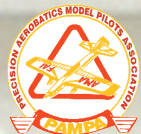


# Stunt News

Precision Aerobatics Model  
Pilot's Association

November/December 2008 \$5.00





A full-page photograph serves as the background for the magazine cover. It depicts two men, David Fitzgerald and Steve Wooley, standing outdoors at what appears to be an aviation event. David Fitzgerald, on the left, is wearing a white polo shirt with blue and red trim, camouflage cargo shorts, and sunglasses. He is holding a small, white, cylindrical object. Steve Wooley, on the right, is wearing a blue and white zip-up jacket with red and white stripes on the sleeves, blue jeans, a white baseball cap, and sunglasses. In the background, there are trees, a blue inflatable archway with the text 'lorraine conseil regional', and other people. The overall scene is bright and sunny.

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**On the cover:** David Fitzgerald becomes the sixth United States FAI team member to win the coveted F2B crown at the World Championships. He poses here with his Gold Medal and the Steve Wooley Cup, emblematic of the individual winner in F2B. — Photo by David Gardner

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

LEGACY



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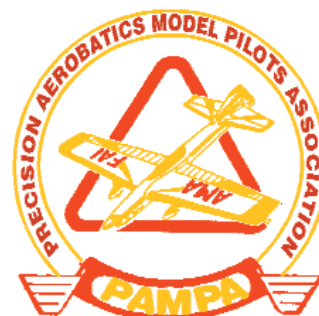
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# President's Column

By Bill Rich

**T**his issue will mark the completion of my first year as PAMPA President. Time flies when you're having fun. 2008 certainly presented its challenges and successes. PAMPA leadership is continuing to work at building our membership, reducing our fixed cost, and highlighting the positive aspects of PAMPA Membership.

Our membership has had a steady increase throughout the year. Our major accomplishments were building our membership, availability of SN online, and the Online Membership. I believe the online membership at \$25.00 will bring many non-US members back to PAMPA.

**I am sorry** to announce that District 8 Director, John Hill, has resigned effective November 1<sup>st</sup>. I would like to personally thank John for his service to PAMPA. Sometimes these "volunteer" jobs take on a life of their own. John indicated he was now going to pursue his other passion which is competition pistol shooting.

Anytime you lose someone from the hobby it hurts, when it is someone that has stepped up to serve it is especially disheartening. I will miss seeing John at the Nats.

**Another loss** that I feel compelled to include here is the founder of the Tampa Bay Line Flyers (TBLF). I joined and started flying with this club about a year ago. I have known Dan Ciesla for many years; his hobby shop was close to my flying field in Tampa and we used to spend quite a bit of time together.

Phil Bayly and Paul Sequira wrote about Dan in the TBLF newsletter. Here is that article, reprinted with TBLF permission:

"Dan and wife Sandy Ciesla started our club soon after opening their hobby shop—Model Aviation Headquarters—in Tampa. Dan loved all the various

disciplines of model aviation and especially control line models and flying.

"To form the club, he gathered control line fliers from his earlier acquaintances and others that came into the shop. They formalized the group in 1993, and were awarded AMA Chapter #3499 on December 3, 1993 under the name Tampa Line Flyers. Early in 1994 the club's name was changed to Tampa Bay Line Flyers (TBLF) to better represent the membership that came from all over the Tampa Bay area.

"Model Aviation Headquarters closed its doors later in 1994, but Dan continued helping modelers, selling leftover inventory at swap meets and through private sales, usually at very friendly prices. He also donated prizes for awards at our club contests. Dan's enthusiasm for the hobby never waned even though his participation in building and flying slowly diminished due to health and other demands of work and family.

"Dan was especially fond of CL scale airplanes and was also an avid collector of model airplane engines and kits. Thanks to him, several of us contain items in our collections that we otherwise would never have acquired.

"We all will miss Dan very much, but also feel enriched with the memories of all the good times with him in the early days of the club. We now honor him with recognition of his achievements as TBLF continues to live on. He made a difference."

**I hope** you are pleased with the new look of SN. Elizabeth (Liz) Helms has done a fantastic job of restyling and laying out SN. We were very fortunate to find Elizabeth. She brings many years of professional styling/layout to SN.

Bob Hunt has done a tremendous job in getting the Sept./Oct. issue out. We know it was quite late. This was unavoidable; this issue will also be late, but it is our hope that we will be back on schedule with the Jan./Feb. issue.

Speaking of SN, if you haven't taken the time to look at SN online I would highly recommend it. I prefer a hard copy to read when the opportunity presents but the online color pictures are outstanding. I usually look briefly at the issue online and then do my real reading when the hard copy arrives. The pictures are absolutely outstanding in color.

When I'm looking for a color or trim scheme I will page through a number of the old issues online.

**The Hall of Fame** procedures have been slightly revised. The EC approved the HOF chairman's recommendations. These changes should be detailed in this issue but I will outline the highlights:

1. Call for Nominations will be moved to the May/June issue of the odd number years.
2. Publish the biographies of the nominees in SN in the Nov./Dec. issues of the odd number years.
3. Publish the names of the voters at the end of the biographies.
4. Publish the voting procedure.
5. Inductees published in the May/June issue of SN in the even numbered years.

I want every PAMPA member to have a good understanding of our Hall of Fame procedures. It is our hope that these new procedures will help PAMPA members to discover some of the history, traditions, and numerous interesting personalities associated with CLPA since the beginnings in the 1930s.

Hopefully the publication of the nominees will encourage members to contact their District Directors to encourage them to vote for worthy candidates. There are many early contributors that should be recognized by election to the Hall of Fame.

**I have been** in contact with Tony Stillman, AMA District V Vice President. Tony has been asked by AMA President Dave Mathewson to chair the SIG (Special Interest Group) Committee.

Dave has asked this committee to contact each SIG and discuss ways in which the AMA and its staff can better support each SIG to achieving its goals of membership and activity. Hopefully, this will be the start of opening communications and developing a positive working relationship between PAMPA, AMA, and its new President, Dave Mathewson.

**I hope** by now all of you have renewed your PAMPA memberships and are well started with your new building projects. Until next time, please take the time to enjoy our hobby. SN



# Starting Points

In the last issue of *Stunt News* (October/November) we ran an outstanding and artistic photo of Crist Rigotti putting in an early morning flight. That photo was part of the 2008 Nats coverage article. We mistakenly credited that photo to Rickii Pyatt, who also took a number of wonderful morning flight shots (one of Rickii's photos was used as the background on the table of contents page). The photo in question, however, was taken by Dennis Vander Kuur, who, if you visit the online CL Stunt forums, goes by the moniker DennisV.

