for a cost that makes it impractical to DIY. Aerospace Composites has a very complete and useable unit for a casual user that includes a pressure regulating switch so you can turn it on, set it, and walk away. I happen to have an industrial oil diffusion vacuum pump, but it doesn't do any better than the cheapie for our purposes. Other sources include, old refrigerator units, air conditioner compressors, or, if you can find one, an older type air conditioner servicing pump (the only legal ones now have to have freon recovery capability).

Supplies? This is another place where trying to save pennies can be a headache. Both Aerospace Composites and Composites Technologies have all the supplies you need at reasonable prices. On the other hand, if you must, you can do the job with garbage bags, painter's drop vinyl sheeting, or almost any other flexible plastic that can be sealed together to make a bag to hold a wing panel. Garbage bags are cheap but have the major drawback of being opaque, making it hard to detect slippage in the layup. All in all commercial bagging tube, with reusable end seals, makes a lot of sense. A vacuum port for attaching the hose will save you a lot of headache trying to seal the vacuum hose to the bag.

In addition to the bag itself, you'll need a yard or so of .010"-.014" Mylar sheet, some breather felt, and some parting wax or PVA. Do **not** use a parting agent with silicone; you'll never be able to paint the part.

While you're on the phone talking to your supplier, order a good instruction book (like Geugeon Brothers'), and read it until you understand it.

On to the bagging! Let's start with the simple balsa skinned foam core wing, conventional top and bottom skins and epoxy adhesive. Cut two Mylar skins a

little larger than the balsa ones. Wax them well on both sides, at least three coats buffed out between coats. This first waxing is critical to good release properties. Also cut two pieces of breather felt the same, or a little larger than the Mylars. The lay-up is straightforward. Apply epoxy to skins and skins to cores. Make a "book" by taping the trailing edges of the Mylars together. Place the core with the skins in the Mylar book, and tape the leading edges of the Mylars loosely to each other to hold them in place temporarily. Place a piece of breather in the bag and one on the top of the layup. Slide the whole works into the bag on top of the first breather, and run a strip of breather from the hose port to both breathers. Now, seal the bag, make any alignment corrections, and connect the vacuum pump. Turn on the pump and pull to a slight negative pressure, no more than 1-2 inches of mercury. Again

for coring and assembly.

Sound like a lot of trouble? "Why do it", you say. The answer is that it assures absolutely even pressure on the skins in every direction, and it allows some things that are difficult or even impossible with the traditional "phone book" weights. Think about it. Average sea level pressure is 14.7 PSI, a little over 30"Hg. At 10"Hg, you have a little under 5PSI. Multiply by a 300 sq. in. panel, that's the equivalent of 1500 lb! and it's always evenly applied to the skin. This kind of force not only ensures a complete bond, it also allows making double tapers and "cranked" leading edges such as on a P-51 all in one piece without a chordwise seam.

In addition to these desirable traits, vacuum bagging in a simple oven (we can get technical and call it an autoclave) gives the capability of extending even farther into the realm of composites. Next time



P-51 wing - note one piece LE sheet

check the alignment of the layup. At this stage, you can still slide the skins into alignment fairly easily; the light vacuum will hold them in place. Place the whole Magilla in the shucks, press on the shucks to be sure of alignment of the panel to the shucks and, once everything is OK, put everything in the heat box, pull to 7-10in. Hg, turn on the light bulb, walk away and leave it for 24 hours. When you return, the wing panel should be cured and ready

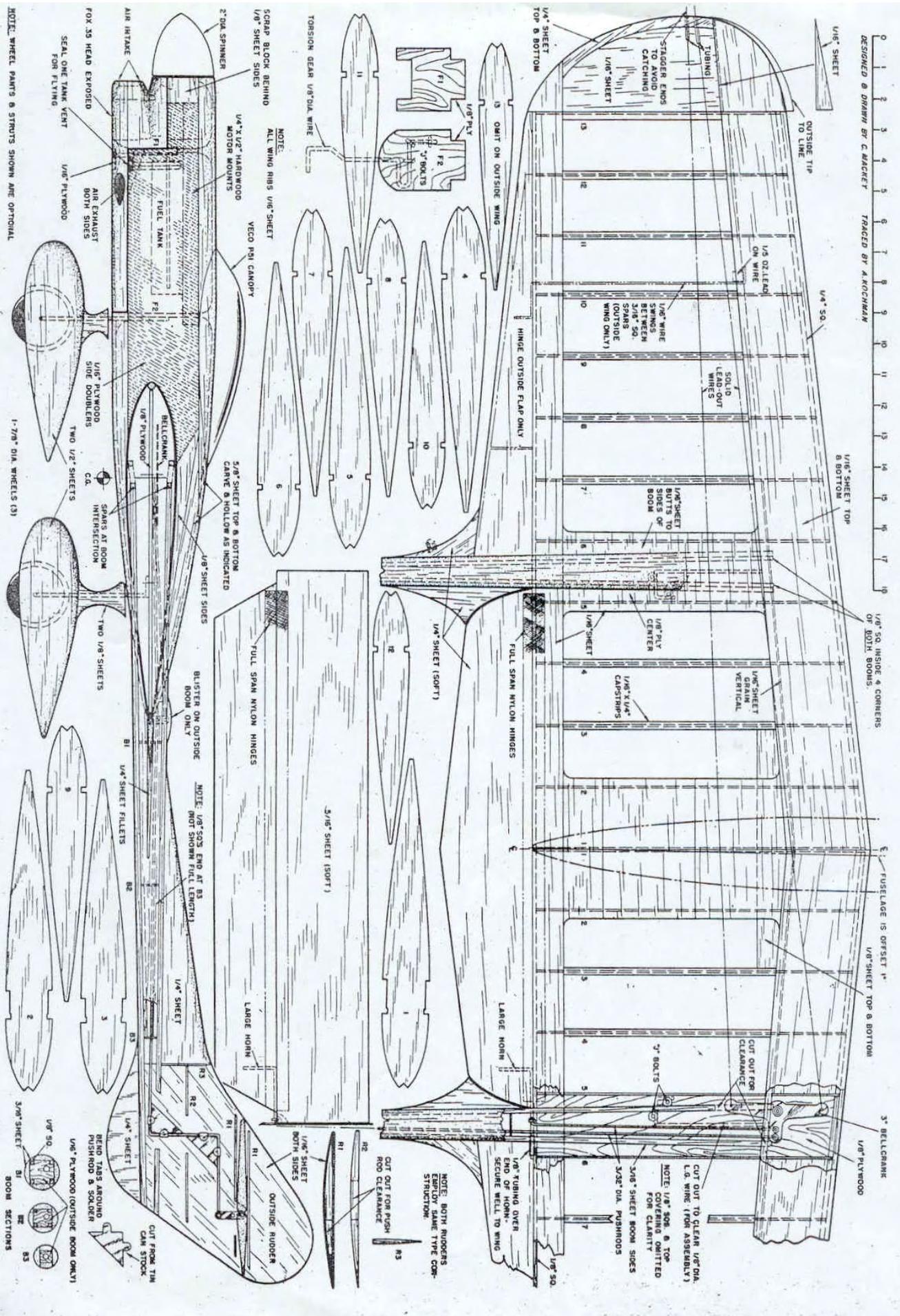
we'll talk about skinning with carbon and/or glass in place of the balsa skin. I'll also try to cover coring the wing to remove excess foam.