Dennis had posted this same photo on the *Stuka Stunt Forum* a few weeks before it appeared in *Stunt News* (I thought I'd seen it before...). Our apologies go out to Dennis for the mistake. – Ed. *SN*



## Deadlines

### Ad and Editorial copy

#### Issue

March/April 2009  
May/June 2009  
July/Aug 2009  
Sept/Oct 2009  
Nov/Dec 2009

#### Deadline

January 20, 2009  
March 20, 2009  
May 20, 2009  
July 20, 2009  
September 20, 2009

**Postmaster:** Send address changes to: Dave Gardner, 15107 SE 145 Pl., Renton, WA 98059-7308

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**Managing Editor:** Bob Hunt: PO Box 368  
Stockertown PA 18083;  
robinhunt@rcn.com  
Tel.: (610) 746-0106

### Contributing Editors:

Ron Burn  
Doug Dahlke  
Ken Gulliford  
Mike Keville  
Leonard Neumann  
Wynn Paul  
Louis Rankin  
Scott Richlen  
Rudy Taube  
Keith Trostle  
Windy Urtnowski

## PAMPA Directors

### President

Bill Rich: 3036 Ridge Vale Cir., Valrico FL 33594-5649; (813) 681-9832; richvalrico@aol.com

### Vice President

Brett Buck: 972 Henderson Ave. Apt. #4; Sunnyvale CA 94086; (408) 246-8173; buckbw@pacbell.com

### Secretary/Treasurer

Dave Gardner: 15107 SE 145<sup>th</sup> Pl., Renton WA 98059-7308; (425) 235-5190; Davegardner55@msn.com

### Membership Secretary

Russ Gifford: 1302 2<sup>nd</sup> St., Camanche IA 52730; (563) 259-1649; Gst92@mchsi.com

### *Stunt News* Editor

Bob Hunt: PO Box 368, Stockertown PA 18083; (610) 746-0106; robinhunt@rcn.com

### District I Director District II Director

Dave Cook  
Windy Urtnowski

### District III Director

Patrick Rowan  
Bill Little  
Dale Barry

### District IV Director District V Director

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# Level Laps

By Bob Hunt

I'd like to start out this issue's editorial with a huge thanks to the huge number of people who have e-mailed and called to express their thoughts, opinions, criticisms, and congratulations on the new *SN* format and the performance of the new *SN* production "crew." The vast majority of those who contacted me had very positive things to say. I want to take this opportunity to thank all of you for your patience as we made the changeover. There was no possible way to have published the last *SN* issue—or even this one—on schedule. We are hoping to get back on schedule by the next issue as we start the New Year.

I would like to extend a special thanks to Bill Rich, Liz Helms, Bob Kruger, Dave Gardner, and Russ Gifford for their assistance. Without their help and input we'd still be working on the last issue!

I'd also like to thank the regular Contributing Editors who got their materials to me in time to make the deadline for that issue. Too often we forget about those who volunteer to do these thankless jobs. A bi-monthly column deadline can be a fearful thing. Coming up with enough relevant material every two months is a daunting task. You can help them all by contributing!

## The Dark Side

The last issue of *SN* (Sept./Oct.) printed decidedly on the dark side. We are sorry about that! In our defense, this was the first time this publication crew had dealt with a new printer and with an unfamiliar format of printing. It is a learning process, and we have been in touch with our printer to get the information necessary to fix the problem. They have been very helpful. Hopefully the issue you are now reading has printed a bunch lighter! The online color version, however, looked great in my opinion, as did the CD version. If you haven't taken advantage of the opportunity to view (or download and print out) *SN* from the PAMPA website, you are missing a great deal of the value of this publication.

We made the first issue from the new production crew available to non-PAMPA members as a free download from the PAMPA Web site on a one-time basis. Our thought was to show those who may never have seen a color version (or perhaps any version ...) of *SN* just

what they were missing, and perhaps entice them to join PAMPA. The webmaster (Bob Kruger) has reported that an unprecedented 2,500 downloads of *SN* occurred in the month following the publication of the Sept./Oct. issue! And, that is apparently translating into many new members. I love it when a plan comes together!

## Looking Forward

It's time to look to the future of *SN* and how we can best utilize this great resource for the continued betterment of the sport of CL Aerobatics. We are blessed with several fine contributing editors who each prepare and submit a column that is dedicated to one specific area of our sport. Hitting a bi-monthly deadline with good and relevant material is a very daunting task, and I would like to take this opportunity to thank those who have written a column in the past, those who are currently writing one, and those who will (hopefully ...) take on the task in the future.

So, let's take a look at some possible futures for columns in *SN*. I have several



that they can and will communicate with each other and form a plan to get this column rolling in the next issue or two. My plan is to let them suggest the format, and generate the content on their own. We will not edit that column for content (spelling and grammar maybe ... ); it will be their own, and I think it will be very interesting for all of us to see what they come up with.

Endings are just as much a part of *SN* columns as are beginnings. I'm sad to say that with the next issue, Mike Keville has decided to retire from writing his very popular columns, "The Trailing Edge" and "The Lighter Side." Mike now feels that both OTS and Classic are

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## I love it when a plan comes together!

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ideas for new columns and have already begun contacting some of our members about writing them.

One new column that I'm stoked about is one which we are calling "The Next Generation." I feel it is important to let those younger members who are just now starting out on their individual "Stunt Journeys" have a place in *SN* where they can communicate with each other, express their thoughts and opinions, and let us, ahem, more seasoned Stunt fliers know where they would like to see the path of Stunt go in the future. After all, they are the future!

I've contacted three young fliers through their parents (or grandparents) who have demonstrated a desire and ability to fly and excel. Pat Gibson, Grace Paris, and Ryan Young have certainly made their presence known at the Nats with their outstanding performances and it seems fitting to allow them to suggest the format for this column and to also allow them to be the first stewards of the column. I'm hoping

stable, accepted events and that his job is complete. Before going on here I'd like to stop and call for a virtual standing ovation for Mike. His dedication and foresight brought us great things like the Vintage Stunt Championships. His unique style of writing always entertained us and informed us. So to you, Mike, goes out, from all of us, a from-the-heart thanks for your long and caring service to our community. You are the very best, my friend.

I received a short note to all PAMPA members from Mike that I'm going to include here:

"I think it's been about 17 years since I began scribbling "The Trailing Edge" column. When Phil Granderson was the Stunt News Editor he phoned me in Kuwait City asking if I'd contribute something on Old Time and Classic Stunt. It's been a long run, but now I'm out of ideas and energy. I've enjoyed writing this thing and hope you've enjoyed reading it, but now it's time to



move on. Other interests beckon, etc. I expect to contribute some occasional artwork and/or brief articles in the future. Postal and e-mail addresses remain the same for now but could change somewhere down the line.

“Meanwhile we’re about ready for VSC-21. Those who’ve never been to one of these things are urged to come join the fun as either a competitor or spectator. This year it will be a full five (5) days, Tuesday through Saturday, March 17-21. The meet is held at a dedicated flying site in a public park, thus you might say we’re (gag) “Park Flyers.” OTS, including Ignition-only, will be on Tuesday and Wednesday; Classic on Thursday thru Saturday. Awards banquet Saturday evening at the new headquarters hotel, the Riverpark Inn. Contact me for details on the hotel, or click on [www.theriverparkinn.com](http://www.theriverparkinn.com). All other inquiries (schedules, rules, etc.) go to Robin Sizemore at [expstunt@cox](mailto:expstunt@cox).”

I concur with Mike’s thought that the vintage events are indeed established and are in no danger of going away any time soon. I also feel that it is now time to begin addressing each of these events in more depth with separate columns dedicated to each discipline. I’m still looking for volunteers to staff these columns. The thought is to not expect any one person to generate all the material for these columns (or for any of the other *SN* columns for that matter), but rather to be collectors of material from all in PAMPA who have an interest in the subject matter of each of those columns. Without submissions from the membership, any column will prove to be not only short lived, but also written from only one point of view (kind of like this column ... ). So please support all of the *SN* columnists.

If you might be interested in being the Contributing Editor (fancy word for columnist ... ) for either the Old Time Stunt column or the Classic Stunt column, please get in touch with me.

Bob Whitely has stepped forward to expand on a feature article that he submitted to *SN* some years back. His “Things That Work” piece was very popular and very thought provoking. We all have things that work well for us and may be different than how someone else might approach a given modeling problem. Bob is going to serve as the collection point person for all these ideas and will put together an ongoing “Things That Work” column. Again, please support Bob in this effort.

All in this world is not competition;

sport aerobatics is as much a part of CL Aerobatics as is the competitive part. To that end I’m looking for someone who would like to take on a column dedicated to sport aerobatic flying. This column would encompass profile-type models as well as built-up sport aerobatic models and flying “tricks” just for the fun of it.

All you Ron Burn “Building” column fans can rest easy; he has not gone away. Ron has been dealing with some personal issues but he will return soon with his own unique brand of building tips and techniques. I know that I’ve learned a bunch from this extremely gifted modeler that has improved my building.

I’d also like to start up the “Flying” column again. I’m not sure why this one went away, but this subject is absolutely essential to what we are all about. If you think about it, 97% of the possible total score available in our AMA pattern comes from flying! There is so much to discuss on this subject and so many different points of view that I don’t see how this column would ever run short of material. Any takers for this one out there? Call me!

While flying accounts for 97% of the total possible score in AMA competition Stunt, craftsmanship and finishing account for a mere 3%. But, as we all know, this is where perhaps 97% of the effort is expended! Okay, maybe not 97%, but certainly a disproportionate amount ... It seems that most of us focus on the aesthetic appeal of these models to a great degree and use that to bring out the hidden artist within. Nothing wrong with that!

I’m proposing that instead of a column devoted strictly to finishing, we start one that addresses the total package that accounts for those illusive “pretty points.” “Craftsmanship and Finishing” will be the title of this one and I’m sure it will become one of the most, if not the

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## Okay, maybe not 97% ...

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most, popular columns in *SN* ... providing we can get the right person to collect and prepare the material. Anyone out there interested in this post?

Our organization is now truly international in scope and I believe it is time to focus more on what is going on. Peter Germann has volunteered to be the “collector” of information from members in Western Europe, Eastern Europe, and Scandinavia. I’ve also

asked Geoff Goodworth to do the same for Australia and New Zealand. I’m still looking for correspondents to serve in this capacity from South America and Central America, China, Japan (and other Eastern Rim countries), and also from Canada. (Kim, are you out there reading this?)

Beyond these proposed columns, *SN* will continue to need well-written, relevant feature articles about all the aspects of our amazing event. So, please put on those thinking caps and come up with material for these pages. If you are not a writer, that’s okay. We’ll make your prose read correctly; you just need to supply the information!

As much as feature article material is needed, so too is there a need for us to know what subjects you need information about. Once a need is established, we can assign features to the appropriate members. If this is to really work, we need your input!

### Following the Rules ...

I must apologize here to Alice Cotton Royer for not mentioning in the last issue that she has decided to retire from writing the “Rules” column. Alice and I had a long and enjoyable chat in which I told her that I’d like to invite Keith Trostle to write a few of these rules columns in an effort to clarify the new rules and the rules making process. She informed me that this was fine by her and that if Keith wanted to take over that column on a regular basis, it was okay by her. Keith has decided to accept that post.

I think it’s only fitting to recognize Alice’s contributions to *SN* over the past few years. She’s incredibly bright, insightful, and energetic, and she will be missed in these pages. Alice wanted me to remind everyone that she will continue on as the Rules Proposal Chairperson: a position to which Mike Keville appointed her when he was the PAMPA President. She has been faithfully doing this every two years since her appointment. She will continue to send us reminders and inform us of new proposals as they arrive. Our thanks go out to Alice for her past service and for her continuing service as well.

### It’s a Wrap

That’s it for this time. Please continue to think of ways that you can contribute to *SN*. This is your magazine/newsletter and it’s only as good as what you provide to fill its pages.

Until next time, fly Stunt! *SN*



# ON TOP OF THE WORLD!

Reports on the 2008 World Champs by Paul and Kevin Ferrell and Paul Walker

**W**ow! The World Championships! Wow! Did we say wow? Next time, you go! Do not pass go. Just go directly to the 2010 World Championships. Even if you're not on the team (that's about 99.9% of us), go as team manager, assistant team manager, a mechanic, a supporter—as many did this year—and you can too. It truly is “A once in a lifetime experience.”

Let us tell you about World Championships 2008, Landres, France,

aka, “Turbulandres.” (Get it? Think turbulent.) CL teams and fliers from 41 countries from all corners of the globe. Flags of all nations, flashy team uniforms. Five-time World Champ Hingping Hang, the Yatsenko brothers, Igor Burger who came in second with an electric powered model, two-time Junior World Champ and currently #5 in World Cup rankings, Mauricio Milani, etc., etc. It was five solid days of competition flying, with over 100 Stunt ships you've

never seen before. Great people, great camaraderie, great feeling and lots of after-hours fun—unless you're in the running for the Final 15. And, of course, you get to visit exotic locales. Do it! Really! Do it!

**There are many, many stories** from 2008 WC. For Team USA there are at least five stories: (1) USA won the whole shooting match and is the World Championship team. All you competitors





out there are flying against the best there is. (2) Dave Fitzgerald dominated (boot-stomped) the field right from day 1. He never let up, and is the undisputed (the others weren't even close) Champion of the World. (3) Paul Walker performed one of the all time great comebacks in Stunt competition history. (4) On his first trip to the Championships, Orestes Hernandez showed the World that he's a true future contender for the Steve Wooley Memorial Cup. (5) Junior Paul Ferrell finished a credible fifth in a very strong field of Junior fliers and relearned one of the basic lessons of CL competition—when you've got good conditions, score high, because if you don't, you won't be able to make it up in bad conditions (unless, of course, you're

superhuman like Paul Walker).

Dave's first place finish, combined with Paul Walker's sixth and Orestes's seventh gave the US Team a total of 14 points, the Walker Cup—which goes to the World Championship Team—and Gold Medals for all team members. Like golf, lower numbers are better when it comes to determining the Team Championship. China was second with 17 (third, fifth and ninth



**Left: The entire 2008 US CL World Championships Team.**

**Above right: David Fitzgerald prepares to launch Paul Walker's Impact.**

**Below: The top three places in F2B went to David Fitzgerald (USA), Igor Burger (Slovakia), and Xinping Hang (China).**





place finishes), and Slovakia third with 26 (second, fourth and 20<sup>th</sup> place finishes). Apart from Dave, the Finals competition was so tight, and the scores so volatile because of bad and deteriorating wind conditions, that Team USA didn't even realize it was in the running and had won until after the last flight (Orestes had that honor) was posted. After the first round of the Finals, Paul was seventh and Orestes was 11<sup>th</sup>. After the second round, Paul was 11<sup>th</sup> and Orestes sixth and both needed to improve their scores in the third and last round with some of the "baddest" wind conditions you've ever seen. The judges kept checking their anemometers bad! Risk your plane bad! See parts of your plane you've never seen before in flight bad. See your plane in terrifying attitudes bad! Bad! Real bad!

On his seventh trip to the World Championships, Dave was a man on a mission! In the months leading up to the World Championships, we spent a lot of time talking to, getting advice from, and practice flying with Dave. Talk about intensity, focus, no compromise, and long hours of preparation and hard work. If you want to raise your game, hang with Mr. Fitzgerald. Dave built a stunning new take-apart Stunt ship, the Thundergazer. At first he wasn't satisfied with the model as it was too heavy at 67 ounces. So he built a new tail section about three weeks before departure time, and took out about 4 ounces. Now he's happy and says it's the best plane he's ever flown. (Move over Stargazer.) He was so ready in all ways that we believe Dave won the World Championships before he even got there.

**Flying conditions on the first two days** of qualifying competition were good and Dave didn't waste any time or any opportunity to kick butt. On day one he topped the field by 9 points. Orestes was second, 11 points ahead of third. On day two, Dave topped the field by 15 points. Being so far ahead, and with the conditions deteriorating significantly, there was no need to fly on the next two qualifying

**Young Paul Ferrell** had the time of his life and finished a Ph.D. in CL, courtesy of his three mentors—Dave, Paul Walker, and Orestes. Imagine getting advice from these three on plane trim, engine operation, strategies for dealing with the wind, getting coaching on your maneuvers, spotting the plane for takeoff, getting launched by Paul Walker, etc. These three guys were just terrific!