-So long 'til next time, Ron Burn 





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American Modeler — March 1961

13

Charlie Mackey's Carousel. American Modeler Magazine, March 1961.

# Clubs

Scott Richlen, drichlen@erols.com

(703) 425-1689



Hi Tom,  
Attached is the Clubs column and a picture to go along with the text.

It's been raining here a lot and we haven't been down to the field for two weeks so I suppose the grass is a foot high. Yikes! We had our swap meet and had a pretty good turnout. We'll see what happens when we move the meetings to the field next month. Dick had become more active and Jack finished his profile (Cardinal) Stuka. Really nice and flies well.

Thanks,  
- Scott

## Lafayette Esquadrille Control Line Model Airplane Club Saint Louis, Missouri

Article courtesy of Bill Marvel,  
AMA793835

Lafayette Esquadrille in St. Louis, Missouri is one of the nation's older model airplane clubs. A comprehensive history piece was written by John Garrett, the club's current President. It was published in the Mar/Apr '96 issue of "Stunt News" (p. 85). A form of the same article was also published in "Flying Models". In John Garrett's history, he explains that the curious spelling of the name ("Esquadrille" vs. "Escadrille") was deliberate.

The club has a general membership of 30-40 people drawn from both Missouri and Illinois. Lafayette Esquadrille is the sole remaining control line club in the St. Louis area. Several members are well known and compete nationally. The interests of the club are varied. There are stunt fliers (CLPA), speed, racing, combat, scale, free flight and R/C. PAMPA is well represented in the membership.

The club is fortunate to have excellent control line flying facilities in Buder Park in Southwest St. Louis County. The site is located in a fairly isolated area and engine noise is not generally a problem (even jets!). Located just off Interstate 44 and Route 141 in Valley Park, Mo., Buder Park is easy to access. The park is also home to an active R/C club and a model rocket club (plus baseball, soccer, archery and picnicking). The control line resources include an asphalt pad that will accommodate 70 foot lines, a paved donut with a paved center, a concrete carrier deck

on a grass circle, one of the few remaining speed cages complete with an eight foot chain link fence, and room for additional grass circles. AMA membership and a Buder Park Flying Permit are required for park flying privileges. Since Buder Park is located in the flood plain of the Meramec River, the club has an alternate flying site. It is the parking lot of a night club in Collinsville, Illinois, just across the Mississippi River. The alternate site is generally available until 5 PM.

Lafayette Esquadrille hosts four sanctioned, traditional date contests plus a club picnic/fun fly each year. The year starts with the Ice-O-Lated Contest on the fourth Sunday in February. Weather is always unpredictable at that time of year in the Midwest. Some years, there have been gorgeous breaks in the weather. Some years, it has been a challenge to fly at all. In 1993, the Ice-O-Lated Contest was moved to the alternate site in Illinois. Buder Park was seriously under water on that date!

The second contest is a Speed and Racing Contest. It is two day event that begins on the third Saturday of May. Many well-known speed and racing competitors attend this contest as a "warm-up" for the NATs and Team Trials.

The third event is the Broken Arrow Stunt and Scale Contest. It is a two day competition that begins on the fourth Saturday in September.

The fourth sanctioned event is the Old Time Contest. As the name suggests, these are "Old Time" events. Included is 1/2A Golden Age, 1/2A Goodyear and Perky Speed, Fox 35 Racing, and Old

Time Stunt. The Old Time Contest is traditionally held on the Second Sunday in October.

Additionally, the membership participates in the Greater St. Louis Model Association (GSLMA) Annual Exposition, displays and demonstrations, numerous regional contests, KidVenture at EAA, Oshkosh and AMA's National Competitions in Muncie Indiana.

Points of Contact for Lafayette Esquadrille Model Airplane Club is the club's Secretary, Bob Arata, 561 Goldwood Dr., Baldwin, Missouri 63021 Ph. 636-391-0272 or the V.P., Ron Carr (don't have his address) 636-349-9709. We have members from all over the St. Louis, Missouri and Illinois area.

The club meets on the second Thursday of each month at 7:00 PM at the Grand Glaise Library, 1010 Merrimac Station Road, Ballwin, MO. Meetings are limited to two hours. Visitors are welcome. April through September, the club has a Fun-Fly (weather permitting) on the 4th Thursday of the month from Afternoon until Dark at the club's flying field at Buder Park.

The Grand Glaise Library is located on Merrimac Station Road, the second stop light east of the intersection of Missouri Hwy. 141 and Big Bend Road.

-Scott Richlen



Ice-O-Lated Contest February, 2007

Left to Right (standing): Bob Arata (Contest CD & Club Secretary), Gary Hajek, John Garrett (Club President), Russ Gifford, Randi Gifford, Dennis Vander Kurr, Mike Schmitt, John Bruno, Brian Harris, James Mills, Crist Rigotti  
Left to Right (kneeling): Allen Brickhaus, Shasha, and Robert Storick





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# Electric Flight

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## The Whole Electrical Package

In the last few articles we have been reviewing the basics of the electrical system and a few things to keep in mind when entertaining the idea of going electric. As with anything, there are variables, and tradeoffs to consider. And if you do not know too much about anything electric it could be daunting. But if you follow through on the suggestions, and have dabbled in electric R/C, or know someone who has, you'll be able to figure everything out. Tap into Web sites such as Stuka Stunt Forum, and Stunt Hanger Forum to keep informed as what everyone is doing. Many times new things discussed and figured out are described there, faster than I can mention them in this every-two-month Stunt News publication.

### Components

There is a vast assortment of different motors, electronic speed controllers, batteries and sequencer/timers on the market today. I'd like to mention some of them so you can reference them. These are components that have worked well for various flyers and you would not go wrong in using them.

### Motors:

Outrunners seem to be favored right now, as opposed to "inrunners". Brands that would work are AXI, E-Flite, Hacker, Plettenberg. There are companies coming up with their own, and pretty much if you were going to sport fly and have fun, most will work just fine. If you are serious about competing, you might want to see what others are using...that is usually a good measure of what works.

### Electronic Speed Controllers

The brains of the operation, Castle Creation, Jeti, and Schulze stand out. It has been said that the Castle Creations ESP has a very fast switching rates in helicopter mode – which is desirable to keep the prop rpm constant regardless of voltage drop and load. As most know, that would keep your airplane at a relatively constant

speed through maneuvers, or get close to it. That would simulate what 4 stroke glow guys are saying about their engines. Actually 4 stroke and electric have that in common, I think. Both tend to keep the airplane at a constant speed during up-lines, and the prop tends to back the ship off of running away with itself on the down-line in stunts, giving what appears to be rather constant speed. Constant speed translates into smooth presentation, which helps to increase your score. I like the Jeti-Spin controllers. They have a nice interface box for programming, it is easy and you can do it with no trouble, at the field. Simple is good for me because at the field, especially during contests, when things go wrong, your mind starts to fly away trying to solve problems. Simple tends to keep problems at bay, and the ones you have are manageable.