On his first qualifying flight, Paul took Dave's lesson about how international judges really focus on 5-foot bottoms a little too far, and flew 3-foot bottoms! This cost him around 100 points. On day two, on the infamous grass circle, he scored 982 points, only 11 behind Paul Walker who had flown just before him, and who gave Paul the compliment of his life when he looked at Paul's score sheet and said, "It looks like you mighta beat me." On days three and four Paul had to deal with the same bad conditions as everyone else, and flew valiantly in weather Dave and Paul Walker said many would pass in at the Nats. But he was unable to make up for that first flight. Otherwise he might have made it into the top three Juniors. But not the top two—those two young Italians are the real deal. Mauricio Milani not only won his second Junior World Championship, but he finished 14<sup>th</sup> overall, and his amico Marco Valliera finished 18<sup>th</sup>. They're both great young men and Paul Ferrell now counts them and the other Juniors as new friends.







days and so he didn't. Orestes was the only other pilot to exercise the luxury of passing on a qualifying flight. No one scored in four flights what Dave did in two. However, the fly-off is a whole new ball game. Again, Dave wasted no time. In round one he topped the 14 other finalists by 35 points! In the second round by 13 points, and his closest competitor was 54 points behind! Trophy time! Nonetheless, Dave went out and flew in the third round in some of the absolute worst conditions ever (see above). Strong winds were blowing from

multiple directions, gusting, shifting as much as 150°. It truly was a situation where it was just about all he could do to keep his new Thundergazer from an unscheduled landing. On exiting one maneuver the outboard wingtip was actually pointed straight down about 18 inches above the tarmac; our hearts were in our throats! But heroically, Dave fought through it and while the heartless judges didn't reward him for that, he didn't need it; he'd already won! Extremely well deserved! No luck here. 100% earned. A true champ!

**Paul Walker took a different approach.** For his 11<sup>th</sup> trip to the Championships, he decided to spot the field about 120 points on the first two days of qualifying when conditions were good, and make his way back into the top 15 finalists on the third and fourth days of qualifying when conditions were lousy or worse. Seriously, Paul ran into some bad luck which bites all, even the very best, competitors every now and again. On his first flight, after start-up he spent a lot of time trying to get his needle setting right. Ultimately it still ended up







running rich. Paul put in a couple of extra laps in the pattern, using up too much fuel. In the first leaf of the clover his RO-Jett .65 died. He got his Impact down safely, but, of course, lost his clover and landing points and so ended up with just 938 points and in 37<sup>th</sup> place for the day.

Paul checked his tank and it was bone dry. So we all drove over to the practice field, Paul gassed up with the same amount of fuel, reset the needle, and flew the full pattern with nine laps to spare. Just right! However, next day, not taking any chances, Paul puts in a little more fuel, flies the pattern, and, you guessed it, the RO-Jett won't quit. Paul is now doing everything he knows to burn up fuel and starts doing kill loops. Finally, the engine dies; Paul hurriedly gets the plane down and stopped just two seconds shy of an overrun, but safe. Unfortunately, though, the judges didn't score the flight high and Paul only moved up to 33<sup>rd</sup> place.

On day three it was time to get serious, but the weather had turned windy with occasional sprinkling rain. Nonetheless, Paul got his mojo back, and the engine was running right. Paul put up a real nice flight and moved all the way up to 17<sup>th</sup> place.

**Day four.** This was it. The pressure was really on. When Paul unloaded his beautiful take-apart Impact from the van, he started talking to it. Wistfully, he said, "OK plane, you better do good today, or it might be your last flight." But on this day the weather was even worse. There were much stronger, more variable winds and occasional rain showers.

To make matters worse the US team was flying on the grass field which was subject to really perverse wind conditions. For example, one flier walked out to the center of the circle prior to his flight, sprinkled some powder and watched it float away in the direction he was facing. He turned 180°, sprinkled a little more powder and again watched it float away in the direction he was facing! You read that right!

We saw top pilots do maneuvers in all four quadrants of the circle during the same flight. And, because of a 50 foot high stand of trees just 15 feet from the edge of the circle on one side, it was not uncommon for winds across the top of the circle to blow 90° off the wind lower down, which made for some hellacious wingovers and overhead eights. The Junior pilots from both China and Japan lost their planes to this circle. So this is what Paul had to work with.

Work with it he did and by flying his plane from the far edge of the center pad on the windward side to minimize cross wind effects, brought in a score which put him in the Final 15 at #13. On finals day, Paul's flying continued to score better, and again he put up his highest score under the worst wind conditions he faced that day, finishing sixth and helping to lock in the Team Championship.





### Orestes too had a different approach.

He's a lot more relaxed, but no less a killer. After day one of the qualifiers, he was just behind Dave in the #2 spot. It was the same after day two. The others were thinking: "What the h— is this? The first time this guy shows up at the World Championships and he's number 2. Actually, he was really number 1 because this Dave guy is from the planet Krypton and so you don't have to count him. Who is this guy?" But as they got to know Orestes, they quickly came to like him.

Orestes is a terrific ambassador for US CL and his country. He was making new friends with everybody. In the finals, Orestes steadily increased his score from round to round, like Paul Walker also putting up his best score in the worst conditions he faced and ended up in seventh place, just one point behind Paul. It seemed to us that Orestes was flying just as well in the finals as he had earlier, but somehow the judges just weren't scoring him as high. Or maybe the fliers from China and Slovakia picked up their game a little bit for the finals. Certainly, the Chinese team got into some serious re-education after the first couple of days. Whatever, Orestes made a very positive impression and underscored the depth of Top 10 World Class fliers in the US. (And they don't even know about Brett, Matt, and Derek, etc. Just to keep him humble, Brett bested Dave in a local contest about two weeks after he got back from France!

Can you beat that?)

**So next time, you go.** If you love these little toy airplanes and the tricks they do as much as so many of us, you really owe it to yourself to go to a World Championship. Believe us; it'll make your



lifetime Top-10 list.

To see for yourself, check out these Web sites:

- <http://f2cmbl.org/index.php?lang=en>
- [www.clacro.de/landres\\_wm08/WM%20Landres%2008/album/index.html](http://www.clacro.de/landres_wm08/WM%20Landres%2008/album/index.html)
- [www.youtube.com/watch?v=k\\_pclnkELcg&feature=email](http://www.youtube.com/watch?v=k_pclnkELcg&feature=email)
- [www.youtube.com/watch?v=77Ipg63cAyk](http://www.youtube.com/watch?v=77Ipg63cAyk)
- [www.truveo.com/tag/Controlline](http://www.truveo.com/tag/Controlline)

- [www.flickr.com/photos/fesselflug/sets/72157606434491600/detail](http://www.flickr.com/photos/fesselflug/sets/72157606434491600/detail)

We wouldn't finish without giving great big thanks to Rich Lopez, Team Manager, Howard Rush, Assistant Team Manager, Powermaster Fuels who supplied the entire US Team gratis (pay 'em back and buy a bunch of Powermaster; Champs win with it!), AMA, PAMPA, and everyone else who made it all possible. **SN**

—Kevin and Paul Ferrell





Landres, France, hosted the 2008 Control Line World Championships from July 27 to August 3. The competition facility was on the southeastern outskirts of the small farming town of Landres. To the east, and south side of the flying site, is open treeless farmland. However, between that open farmland and the flying facility were several rows of trees. On the west side were the buildings on the outskirts of Landres. Landres is an hour drive south of Luxembourg in the Alsace Plain of France. Both Paul and David had competed in the 2000 World Championships also held in Landres. Thus, they knew what was going to happen when the weather got bad!

David Fitzgerald, Orestes Hernandez, and Paul Walker comprised the Senior 2008 F2B team. The Junior member was Paul Ferrell. This was to be my 11<sup>th</sup> World Championships team, and of all the teams I have been on, I consider this the best. All three team members had a legitimate chance at winning. Earlier in the year, I worked a deal with the AMA to allow us to practice at Muncie after the Nats, prior to leaving for France. During July, the AMA closes the facility to general flying due to the other events held at the Nationals. As soon as CL was finished, RC Aerobatics started. Because they were somewhat out of the way of the RC planes, we used the Speed circles for practice. We flew Saturday through Tuesday before packing up and heading to France. The weather during those four days was typical Muncie conditions, wind, rain, heat

Wednesday, we headed for the Cincinnati airport for our flight to Frankfurt. David and I both had just a single plane, while Orestes had two. Orestes's and Paul's planes broke down into checked luggage size, while David's broke down with a one-piece wing. That made his box longer than ours. I have used that method before with no problem. At the check in counter, they took my box without question, and Orestes only had to pay an excess baggage fee for three checked items. Then David attempted to check in. Delta personnel instructed him to go elsewhere to check in his oversize bags. David went down there

and attempted to check in. He was accepted, but they decided that his box was too big to take on the 767! He politely asked for the supervisor who also informed him that they would not take his box. He had taken the box to Delta in San Francisco to verify it was OK, and it was acceptable to them, in San Francisco.

However, in Cincinnati, they did not care about what happened in San Francisco.

Out of options, David immediately called United (he is a pilot for United, and has certain benefits) to see if there was any way he could get to Frankfurt. By a miracle, there was a plane leaving Cincinnati for Chicago, and one hour later a plane leaving for Frankfurt, *both*

and occasional good flying air. Throughout all that, we got a variety of conditions to practice in. David and I especially liked the bumpy air that was to prepare us for France, as we knew what was coming!

On

with an empty seat. He quickly booked those seats, and was off immediately.

To win a world championship, many things have to go your way. In '92, I had a disaster happen to me in a practice flight where I fell off the pilot donut, and fell over, yet still recovered the plane, that was over a chain link fence heading towards a tree. Bob Hunt saw that, and informed me that it *was* my year to win, and I did. When David got that United Airlines connection to Frankfurt, I knew it was his year to win, as things like that just do not happen to you everyday!

Orestes and I finally arrived in Frankfurt. We collected our luggage, well, most of our luggage. My box with my plane in it was missing. We waited until the carousel stopped, and then headed for the lost baggage area. After waiting in line 15 minutes, Orestes went on another search and found my box on a baggage cart. It simply was not there 15 minutes prior, but mysteriously appeared. As long as it was there, all was well.

We then proceeded through customs, only to have to explain why we were going to a competition, in France, through the Frankfurt airport. They stamped our passport, and we were off!





David and the Ferrells were supposed to meet us on the other side of customs as they arrived prior to us. However, when we passed through the gate, there was no one there to meet us. That was somewhat of an empty feeling. Orestes and I then proceeded to plant ourselves in the middle of the lobby in the most conspicuous place. We waited and waited for someone we knew to show. Nothing happened. I then set about on a scout mission to find the rest of our F2B team. In Frankfurt, the

traffic comes into two terminals. We ended up in terminal two, and I found that the United Airlines flights arrived in terminal one. I took the tram to terminal one, only to find a "million" people there. In that mass of people, I could not find any of them. I headed back to terminal two. Once back there, Orestes had moved, and that caused me a bit of consternation until I found him once again. We simply decided to wait. Time then stood still, the minute hand moving like the hour hand. After



Paul Ferrell's Rhapsody in Blue.



Oki Minato's Eternal.



Russian Valentin Salenек's model.



Svetoslav Ivanov Sinapov from Bulgaria flew this model.



Argentinian Roberto Rodriguez's Trivial Pursuit II.



Luc Dessaucy from Belgium flew this colorful aircraft.





who knows how long, we spotted someone running through the terminal with a “team” shirt on. We yelled at him; he stopped and turned around, and it was Paul Ferrell. Finally, we had a connection to the other group. Now, where was David?

In Chicago, David Fitzgerald ran into Dave Gardner, a flier (and current PAMPA secretary/treasurer) that lives a few miles up the road from me. He and Angela (his wife) were traveling to France to tour and stop in on the World Champs. After a brief stunned silence, they recognized each other and got together. They traded cell phone numbers, and boarded the plane. Now,

once they arrived in Frankfurt, everything of Dave’s came out except his very light toolbox (a box, I must add, that the late Bob Baron would be proud of because of the gross weight). He waited for the box on the arrival side of customs. The wrong carousel contained his toolbox. Now, with the box, he headed out into the morass of people. In that morass, he found the Ferrell gang and discovered that Paul F. had found us. He had Dave Gardner call Orestes on his cell phone, which both were Europe compatible. Once connected, we simply had to join up. David joined Orestes and Paul, and then headed to the rental car counter to pick up our van. It was a very

tight squeeze to get all our boxes and luggage into the van, but we did. Kevin, Frederica, and Paul Ferrell were in the lead car, with Orestes, Paul and David in the van, connected by short distance radios. We then headed for Mexy, France. That was where our rooms were to be for the duration of the competition. The Ferrells’ GPS voice, known as Betty, soon became the director for the trip there. With only a few wrong turns, we finally found the Hotel Ibis in Mexy, and in time for a nice dinner and drink before retiring for the night. I shared a room with Orestes, and we both warned each other that we snored. However, during the entire competition, we were so



Sergii Solomyanikov from Ukraine flew this outstanding Extra 300S.





exhausted that we both slept very well, and never heard the other. We woke up the next morning refreshed, and ready for action. Not bad, considering the time change involved. It was six hours for the Senior team (as we practiced in Muncie) and nine hours for the Ferrell family.

In the morning, we assembled our planes. There was no rush, as we still did not have our fuel. We had a casual breakfast at the hotel restaurant. The morning food was not bad. You had your choice of many breads, baked cakes, and croissants. Then there was the cheese table, with yogurts and assorted meats. It was filling, and was ready for us every morning. We then developed the process for loading the van each morning. Paul Ferrell's plane first, followed by either David's or Paul W.'s, and then Orestes's plane. This arrangement was stable and did not shift around with David's racecar shifts (sorry David, wrong WCs report). It was off to the field to find our fuel. Once at the field, we found Jean-Paul Peret. He had the key to the locker with our fuel in it, and we retrieved it then. The "practice" site was also available starting at 2 p.m. We then headed to the practice site to start our practicing. We could not use the "official" site as they were having a "Grand Prix" contest on the site. The only way to fly there was to enter that competition. Does it seem odd to you that they would schedule a competition at the very site of the World Champs just days before the WCs begin? We thought so!

The evenings at the hotel started with a discussion of where to eat. We found a local pizzeria several blocks down what looked like a residential street. The front was very unassuming, but opened up into a nice restaurant inside. We found ourselves there several nights. We also experimented with restaurants not so close to the hotel. In addition, when we just felt lazy, we ate at the hotel restaurant. I thought I ate well on this trip. I enjoyed every meal; every meal was great, and I ate what I thought was a substantial amount, and still managed to

lose 5 pounds on the trip! The lunches at the field were not too bad either. The bottom line was that the food was better this trip than in 2000.

The official practice site was on two soccer fields in the city of Mercy-le-Bas. Mercy-le-Bas is located in the middle of the French farmlands that were devoid of trees. However, surrounding the soccer fields are a grove of 50-foot tall trees on three sides. The town and some somewhat shorter trees bordered the fourth side. Yes, the *only* trees in the entire countryside were where we were to practice! When the wind blew, you can only guess how bad it could get there. However, there were no other options, so there we practiced. For the duration of the competition, the grass was short and quite usable.