### Timers/Sequencers

What is available right now is the new wave of Z-tron timers and the FMA timer. Mike Palko uses the Z-tron with competitive success, and the just out the FMA timer will work very well too. All of the electric pilots from Japan use it with confidence. I've been testing the FMA timer in my Cavalier, and it works fine. It is very user-friendly. Last issue of Stunt News discussed the FMA timer; so take a look at it to get a feel for its features. The JMP timer several of us have been using is no longer available, from what I am told. A source of even more affordable, simple timing devices is available from Will Hubin at [whubin@kent.edu](mailto:whubin@kent.edu). He has several timers ranging from very simple and light to more featured ones. Go to his Web site and he will be able to help you out.

### Batteries

LiPo batteries I would recommend would be Thunder Power Pro Lite, and FlightPower's EvoLite. These are top batteries, almost identical in weight, with the Thunder Power slightly lighter, but

not by much. How well these batteries stand up to constant use depends on how careful you are with them. That is a subject for another time, perhaps next issue.

### Props

I find APC electric props to be very efficient, and very powerful. They are designed specifically for electric flight, and so their design parameters take into consideration the particulars that electric offers. You can fool around and fine tune, if you wish, go carbon if you like, but these props have had a lot of engineering time and R&D, so you will not be far off from very good, if you use them. And, admit it, you are going to experiment with other props, so be my guest, and enjoy the experience.

### Philosophically Speaking

So, where are we now, in electric? Is it really better than glow? Can it be competitive? There is no doubt that it is quiet. I think competitively, it is just about there, like, almost there, but maybe not quite. The systems are powerful, yes. That is to say, they can be made to be. Paul Walker commented that it works in competition as long as you can build LIGHT. And that is because, as best as you can, the electric power system is going to weigh at least 30 ounces, for a size 60 ship, for example. If you want to have a final weight of 65 ounces, the rest of the finished, painted, fully equipped airframe including prop, and spinner, wheels, wheel pants, ect. cannot weigh more than 35 ounces. I'm having trouble doing that. My stuff is weighing in at about 70-80 ounces. The problem is if you want to improve the power to weight ratio, and go bigger electric motor, you also need bigger battery, and heftier ESC, which increases the weight even more. There is a point of diminishing returns. The same is true for a size "40" equivalent airframe with, say 630 sq.in. That size electrical system will weigh about 20 or so ounces, so your airframe in this case cannot be heavier



than about 25 ounces fully painted to fly close to conventional wisdom regarding weight.

Now Rudi Taube has a profile Brodak P-40 that is about 50 ounces or so, and he says it has plenty of power and performs better than anything he has seen in comparable size in glow. I don't doubt him. Others would say that is not possible for that P-40 to fly that good at that weight. There are volumes of opinions in this sport, and everyone has their "position" and "advise". I tend to plod along and use what I think works. I'm no different than any of you. There are many opinions and feelings out there as to what works, and where your break-even point is.

Here is mine. Personally, I think we need something that gives a slight boast in power in verticals – the allusive 2/4 break we experienced in glow, in order for electric to get "over the top" and outperform glow. We are not there yet. We do not have quite the power to weight ration that glow enjoys. That is just the way it seems to me.

The other thing is, like it or not, judging is subjective, and I think some traditional judges just do not favor electric, deep down inside. Don't get mad at me, please hear me out first, and then get mad at me! They may never acknowledge it, and it may be all in the back of their minds, and they don't even know it. But it might affect the scores. It might not affect scores of top 20 fliers, who are well known and are expected to place high at a contest. But it may affect scores at local contests. And I am not being critical here. I can understand the phenomenon. And I do not feel they are wrong. Judging is an art form in itself, and to volunteer as a judge is to put oneself in a very self-sacrificing and humble situation – open to the sometimes-harsh criticism of less compassionate souls. Judges are to be given honor and respect for without them we would not have our meets and gentleman-like competitions. And we would do a dishonor to challenge them or be openly vocal about their judgments during competition (and anytime after, I might add). If you think it is easy to judge, try it and see for yourself how subjective it is.

There is value to their perspective. We all grew up with glow, and the smell of nitro. There is something that equates power with glow and airplanes. They seem to go together. It seems right. That is the way it has always been. Electric seems too,

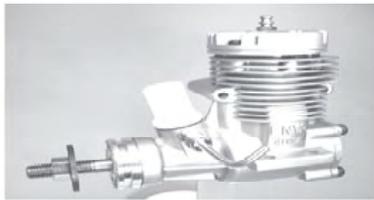
well, sterile, artificial. Almost too clean. Almost not real. Almost impersonal. It's not the way it was. The sport is changing. People sometimes resist change, by nature. And so, they will say. "That's real cool, that electric thing you are doing. It is the future of Stunt." But under their breath they will say, "but it's not for me". And that's fine. It is not for everyone. And it has its place. If I were flying 'Old Time' how could I possibly feel comfortable in strapping an AXI 2826 outrunner to the airframe and compete with it, in all good conscience. Come on! I have trouble flying Classic with electric. Obviously there is a place for both, and the future will probably mandate electric, for environmental concerns alone. And electric have all of those other advantages we have been

talking about since its inception. In the meantime we have both, and we can enjoy both – at least right now we can. Electric will continue to grow and get refined. It is the tinkering within us that will do it.

Have fun this Summer. May your winds be light, and your flights strong.

-Will Moore





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# Personalities

Louis Rankin

(623) 466-8134



Joe Gilbert kickin A at the MSC. (Aud Photo)

## Joe M. Gilbert Sapulapa, OK

My Great Grandfather was born on an Indian reservation in the Oklahoma territories before Oklahoma was a state. I remember him speaking of his wild youth and of the wildcat days of oil exploration in Oklahoma. He was a robust and rowdy man who I have very fond memories of. So, whenever I meet someone from Oklahoma, I am always reminded of my Great Grandfather and his grand stories. Joe Gilbert is from Oklahoma and his spirit and drive are consistent and in keeping with what I would expect from that great state.

I first met "Nobler Man" Joe at the "2006 Dallas Aero Summer Heat" contest. He is a genuine and sincere person who loves Control Line flying with all his heart. While a fierce competitor, his ambition while at a contest is to have fun and enjoy fellowship with his peers.

Joe and his lovely wife Colleen live



Joe and Colleen at the MSC. (Aud Photo)

in Sapulapa, OK. He has two grown children Joe Jr. and Angie. He is currently occupied as a Gas Controller; however, he does express a desire to be like me and retire at an early age and indulge in his modeling hobby.

Very early in his childhood, in fact he claims as soon as he could walk, Joe started making paper airplanes and throwing little balsa gliders around the house and yard. He had his first Control Line solo in 1966. It was his father that got him started and inspired his interest in aeromodeling. Others who have inspired him over the years include: Big Art, who inspires everyone with his upbeat attitude and sound advise; Dee Hill, who has been very helpful; Tom Martin, who constantly encourages him to build better; Jim Lee, who has helped him through stunt clinics; and, Don Hutchinson, who has been



Joe and Big Art at the MSC. (Aud Photo)

helpful with technical support.