Prior to leaving for France, the entire Senior team practiced in Muncie. Our first day at the practice measured nearly the exact same altitude, barometric pressure, temperate, and humidity as what we saw in practice in Muncie. As a result, there were next to no changes needed in our planes. It was simply a matter of getting our timing back after the long flight and time change.

Due to the Grand Prix, we spent Saturday and Sunday at the practice field. Bit by bit, the practice site started getting busy with other fliers. Imagine nearly 100 contestants using three circles for practice. At times, there were 10 to 15 planes in line for practice. The first week there was hot and humid. Even though there were many trees surrounding the site, there was little shade. We would stay out until we were tired, and then go rest up for more.

The Grand Prix was supposed to end Sunday. We had then planned to use the official circles for practice Sunday evening and Monday to get used to those surroundings. That did not happen, as the Grand Prix ran long, and extended through Monday. We once again went to the practice area to practice, and when finished, went back to the official area. We carefully watched, and the second

they finished, we were there to take a practice flight or two. We managed a flight on the official paved circle. It was in a "cage" with a single door for entry and exit. It is on the side of a hill that slopes, thus one side of the background sloped up, and the other side descended. It made things a bit difficult for finding bottoms. Further, there were many little trees, fence posts, and the like that were great marks for the judges, but very difficult for the pilot to see. This made the judges' job easier in that respect. The donut was somewhat fresh back in 2000. Now it appears as if little maintenance has occurred, and there is a significant amount of moss growing on it. Further, there was a significant amount of loose dirt on the circle. The good news was that the second circle was not in the same condition. No sir, not any moss. The second circle was a grass circle, with a center concrete pad that stood up 6 to 8 inches off the grass. This created another fine opportunity for misfortune, if one were to accidentally step off the pad. This circle did not have all the small little trees around it. Nope, it had a row of 50-foot tall trees that had filled in quite nicely next to it. When the wind blew from the direction of those trees, exciting things happened. The air would actually divide on the backside, and blow around the corners and circle back once past and re-join. The problem is that all happened in the circle where we flew. There were times when standing at the center of the circle, the wind would blow in your face while looking into the direction of the wind. One had to stand with the wind in his face, ignoring this fact, and simply do a pattern. This was very difficult to do! We each got a chance to try that out, with varying degrees of success.

Tuesday was official processing, official practice, and opening ceremonies. The processing took place in the arts center "theater" of the town of Pinnes, just south of Landres. The processing was very crowded, with all four events processing there all at the same time. It took us a while to get through as they



were behind before we got there. We did get our official practice in just prior to the processing. In Valladolid, Spain, we had official practice on each circle. However, in Landres, we got official practice in just a single circle, and that was the grass circle. How lucky it was we slipped in the previous day for practice on the paved circle! Then it was back for practice on the practice area, to the hotel to clean up and eat, then back to the opening ceremonies. Each World Champs is unique in how they handle the opening ceremonies. This is the third World Champs in France. The first time in 1990 was quite an extravaganza, held in a stadium, with performers, and many fireworks. The second time the World Championships was in France, 2000, the opening ceremonies were in a stadium and we were bussed there. Unfortunately, it occurred in a fog bank. This time the opening ceremonies were at the competition site, in particular, the Combat area. There was a *large* screen showing highlights of each country's natural wonders, along with a selection of their models. I was surprised to see my Mustang highlighted in the presentation. It was nice to see, but I showed up on the South African highlights! As usual, things progressed slowly, and the thrust of their ceremonies was for the team managers, and the local dignitaries. When they were finished, the fireworks started, and went on well into the morning.

Wednesday was the start of "official" flying. The entire field was divided into four groups. These groups were then assigned flight orders for each day. The entire USA team was in one group. This made our logistics much easier as we all flew within a few hours of each other. Every country was assigned a group in a similar fashion to ours. We remained in those groups for the entire four days of qualifying. Each group was to fly twice in each qualifying circle. It was arranged so that each group flew a morning session on one circle, and an afternoon session on the same circle in a subsequent round. On Wednesday, the USA was to fly in the afternoon on the paved circle. Two days later, we would fly in the morning on the same circle. The same process occurred on the grass circle. Pilots' qualifying scores were then the sum of the best flight on the paved circle plus the best flight on the grass circle. The draw in each group was supposed to be random; however, somehow I drew the first flight of the USA in every round. The actual probability of that is very low.

Wednesday morning we headed for

the practice circle prior to doing our official flights. The practice field was crowded, even early. I took my flight, and everything seemed to work well. David, Orestes, and Paul F. also put in practice flights. We headed over to the official circles for our first flights. Checking the weather conditions, nothing significant had changed from any of the other days, or the morning practice. The existing conditions translated to an approximate 2,000-foot density altitude. Thus, there was no cause a change to any flight setting. I was first, after the engine started I thought it was running slow, checked the tach, and it disagreed. I listened for a few more seconds and then leaned it slightly. I went to the handle and took off prior to the one-minute limit. Once the plane was in the air, the engine sounded a touch rich, but was still flying the correct speed. Things went well until the overhead. On the second outside loop, it "beeped" lean. Considering it never does this, I knew

trouble was ahead. I brought it up carefully into the clover, and started with a soft inside loop. Just as I was to input the down for the outside loop, it quit with no sputter, just a clean stop. In practice, it had been giving me 10 laps past the clover exit every time. The time spent before takeoff was not worth 10 laps. The early shutoff ruined my score for that qualifying flight. David, Orestes, and Paul F. followed and all made themselves proud. They flew well, and for quite some time, David and Orestes had the top two scores of the contest! This turned out to be quite unfortunate for me as this was the best air of the entire contest. Any making up I had to do was going to be in much poorer air. At the end of the round, I was in 40<sup>th</sup> place. This was not where I wanted to be! Again, David and Orestes were at the top!

Feeling a bit down, and being thirsty, I headed for the refreshment stand for something cold to drink. What really looked good was their *cold* beer. I gave



Paul Ferrell, Paul Walker, David Fitzgerald, and Kevin Ferrell.



in to my desires and had a few *cold* beers (plural). My attitude improved immensely after those two beers. We ate lunch after the rest of the team was finished with their flights. During lunch, David “suggested” that we head to the practice circle to figure out why my plane did what it did. Great thought I said! Oops, I just had a couple of beers. Nonetheless, we headed to the practice circles and did a few flights to make sure there was not a real problem. It was very windy and bumpy there, but it ran just fine, and got the requisite 10 laps after the clover. Go figure!

Thursday was our time on the grass circle, and I was the fourth flight of the day. I followed three fliers that might be at the top of our Intermediate class, or at the bottom of Advanced. In the wind that was already blowing, they barely kept from crashing. It was then my turn, and I put up what I thought was a respectable flight. However, the judges being tight in the morning would not give me much of

a score for that flight. With the same fuel load as the previous under-run, this flight ran 6:58, and that was just two seconds short of an overrun. I still cannot explain why the first flight ran so short, while all the others were fine! It was going to make future flights dicey on exactly what fuel load to put in! As the round progressed, the judges loosened up and started giving scores. Once again, David, Orestes, and Paul F. did very well, and were still near the top position. After the round finished, I had moved up to 29<sup>th</sup> place. These two scores had to be my throw away flights, without doubt. However, the weather kept getting worse and worse, making it harder. Being this far down in the standings made the days go very slow for me. Every thought about what might happen pounded in my head, and time surely went very slow. Every shift of wind and every new cloud looked bad, and made me feel even worse. No matter how bad I felt, there was *only* one option, and that option was

*to score better* on the next two flights.

Friday we were once again on the paved circle, this time early in the morning. Once again, I was the first American to fly, and the flight went well for the conditions presented. The wind speed had increased from previous days, and was rough. I completed this pattern in regulation time, but received a substantially lower score when compared to what I “would” have on the first flight, if it had not run short. My flight turned out to be one of the higher scores on that circle *for the group*. At one time, I had moved up to 14<sup>th</sup> place, but as the day progressed, I slipped to 19<sup>th</sup> place. There was now no cushion left. On this day, David elected to pass as he was not going to better his score. Orestes chose to fly, to see how he stacked up in these conditions. He flew well, however his score was lower than mine was. I am sure that did not make him feel very good, but it did make me feel a bit better. He is an excellent flier, so I was more confident that someone was not going to sneak in a higher score than the previous flight on this circle, thus keeping my chances more alive. The remaining Saturday score was going to have to be very good to qualify for the finals.

Saturday was our last day of qualifying, and we were scheduled for the afternoon session on the grass circle. Once again, we headed to the practice circles for early morning practice. Still, there were people there! Each day at the field, the air got worse and worse. With trees on three sides, and a storm front heading in, the air was moving in mysterious ways at the practice field. If you let it get to you, you could lose a significant amount of confidence flying there. As the English say, you had to “Keep a stiff upper lip.”

Now as the final qualifying flight approached, it was “do or die” time for me to score! I could make no mistakes, period. It was now my turn to fly and the winds were swirling on the grass circle, next to the tall trees making the positioning of the maneuvers difficult. I had to put all those problems out of my mind, and just concentrate on flying. Fortunately, I was able to do that and concentrated on nothing but the pattern. I added a few extra laps here and there to let the air clear for better air during maneuvers. I assessed my flight as being “good,” and now it was time to wait for the score. David and Orestes chose to pass this round, as they were not going to improve their previous scores on this circle. Paul F. flew, in hopes of improving his score to try to make the





top three in Junior. That improvement was not to be as he had a good score from his first trip to this circle. At 1 p.m., my score went up. I believe it was the high score for that group on Saturday. That score moved me to 14<sup>th</sup> place, and I needed to be at least 15<sup>th</sup>. However, there was three plus hours to go in the qualifying rounds. Having time to review the scores, realistically, only two pilots could bump me from that qualifying spot. Their difficult task was to improve on their previous scores from when the weather was better. As other pilots found out, that was not going to be an easy task. It was not impossible, and there is always the judging balloon to consider. I then spent my time waiting for the rest of the scores to post, tic, tic, tic, on and on! Oh, how slowly time went by waiting for their flights, and then scores. I then ambled over to watch these two pilots fly, to see what might beat me. In reality, both had to beat me to move me to 16<sup>th</sup> place. They both flew well; however, the quality of the wind was now even worse than when I flew. It then became scoreboard-watching time. At 4:30, the first of the two scores came up. He had scored 100 points less than me, and did not improve his score, thus I had made the cut! What a huge relief that was to see his score! It turns out the second pilot also did not score enough to improve his score either, and I would have made it anyway. Paul Ferrell flew as well, and was awaiting his score. However, he did not improve his score compared to the first flight on that circle. He was to finish fifth in the Junior division. No disgrace, as there were many good Juniors there flying. This was the highest number of Junior entries that I have seen at a World Champs.

Sunday was the finals. The storm front now was passing, and the wind was the strongest of the week. It became a real crapshoot. In the first round, David took advantage of what was given to him and just smoked in a great flight. His 1,062 led Xinping Han by about 30 points, and third place by 40 points. Around the 1,010 mark, there was a major catfight for fourth place. Orestes and I were in that group. Things changed in the second round, including the wind. It got even worse! Once again, David put in an excellent flight, with around a 1,045. This round saw a few people in the 1,020 to 1,030 range. On my flight, things were going "well" until the hourglass. Between the second and third corners, a wind shear hit the plane and eliminated all the line tension. I waited and unfortunately, what happened was



the top leg was excessively long, and the corner was down near 45°. That resulted in a less than optimal score for that maneuver. Then entering the overhead, a wind shift moved my plane like a big hand from the sky pushing it way to the left of where I was going, and the start of the maneuver was at about only 45° up from the ground. I did a *large* inside to get its bottom where it was supposed to be, and then returned to where the intersection was supposed to occur at the very top of the hemisphere. Once again, a less than optimal score for that maneuver, and thus I just flew my throw away flight!

After the second round, David was in first, Orestes sixth, and I was in 11<sup>th</sup>. That added up to a team score of 18. The Chinese were in second, third, and seventh, for a team score of 12. This was a clear advantage for the Chinese in the race for the team gold medals. As a side note, earlier in the week, Xinping Han was handing out hats declaring his drive for a sixth individual victory. How arrogant! Well, they were in control of the team title, while David was in control of the individual title. The third round was clearly going to decide the team gold.

This time, David caught some bad air, and scored his lowest score of the competition. Now he had to wait it out. Both Orestes and I flew well, and gave everything we had. Now, the flying was

over, and it was time to wait for the scores. A large crowd collected around the scoring screen that continuously scrolled. The organizers started the third round scores, but then erased them, and simply did not put them up for over an hour. Finally, they were up, and David had held on to the individual title. Finally, after all these years trying, there was success. Congratulations on your win Dave! What happened after that was simply amazing! Igor Burger, with an electric, flew into the second spot, displacing Han. Further, the third place Chinese flier dropped to fifth, and their third member dropped to ninth. They now had a total score of 17. Somehow, my flight was the highest scoring flight for the meet, for me, it moved me up to sixth, and Orestes finished seventh. This gave us a total score of 14, thus taking the team title as well. That was almost as good as winning the individual title. Further, to see our Chinese friends having loud discussions amongst themselves made it even better. We, as a team, and individually, stood on the gold medal position on the podium! It was a great feeling. Myself, I also felt a great rush of satisfaction returning from 40<sup>th</sup> place to help win the gold. We have taken our lumps from the Chinese for a number of years now, and it sure felt good to be looking down at them while on the podium.

This report is clearly lopsided to my





issues. If it were not for my problems, there would not be much to discuss. David, Orestes, and Paul Ferrell simply flew well, and did not have any problems to deal with. Orestes experimented with a small amount of nitro to liven things up, and he had a horizontal tail attachment that needed a touch of glue, but that was it. For those who do not already know, I was planning on bringing an electric plane to the World Championships. It was flying very much like the '92 Impact, and I was clearly looking forward to the competition. A freak accident the day before packing in its transportation box unfortunately destroyed it. I had one day to re-adjust to the 2006 Impact from Spain. Unfortunately, it was with an internal combustion engine, and not electric.

This was a good team as there was very little selfishness, and very much team support. Any time there was a need, there was always a team member there to help. I also thank our team management for their support. Rich Lopez did a great job as team manager, and Howard Rush supported us very well in the assistant team manager role. Once again, any time there was a need, they were there. This characteristic made the entire trip very enjoyable. Thanks Rich and Howard!

One last thought to consider for those who will go to the next World Championships. Plan on a take apart plane similar to what Orestes and I have. Both wings separate from the fuselage, and the horizontal tail comes off. This makes it fit into a piece of luggage that is checkable. No one has ever flinched when I have brought one of those, and Orestes brought two without issue. If the box is anything larger, you are at the will of the counter personnel at the airport. If they are having a bad day, you will not be taking your box. David certainly got lucky this year, but then again he has a certain advantage. I would be building one of those planes right now, before the next team trials. That way, when you make the team, you will already have a plane to take, and the next project would be a back up for that plane. Any pilot seriously considering making the team should invest time in developing this skill.

Once again, congratulations Dave for your individual title. Congratulations to the team for their team victory, and to Paul Ferrell for his valiant effort. I was very impressed with his ability to tough it out in those awful conditions. You rose to the task and did well. Orestes was just "there" all the time. He did well, and was a very steadying influence on all of us. He also had the highest placing Shark in the competition.