The type of flying that Joe enjoys the most is Stunt and occasionally Combat. Anyone who is acquainted with Joe knows that his favorite design is the Nobler; in fact he is in love with them. His least favorite design is the Flounder. The PA61 is his favorite power plant. The Testors .049 ranks as his least favorite power plant.

I think that the VSC is probably one of Joe's favorite annual contests. One of his most memorable moments in aeromodeling was at the 2004 VSC. He was competing with a Fox 35-powered Nobler in some pretty intimidating wind. The flight was not pretty, but he did manage to get through the pattern and landed safely.

Currently he is building a Vector 40, Ringmaster 576 (me too), and



Joe LOVES Noblers! (Aud Photo)

a Humongous. I hope he has the Ringmaster 576 ready for the "Memphis Stunt Classic".

Joe's future aeromodeling goals are to continue enjoying the fellowship of other modelers and to become a more proficient pilot. He says he is working to be a NAT's quality pilot someday. Joe is being very modest. His skills are already at the NAT's level. At the last two "Memphis Stunt Classics" Joe has earned first place in the Advanced class. At the 2007 "Memphis Stunt Classic" his beat the rest of the competition by over 30 points and won the coveted "MSC Boot Up" award. Joe, you are NAT's quality!



Joe and Jim Lynch at the MSC. Two MSC Advanced 1<sup>st</sup> place victories, I think Joe is ready for the NAT's now! (Photographer unknown)

concluded on bottom of page 74....



# The Lighter Side

Mike Keville, vsc-guy@cox.net

(520) 307-1523

Dothan

Dear Disappointed: I think you should consider buying the beautiful Judco .29 I got from AHC back in '52—currently being offered for sale at a mere \$700 plus \$63.50 shipping. Contact me ASAP before someone snaps it up.

\*...One of me mates mentioned some rather odd occurrences last year in the northern part of your state of California which I find preposterous—specifically, a contest for only commercial, factory-built airplanes, with one bloke accepting his prize while wearing a paper sack on his head. He also said that they have a prize for whoever throws a perfectly good engine the greatest distance. Are those tales true? – ‘Curious’ in Canberra

Dear Curious: Absolutely not! Stunt activity in the Bay Area is very serious (notwithstanding a certain incident involving a family auto and a Nobler). Regarding that particular contest: while I seem to recall a photo of one gentleman wearing a bag over his head, rest assured that was merely an improvised sunscreen

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something I can do to help avoid this in the future? – ‘Puzzled’ in Pittsburgh

Dear Puzzled: Yes. Turn the handle over.

\*...I’ve read your ‘Lighter Side’ columns for several months and frankly I don’t think you’re very funny. Matter of fact, I don’t much care for your sketches either. Why don’t you stop wasting valuable space and publish some useful Stunt information? – ‘Fed-up’ in Florida

Dear Fed’: Because I don’t know any useful Stunt information.

\*...Recently I purchased a Belchfire .65 on a certain well-known auction site. The seller said it was like new but when it arrived it wouldn’t turn over and looked like it had been stored in a cesspool. Since I paid \$475 plus \$30 shipping I’m wondering if maybe that was a mistake. What do you think? – ‘Disappointed’ in

Dear Uncle Mikey...\*

\*...My husband keeps buying new kits even though he’d have to live another hundred years in order to build them all. His obsession with toy airplanes is killing our budget—and our marriage. I told him if he brings one more of those things into the house I’m packing-up and going home to Mother. What do you suggest? – ‘Steamed’ in Chicago

Dear Steamed: I suggest driving carefully enroute to Mom’s—especially if using the Dan Ryan Expressway.

\*...A scary thing happened to me last weekend. Right after release, my new Platypus IV tipped up, scraped the prop then leaped off the ground and wallowed all over the sky. I couldn’t control it! After one frightening lap it suddenly dove straight down into the asphalt. Is there

....continued from page 73

Joe owns and operates a Rans Courier homebuilt general aviation aircraft. It is a very beautiful plane that took 890 construction hours to complete. Talk about BOM, this is truly the best example I have ever seen. It currently has about 300 hours of flight time. I hope I get the chance to ride in Joe’s homebuilt soon, hint, hint.

Joe loves aviation and aeromodeling; however, what he loves the most is the people and fellowship. He and his wife Colleen are a joy to meet and mingle with. Colleen accompanies Joe at most contests. We discovered that she is a very good singer. She won first place in the “Memphis Stunt Classic” Karaoke contest. If you see either Joe or Colleen at a contest or event, make sure to introduce yourself and get to know these two. Your day will be much brighter for the experience.



Joes BOM Rans Courier. (Photographer unknown)

-Louis Rankin

# The Trailing Edge by Mike Keville



A) First in a series of "Guess who?" photos.

Got your attention, didn't we? Lead photo is Mrs. X, seen when she was a high school majorette. Also a former barrel racer, she wasn't aware that Mr. X sent this pic, thus may be less-than-thrilled when she sees it. Mr. X may be able to confirm that once he's been released from Urgent Care. (Answer below)

....continued from page

effort since he is, shall we say, 'follicly-disadvantaged'. As to those rumors about competitive engine tossing, perish the thought. Conservative, humorless individuals like Mr. Aron or Mr. Granderson would never condone such frivolous activity.

\*...I've heard pros and cons on electric power. It does seem to be so much neater and cleaner than all that gooey mess associated with internal combustion engines, but I'm still uncertain it's for me. Can you recommend someone who'll give me an honest opinion about electrics? - 'Amped-Up' in Austin

Dear Amped: No problem. Contact Russ Gifford, Camanche, Iowa.

-Mike Keville 

Next, seen at age 12 in Fairlawn, NJ, this little guy holds a Guillow Arrow, his third stick-and-tissue effort. He said (quote) "it eventually succumbed to the actions of an evil stepmother who wanted her home free of 'trash'"—adding, "I still have the fin and propeller, and someday will build another one using the original prop." He now lives in California. (Answer below)



B) Many of you have met him—or at least (hint) had flights judged by him.

Looking more like a future jet jock than a potential Stunt flyer, the kid in the flight gear would later become known as a premier craftsman with an affinity for Palmer/Veco designs. (Answer below)



C) Little guy in front of the car was about 4 years old here. That's his uncle's flight gear—Naval Aviator home on leave at the time—but the boots are his own. Answer below. (Bonus points if you can name the car.)

Here's a 'two-fer': young flyer seen at different times, obviously enjoying

every moment. He later became an accomplished modeler and professional pilot, sharing with us a wealth of first-hand knowledge about full-scale racing and aerobatics. (Answer below)



D) Happy little guy seen in Chicago with his Cox PT-19.



E) Same kid with his dad's aluminum F-90 powered by a Dyna-Jet. Today he's more often seen in the front office of aluminum MD-80s powered by Pratt & Whitney.

Next pic was taken in Stamford, CT c.1966. The green box Nobler on the wall was his dad's. Twenty-five years later he lifted the pilot bust from that one, using it in a yellow Ares flown at VSC-III. Today he's an active CD and key member of the VSC host crew. (Answer below)



F) Nope, it's not young Trini Lopez. Thanks to his dad Norm, whose Nobler is on the wall behind him, this little guy caught the bug and became a Stunt 'Lifer'.

Then in photo 'G', below, we see a small lad with his Magician and plaque, won



perhaps in Beginner (?) or Intermediate (?) back when he was just starting to get serious about the Stunt game.



G) This little guy would soon progress to flying more precise tricks, eventually coming within a gnat's hair of winning all the marbles at the NATs.

Back to the present: here's an example of David Russum's magnificent photography—one of the prettiest Classic entries at VSC-20, Antone Kephart's I-beam Neptune II. Brilliant sunburst paint scheme based on Cook Cleland's #57 F2G Corsair flown in late '40s Cleveland Air Races, today restored and flown by Bob Odegaard. Antone is a member of So. Cal's 'Knights of the Round Circle' club.



Gorgeous I-beam 'Neptune II' built and flown by Antone Kephart, Monrovia, CA placed 14th in Classic at VSC-20. Photo credit: David Russum.

### Answers to Mystery Pic's:

- A: Rilene (Mrs. Dale) McCord, Bryan, TX
- B: Perennial VSC judge, Al Hieger, Simi Valley, CA
- C: Mark Gerber, Fort Collins, CO
- D & E: Chris McMillin, Pacific Palisades, CA
- F: Jim Hoffman, Chandler, AZ
- G: Derek Barry, Harlem, GA

E.D. duties for those two unofficial events next year. Interested? Let's talk.

Meanwhile, please keep those old photos coming. They'll be safely returned to you.

-Mike Keville



California's 'Big One', the Golden State Stunt Championships, will be held October 25-26, returning to Buchanan High School in Clovis (near Fresno). Old Time and Classic are on the schedule. For details, contact CD Jerry Silver at [jsilveflyer@roadrunner.com](mailto:jsilveflyer@roadrunner.com).

There's still time to finish that Sheeks design for the special awards at VSC-21 (which, by the way, expands to five days next year—March 17 thru 21). We know of at least two beauties under construction now. High Point and Best Appearing receive unique awards courtesy of John Miller and Tom Niebuhr, each plaque bearing a likeness of the jolly and photogenic Mr. Sheeks. March will be here before you know it. As the guy says in that nauseating commercial for one of those energy drinks: "Get to it!"

Time to pack-up and head for Muncie. This will be my third year of running NATs Old Time and Classic. It will also be my last. We'll need someone to assume the

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# Why I Fly Stunt

Jeff Welliver, toninjeff@comcast.net

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When Tom McClain asked me to do a “Why I Fly Stunt” article, my first thought was that it would be a very easy task. Wrong! The more I thought about it, the less clear the answer. In fact, there are so many answers that it’s really tough to pin it down.

My ever-patient wife, Toni, and I have been lucky enough to be able to get away from Minnesota and go to VSC for the last 5 years. For you southerners, March is the snowiest month of the year in Minnesota, so Tucson looks mighty good about that time. *However, contrary to what you may have heard, we do not have ICE FISHING from Labor Day through the winter ‘till Memorial Day.*

Sitting at this year’s VSC banquet one of the “Why” answers became very, very clear to me. It’s the People. Back in the late 1950’s, it seemed like many of the nicest and most talented people in model aviation were the stunt flyers, and I still feel that way. Back around 1959 there was a local fellow named Jack Wright, who had a beautiful white *Nobler* with green pin striping and a dual exhaust OS .29 for power. At the time my limited skills kind of gave me a chance in Jr. Combat-barely-but it was that *Nobler* and flying stunt that filled my dreams. When it crashed (due to lines hooked up backwards, Burt), well let’s just say I have an idea how Ted Fancher felt when Shareen drove over his *Nobler*.

It took several *Noblers* of my own to finally get to the point of doing the whole pattern. What a thrill the first time it was in front of a judge at a contest. I don’t remember the score, but I do remember that while waiting for the engine to quit, my hand shook so badly that the model almost hit the ground in level flight. The Judge was a fine local stunt flyer and a real gentleman named Jack Thorp, and after the landing he walked over, patted me on the back and said: “I’ll bet that was your first official. Don’t worry about the shaking. On my first official I actually did bounce it off the ground.”

The 1961 NATs at NAS Willow Grove (Philadelphia) was my first. All I flew was combat, because we didn’t have room for a stunter in that ’55 Ford Wagon with luggage, airplanes, and five of us! It didn’t matter, though. Here I was seeing Aldrich, Palmer, and the other greats *live* and flying! And that appearance point judging line-WOW! For this 16 year old, the hook was set. Oh sure, there was still a little combat in my life, until I actually challenged one of the really good local combat flyers and was taught a polite but effective lesson: combat was no longer my thing.

I managed to attend 10 NATs, total between ’61 and ’73, what I think of the “glory” years of stunt. Watching Bill Werwage and his *Ares*, Bob Gialdini in the white jump suit with the matching *Olympic*, seeing ALL of Al Rabe’s *Sea Fury* flights, and probably most influential to me: meeting and watching a relative unknown named Bart Klapinski make winning the 1967 NATs at NAS Las Alamedas look effortless with an unknown airplane he called *Tempest*. Today Bart is a good friend, and back in 2003 a long time dream was fulfilled with the building of my first *Tempest* from an RSM kit.

A few of you might even remember **that** *Tempest*. In the gentle (?!?) breezes of Tucson, it returned to kit form by flying into some air severely polluted with asphalt. I let it wind up on the insides and get away from me, crashing near one end of the pits and causing a quick-witted pit man **at the other end of the pits** to jump over the still bouncing engine, motor mounts, and a few attached parts! Always being one to honor tradition, I also managed to break the replacement *Tempest* into several pieces at VSC two years later. Repaired, that airplane flew again this year at VSC. And for the record, in both cases blame the guy on the handle. The *Klapinski Tempest* is a really great airplane.

It was at that ’67 NATs that I was first introduced to another stunt custom: the open house. Who put on the open

house still remains a mystery to me, but the hospitality and the chance to attend that gathering made the whole trip worthwhile. By that time, by the way, I was flying a Jerry Worth *Electra X-35* with a Merco .35 Red Head for power. For those of you who don’t specialize in obscure designs, that had a swept tail, jet like, trike geared design and bore a kind of vague resemblance to the *Tempest*.

Model aviation got put on hold for me from 1974 through about 1999 due to 2 distractions. The first was restoring a full sized Aeronca Chief and learning to fly it. The second, a couple of years later, was a lovely young lady named Toni (short for Antoinette). Now, if I’ve learned one thing in modeling, it’s the need for a proper break in, SO..... Toni & I had our first date in my brother in law’s Cessna 172, flying around the city at a nice low (2000’) sightseeing altitude, then to a local airport with a restaurant for supper, and back over the State Capitol after dark to the starting airport. It must have worked, as we’ll have our 31<sup>st</sup> anniversary this year.

You may have noticed very little mention of the building and flying in this article. I’ve never been a great builder who likes to just “live” in the workshop, especially in my younger days. Looking back now, though, I did come up with some interesting designs, some of which even flew pretty well. Just before quitting in 1974 I built a ship called MidJet. It was a low wing stunter that kind of looked like the Midget Mustang racer of the late 1940’s. With a Rabe rudder, dihedral, a side mounted OS 40S, a moving control stick in the detailed and removable cockpit, and a few other things, it was my idea of state of the art at the time. About the time the bugs were getting worked out and it was beginning to fly well, I pulled into the inside loops and flew right into the belly of a Mallard Duck. He walked (not flew) away. The stunter didn’t.

It’s interesting that after the 25-year layoff, building is more fun for me and the results are very much better. Even my



flying is better than it was, with much more smoothness than in the good old days. The reflexes may be slower (!), but patience and cunning make up for that to some degree. Is winning still important? Sure it is, but I can enjoy judging almost as much as competing today-and often do it better. Don't get me wrong though, I still hate to lose. It's just that winning doesn't seem like such a big deal for me now. That sounds strange, but I'll bet a lot of you know exactly what I mean.

To me another enjoyable aspect of flying stunt is the "feel" of the airplane on the handle. More than any other category, flying the pattern is a matter of feel, sensation, and literally being a part of the airplane. The plane, the controls, lines, handle and pilot are married together as one continuous system for each flight. Sure, to some extent other events can say the same thing, but we operate with equality in *both* directions along with a great deal of in and out movement for line tension and smoothness. Watch the very top flyers movements in the center on a windy day. It's almost a track meet out there. It's a great, tactile experience each time you fly the pattern, and out of the 7 billion or so people on the planet, only a couple of thousand or so can actually enjoy it. Now that's a pretty exclusive club!

So back to the opening question: "Why do I fly stunt?"

If you're looking for a single answer, don't look to me. There are too many reasons. Without question, for me one of the biggest reasons is the people. Modelers as a whole are a great bunch, but I've always found the bunch of eccentric crazies (like me) who fly stunt, to be a particularly special group. Also, through the years it seems to me that the event has mellowed quite a bit. Of course, when you choose to attend VSC rather than the NATs, you do see a less hard-nosed type of competition. Not that there isn't a whole lot of serious effort, just that it's less *Hammer & Tongs* and more *Social & Sport* than it was when I was attending the NATs. Oh, if the term *Hammer & Tongs* doesn't mean anything to you - well, enjoy your youth.

How about the pleasure of creating a good model? In a world of instant gratification, being able to show up at the field or the club meeting, or at that contest with a really nice looking, fine flying stunter is good reason to feel you've accomplished something.

So what is the answer? The building? The flying? The socializing? The people? The sensation and feel of the airplane? How about all of them? Take your pick, but as for me, I'm having too much fun doing the "research" to find the answer!

-Jeff Welliver



Peter Anglberger, peter.anglberger@gm.com



## Victorian State CL Championships 2008

All event reports by Peter White, results and photos courtesy of VicStunt

### Introduction by Peter Anglberger:

The Victorian State Champs Stunt events were run at Knox Model Aircraft Club's field in Melbourne's outer eastern suburbs over the Easter long weekend. Conditions were perfect for Vintage Stunt on Saturday but quite windy for F2B and Novice Stunt on Sunday, up to 25mph and gusty at first, but settling after round one to 15 to 20 mph. Like the rest of southeast Australia Melbourne was still in a drought. The photos will show how dry and dusty the field was. Three circles were in operation most of Sunday with Vintage Team racing, combined speed and F2D combat also programmed.

### Vintage Aerobatics, Saturday 27<sup>th</sup> March

Vintage aerobatics was run on Saturday at the Knox club field with seven starters. Damien Sammut CD'd the event as well as judging alongside Ken Taylor who carried out the static judging duties. The day was quite warm with a few clouds and the light breeze tended to drift around a little which didn't bother anyone too much as most models, typically, flew quite fast.

Doug Grinham's Jamison Special and Dave Nobes' Guided Whistle were each powered with Atwood 49s, which produced good power and a healthy exhaust note. The neatly built red and white Jamison and the Guided Whistle received an equal number of votes from the flyers to share the Concours

honours. Dave's red and yellow tissue covered model showed up his building skills with attention to fits and finish. It flew well and was very stable in all areas of the pattern.

John Goodge's large Gambler with a side mounted long shaft Fox 59 providing the power, appeared to handle well and looked impressive as it went through the pattern. With some further trimming it should be a useful model for sport and competition flying days.

Flying in his second competition, the previous one being in 2002, Graham Vibert acquitted himself well. A couple of interesting entries and exits were performed but these will no doubt be sorted out with a little more contest experience. Graham was flying a Zilch X-pendable powered with a nicely running as-new Green Head Torpedo 35.

Peter Anglberger turned up from South Australia with a neatly built Ambassador/Sabre 2.5 combination. For its size the Ambassador is a remarkably stable flyer and Peter seems to be comfortable with it. Also from South Oz, Maris Dislers joined the fray with his AM 25 powered Peacemaker. This little model, finished in yellow tissue, still looks to be in good condition despite being more than a few years old. Peter White made the trip from Western Australia to fly his familiar All American with a sweet running Fox 35 for power.

The eventual winner, as the results table will show, was Doug Grinham with Dave Nobes second and Peter White third. Overall, the event went off successfully, there being some good flying and no mishaps.

### Novice Aerobatics.

The novice event was flown on Sunday 28<sup>th</sup> March with five entries; CD'd by Damien Sammut and judged by Peter Anglberger and Peter White.

The circle, used concurrently for

Novice and F2b, was situated partly downwind of some earthworks that had been going on during the week and was covered with a layer of fine dust. That combined with the grass surface struggling with months of hot dry weather meant that the usually lush green main circle was looking rather tired.

Mike Davies journeyed from South Australia to compete with a 110% Midi Slow powered by an ASP 15; the Lewis brothers, Phil and Michael came down from Benalla to share their OS LA 40 powered Sig Twister; Peter Koch, returning from a long layoff, was sporting a Top Flite Tutor with an OS LA 40 and eventual winner, Kim Laughton, also back after a long absence, flew a very attractive Smoothie fitted with an upright mounted OS LA 46. The boys had to contend with wind direction changes and some quite gusty patches but all survived to take their models home in one piece. Second place by half a point was taken by Mike Davies with Michael Lewis in third spot.

### F2B Aerobatics, Sunday 28<sup>th</sup> march

As the F2b event kicked off with Mark Ellins first up, the wind picked up from the north and began rolling in over some buildings and trees bordering the field. Mark was flying his ex-Doug Grinham Jazzer with the Stalker 61 LT EX running a tad rich for the conditions. He was also battling with a team racing injury - a little finger with eight stitches in it, making down control painful.

Doug Grinham and Peter Anglberger passed on their first round flights leaving Craig Hemsworth to fly next. The Saito 72 in the black Four Play (I've checked the spelling) sagged a



## NOVICE STUNT SCORES

Judges: Peter White, Peter Anglberger

			Rd 1	Rd 2		Total
1	Kim Laughton	Smoothie Brodak 40	323.50	406.00		729.50
2	Mike Davies (SA)	Midi slow ASP 15	358.25	370.75		729.00
3	Michael Lewis	Sig Twister OS 46 LA	249.50	271.50		521.00
4	Phillip Lewis	Sig Twister OS 46 LA	252.00	267.00		519.00
5	Peter Koch	Tutor II OS 46 LA	262.25	209.25		471.50

little on take-off but Craig fought on to complete a safe flight.

The GEO XL of Peter White's spent more time than was desirable free flying through the overhead eights and the cloverleaf with the Stalker 61 LS being a couple clicks rich and unable to handle some of the gusts that came through.

At the end of Round One, CD Damien Sammut suggested a break and a decision on continuing after lunch depending on the weather. By early afternoon the gusts were not as frequent and the wind strength had moderated somewhat.

For Rounds 2 and 3, Peter and Doug joined in - Peter with his FW 190 and ST 46 screwed in leaner than in practice and Doug with his Hot Dog/Stalker 61 2/4 combination. Peter's FW 190/ST 46 is a good match-up which sits well in the air and appears to be quite responsive.

Into Round 3 Craig reverted to his lightweight KA-10ish/Stalker 51 and put in a very neat flight. During this round, Doug's horizontal eights, rounds and squares, were buffeted badly causing him some anxious moments. As with Vintage and Novice, there were no mishaps despite the

tricky winds that kept us on our toes. The event was judged by Kim Laughton and Damien Sammut who also CD'd. Thanks goes to Damien who CD'd all three events, to Peter O'Keefe who tabulated the scores and to Ken Donnelly who ran the score sheets and assisted Damien when needed.

## F2B AEROBATICS SCORES

Judges: Damien Sammut, Kim Laughton

(Round scores are the average of the two judges scores)

			Rd 1	Rd 2	Rd 3	Total of Best Two
1	Peter White	Geo XL Stalker 61	939.75	1016.75	1121.50	2138.25
2	Craig Hemsworth	Four Play / Saito 72 (Rd1) KA10'ish / Stalker 51	885.25	952.50	1068.50	2021.00
3	Doug Grinham	Hot Dog Stalker 61	-	974.25	1043.75	2018.00
4	Mark Ellins	Jazzer II Stalker 61	166.00	950.50	1058.00	2008.50
5	Peter Anglberger	Focke Wulf /ST 46	-	814.50	918.50	1733.00









## 61<sup>st</sup> MAAA Nationals, Perth, Western Australia

### F2B Technical Data

Compiled by P. Anglberger

<b>Entrant</b>	<b>Model</b>	<b>Motor</b>	<b>Prop</b>	<b>Fuel</b>	<b>Line Length</b>
<b>Joe Parisi</b>	JPS6 (OD)	Saito 72	Bolly 13.5 x 5 2B	20% Nitro	63' x 0.018" 7str. SS
<b>Peter White</b>	GEO XL	Stalker 61LS	Zinger 12 3/4" x 5 1/2"	15% Nitro	66'
<b>Dave Simons</b>	Yatsenko Akrobat	Disc Retro 60	Yatsenko 13.4 x 6.2W	0% Nitro	0.016" 3str.
<b>Murray Howell</b>	Yatsenko Shark	Disc Retro 60	Yatsenko 13.3x 6..3W	0% Nitro	67'
<b>Frank Battam</b>	Yatsenko Akrobat	Disc Retro 60	Yatsenko 13.5x 6..5W	0% Nitro	66'
<b>Peter Anglberger</b>	FW190	ST 46	Hawk 11 x 6	5% Nitro	62' x 0.015 7str. SS
<b>Steve Mc Murray</b>	Impact	ST 51	Eather 12 x 5.75 3B	15% Nitro	66 1/2'

### F2B Results

	<b>Round 1</b>	<b>Round 2</b>	<b>Round 3</b>	<b>Round 4</b>	<b>Best of R1/R2 +R3/R4</b>
<b>1. J Parisi</b>	3259.5	3408.5	3406.0	3531	6939.5
<b>2. P White</b>	3273.0	3438.0	3480.0	3493	6931.0
<b>3. D Simons</b>	3276.0	3384.5	3445.0	DNF	6929.5
<b>4. M Howell</b>	3213.0	3344.5	3478.0	3469	6882.5
<b>5. F Battam</b>	3303.0	3188.5	3255.0	3339	6642.0
<b>6. P Anglberger</b>	3046.5	3090.5	2887.0	3092	6182.5
<b>7. S McMurray</b>	2814.5	2916.0	2958.5	3014	5930.0





## F2B Aerobatics, 61<sup>st</sup> MAAA NATs, Perth, Western Australia 31<sup>st</sup> December 2007

Report by Peter White

The event was run on the Swan Christian College grounds in Midland, an eastern suburb of Perth, Western Australia. Because Perth's weather is notoriously windy at this time of the year, we were pleasantly surprised when the two days allocated to F2b and Vintage aerobatics turned out to be fairly overcast with light breezes, unlike the three practice days prior to competition.

Jim Trevaskis capably CD'd the event. Jim Stivey and Bruno Butkevicius were joined by Fred Adler in the judges' chairs while Lorraine Stivey and Marg Battam toiled away at the tabulation table.

The format consisted of four rounds with the best of Rounds 1 and 2 added to the best of Rounds 3 and 4 for a final total. All four rounds were flown on the one day.

The field of seven flyers consisted of Peter Anglberger from South Australia, Joe Parisi from Queensland, Frank Battam, Murray Howell and Dave Simons from New South Wales plus Steve McMurray and Peter White from Western Australia .... a small field which was understandable, taking into account the 4000 km journey from the east coast to Perth.

Peter Anglberger, whose flying has improved greatly in the last two or three years and continues to do so, was running an ST 46 in a South Australian designed FW 190. Although a little on the heavy side, it hung out quite well and handled square manoeuvres with no real problems while the well muffled .46 ran very consistently. Starting problems caused Peter to call an attempt in Rd 2 but he returned later in the round with a working battery to put in his flight.

Eventual winner, Joe Parisi, brought over a large thick winged take-apart O/D powered with a Saito 72. The big four stroke appeared to have buckets of power in reserve, hauling the model through the pattern with ease. Joe flew a typical Parisi pattern in each round .... nothing blindingly spectacular, just good well shaped manoeuvres put together to make up a smooth flowing pattern.

Frank Battam's Retro 60 powered Yatsenko Acrobat handled well and looked good in the air. Heights were generally good but some round manoeuvres tended to suffer with flat spots. Frank's Retro started and ran well in each round, providing good steady power.

Murray Howell, also using a Yatsenko design, the Shark, flew particularly neat bottoms and intersections. The clipped-tip elliptical wing of this model looks attractive in the air and obviously works well while the Retro provides more than adequate power for this quite large model.

Dave Simons, the third of the New South Welshmen to make the trip west, used a Yatsenko Acrobat similar to Frank's. Dave's flying in practice and Round 1 was a little tentative but improved with some coaching from Murray enabling him to go on and take out third place.

WA flyer, Steve McMurray was experiencing his first nationals, flying an ST 51 powered Impact. Much of Steve's run-up time to the NATs had been spent battling the inconsistent behaviour of the .51, trying various tanks, props, venturis, fuels, etc instead of being able to concentrate on the pattern. As the day progressed and he relaxed a little, he was able to put in some quite presentable shapes when the .51 was working properly.

Yours truly joined the fray using a GEO XL powered with a Stalker 61 LS which did all the right things throughout the day. Running somewhat like the Retros, it produced good power in a low revving four cycle run.

Overall impressions are of a well run competition, a competitive but friendly day's flying, many good patterns assisted by the co-operative weather .... all of which was made more enjoyable by virtue of the fact that there were no flying mishaps.

Thanks goes to all of the previously mentioned officials whose efforts ensured a successful NATs competition.

Thanks also goes to the five interstate competitors who made substantial investments in time and money to attend. I know the locals appreciated your presence.





Joe Parisi's JPS6, Saito72



F2B Winners, L to R, Peter White 2nd, Joe Parisi 1st, Dave Simons 3rd



Peter White's GEO XL, Stalker 61



Frank Battam and his Yatsenko Akrobat, Retro Disc. 60





Murray Howell's Yatsenko Shark, Retro Disc. 60



Dave Simons' Yatsenko Akrobat, Retro Disc. 60



All photos courtesy of Vicstunt





### Brazilian "Super Tucano" team selection for the Brodak Fly-In

April 26 and 27 were big contest days in the Ibirapuera Park in São Paulo Brazil. 26 competitors were there bright and early on Saturday to start the competition for who would get to go to the Brodak Fly-In. Each competitor had a model of the Brazilian "Super Tucano" and a ring master. Two rounds of AMA CLPA were flown with the "Super Tucano" and one round of old time stunt with the ring master.

The planes this year are much better than last year. 50% of the evaluation was

for appearance points. There were some really beautiful planes that will compete for top honors at the Brodak Fly-In.

Twenty-three competitors were approved for the trip to Brodak. They will fly the "Super Tucano" in CLPA and the ring masters will get a real workout in P40 stunt, classic stunt and OTS. The Brazilians are ready this year to try for "top honors".






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Amount: \_\_\_\_\_

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Precision  
Aerobatics Model  
Pilots' Association

PAMPA, an AMA approved Special Interest Group, founded July 1973. Objectives include a means of communications among control line stunt flyers, voting on issues affecting control line stunt, and administration of the Control Line Precision Aerobatics Event at the NATs and conduct of the FAI Team Selection Trials.

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Stunt News

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*Ad and Editorial copy*

**# Issue                      Deadline**

5-08 Sep/Oct 2008 . . . . .	Jul 20, 2008
6-08 Nov/Dec 2008 . . . . .	Sep 20, 2008
1-09 Jan/Feb 2009 . . . . .	Nov 20, 2008
2-09 Mar/Apr 2009 . . . . .	Jan 20, 2009
3-09 May/June 2009 . . . . .	Mar 20, 2009
4-09 Jul/Aug 2009 . . . . .	May 20, 2009

Deadlines mean in Editor's hands

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Peter White's GEO XL, Stalker 61. Photo by VicStunt.



Craig Hemsworth's KA-10 at the recent Victorian State F2B Championships in Australia. Photo by VicStunt.



Hot Dog by Doug Grinham at the 2008 Victorian State F2B Championships in Australia. Photo by VicStunt.



Murray Howell's Yatsenko Shark, Retro Disc. 60. Photo by VicStunt.

# SUPER TUCANO CHALLENGE 2008

## CONTROL-LINE AEROBATICS

Brazilian "Super Tucano" team selection for the Brodak Fly-In 2008. Photo by Thomas Case.



SÃO PAULO - BRASIL - IBIRAPUERA

LAURO UEZONO

Tucanada

lauro.uezono@gmail.com

Dave Simons' Yatsenko Akrobat, Retro Disc. 60. Photo by VicStunt.



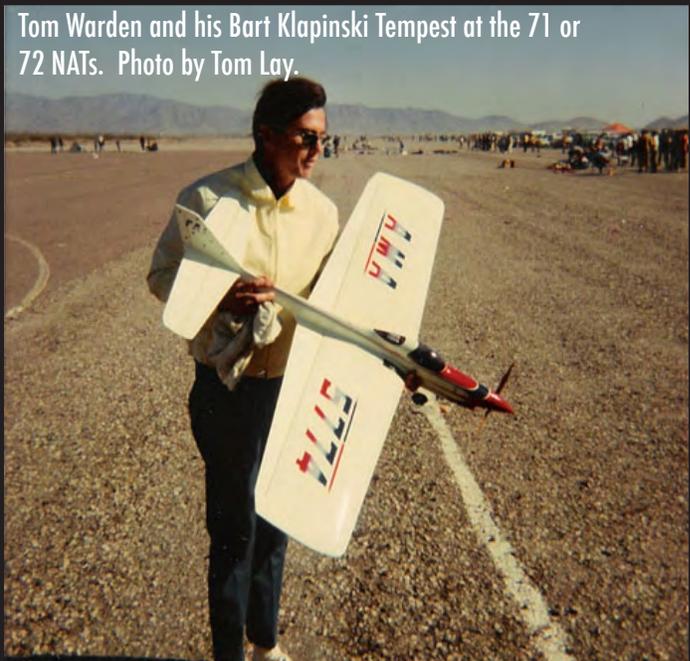
Windy Urtnowski and his latest rendition of the timeless Spitfire. Photo by Bob Lampione.



A new Skylark II by Dave Heinzman. Photo by Patrick Rowan.

The "Wire Guys" of District I. The North Shore gang posing for a Family portrait. Photo by Dave Cook.





Tom Warden and his Bart Klapinski Tempest at the 71 or 72 NATs. Photo by Tom Lay.



A member of the Akron Circle Burners, Roger Stricklin's Mathis Coyote LA 46 powered. Nicely dressed in a patriotic theme. Roger Strickler photo.



Jeff Welliver and his well traveled RSM Tempest. Photo by Crist Rigotti.



Keith Sandberg and his Saito 56 powered Legacy. A very good combo....I mean all three! Photo by Crist Rigotti.



Carl Shoup and his two Pathfinders. Photo by Dave and Debi Hathorne at the recent Special Needs Air Show 2008.

Lew Wolgast's "Dragonfly" now in Robert Shaw's museum.  
Photo by Dale Barry.



Oswaldo Campos at the recent Palmer. Photo by Rickii Pyatt.



Sunday in Portland started out sunny if a bit cold. The Evil twin in the foreground took 1st and 2nd in Expert Profile. Photo by Bruce Hunt.



Dave Sabon and his immaculate Shark 45 at the recent 2008 Palmer. Photo by Rickii Pyatt.



Randy Smith and his superb "Excel" at a recent NATs. Photo by Randy Smith.





F. K. #11