Once again, it was an enjoyable competition. "Great job" to all the team members! **SN**

—Paul Walker





# 2008 FAI Control Line Model Aircraft World Championships - Official results

## F2B AEROBATICS

## Junior results

Place	N°	NAME Surname	Nation	Circle A		Circle B		Fly-off 1	Fly-off 2	Fly-off 3	Result
				Flight 1	Flight 3	Flight 2	Flight 4				
1	B01	Mauricio MILANI Jun WC	ITA	1027,86	979,06	1056,46	999,86	986,78	970,03	907,28	978,40
2	B85	Marco VALLIERA	ITA	974,46	898,10	1043,26	977,96	962,48	940,76	956,66	959,57
3	B55	Ronghao GENG	CHN	991,30	0,00	961,60	663,80	0,00	0,00	0,00	0,00
4	B30	Alexandre GAUTHIER	FRA	923,76	925,20	989,66	907,53				1914,86
5	B38	Paul FERRELL	USA	881,10	864,36	982,20	902,06				1863,30
6	B70	Thomas AMOS CASE Jr	BRA	897,06	894,83	928,90	899,00				1825,96
7	B92	Roman KLEVTSOV	RUS	784,13	883,36	896,06	781,16				1779,42
8	B26	Oki MINATO	JPN	972,53	908,20	798,20	271,46				1770,73
9	B19	Javier AGUIAR	ESP	883,03	887,23	814,00	846,60				1733,83
10	B42	Yong Qiang SIAH	SIN	839,93	835,10	822,83	784,50				1662,76
11	B88	Adrian BARRABINO	ARG	814,86	459,40	818,70	799,16				1633,56
12	B12	Cornelius GHERIG	GER	819,86	653,60	722,56	761,83				1581,69

## F2B AEROBATICS

## Team classification

Place	Nation	PILOT 1		PILOT 2		PILOT 3		JUNIOR	Team result	Best place
		Place		Place		Place		Place		
1	USA	B35	1	B36	6	B37	7	B38	42	14
2	People's Republic of China	B52	3	B53	9	B54	5	B55	28	17
3	Slovakia	B64	2	B65	20	B66	4			26
4	Ukraine	B60	8	B61	22	B62	11			41
5	Japan	B23	17	B24	16	B25	24	B26	58	57
6	Italy	B82	15	B83	38	B84	37	B85	18	70
7	Russia	B89	19	B90	26	B91	31	B92	56	76
8	France	B27	21	B28	30	B29	39	B30	35	86
9	Czech Republic	B39	13	B40	33	B41	54			100
10	Germany	B09	10	B10	81	B11	25	B12	80	115
11	Belgium	B57	23	B58	29	B59	69			121
12	Spain	B16	27	B17	57	B18	48	B19	63	132
13	United Kingdom	B03	50	B04	43	B05	44			137
14	Netherlands	B13	12	B14	61	B15	71			144
15	Brazil	B67	32	B68	70	B69	83	B70	45	147
16	Argentina	B86	53	B87	36			B88	77	166
17	Australia	B43	65	B44	40	B45	66			171
18	New Zealand	B20	46	B21	52	B22	79			177
19	Poland	B74	59	B75	72	B76	47			178
20	Austria	B06	67	B07	49	B08	62			178
21	Switzerland	B31	41	B32	75	B33	64			180
22	Sweden	B71	60	B72	74					134
23	Norway	B50	68	B51	86					154
24	Bulgaria	B79	88	B93	82					170
25	Canada	B78	34							34
26	Finland	B34	51							51
27	South Africa	B46	55							55
28	Denmark	B49	73							73
29	Singapore							B42	76	76
30	Kazakhstan	B94	78							78
31	Serbia	B81	84							84
32	Lithuania	B77	85							85
33	Estonia	B80	87							87
34	Mongolia	B73	89							89



# 2008 FAI Control Line Model Aircraft World Championships - Official results

## F2B - AEROBATICS

## Individual general results

Place	#	NAME Surname	Nation	Circle A		Circle B		Fly-off 1	Fly-off 2	Fly-off 3	Result
				Flight 1	Flight 3	Flight 2	Flight 4				
1	B35	David FITZGERALD	USA	1060,46	0,00	1084,50	0,00	1062,71	1049,35	982,35	1056,03
2	B64	Igor BURGER	SVK	1001,20	1013,06	1054,66	1026,56	1008,30	1036,66	1052,31	1044,48
3	B52	Xingping HANG	CHN	1036,33	1039,93	1066,40	1072,90	1027,05	1033,86	1045,96	1039,91
4	B66	Alexander SCHREK	SVK	1036,40	1014,46	1064,33	1062,63	1000,08	1021,18	1046,20	1033,69
5	B54	Shujun GUO	CHN	1040,46	1050,90	1052,10	1065,43	1023,83	1023,43	985,48	1023,63
6	B36	Paul WALKER	USA	938,80	1011,13	993,86	1029,13	1007,96	987,18	1035,61	1021,78
7	B37	Orestes HERNANDEZ	USA	1051,60	998,60	1054,23	0,00	1001,73	1017,96	1023,45	1020,70
8	B60	Andri YATSENKO	UKR	1029,63	1003,43	1042,50	1084,50	1008,76	1002,00	1023,95	1016,35
9	B53	Hongwei WANG	CHN	1009,10	1013,03	988,06	1046,16	1011,98	1016,76	1015,48	1016,12
10	B09	Richard KORNMEIER	GER	984,33	1007,70	1069,46	1023,26	1011,38	992,51	1013,90	1012,64
11	B62	Sergii SOLOMYANIKOV	UKR	1003,46	1034,00	1001,16	1010,00	1002,63	1014,33	1005,35	1009,84
12	B13	Henk DE JONG	NED	995,56	973,46	1024,53	1047,83	1003,56	958,70	1009,61	1006,58
13	B39	Jiri VEJMOLA	CZE	1021,90	1040,80	980,90	989,53	1000,81	989,00	1005,50	1003,15
14	B01	Mauncio MILANI	Jun WC ITA	1027,86	979,05	1056,46	999,86	986,78	970,03	907,28	978,40
15	B82	Alberto MAGGI	ITA	1009,43	998,80	1030,23	1030,93	965,21	954,20	988,53	976,87
16	B24	Hiromi OHATA	JPN	1036,20	984,70	941,03	984,60				2020,80
17	B23	Shoichiro NOGOME	JPN	1036,06	992,73	968,53	983,93				2019,99
18	B85	Marco VALLIERA	Jun ITA	974,46	898,10	1043,26	977,96				2017,72
19	B89	Evgeny YAKOVLEV	RUS	984,26	999,66	994,63	1011,73				2011,39
20	B65	Jan STANO	SVK	991,20	1002,26	985,43	1007,66				2009,92
21	B27	Philippe GAUTHIER	FRA	954,96	953,63	1047,10	1014,53				2002,06
22	B61	Yuri YATSENKO	UKR	26,20	958,56	1036,46	986,26				1995,02
23	B57	Luc DESSAUCY	BEL	983,36	978,73	1004,86	992,93				1988,22
24	B25	Mitsuru YOKOYAMA	JPN	1017,13	970,10	949,83	931,40				1966,96
25	B11	Uwe DEGNER	GER	945,53	927,83	1008,40	971,33				1953,93
26	B90	Valentin SALENEK	RUS	965,00	970,16	983,66	909,43				1953,82
27	B16	Carlos MAS	ESP	984,03	963,23	969,76	904,33				1953,79
28	B55	Ronghao GENG	Jun CHN	991,30	0,00	961,60	963,80				1952,90
29	B58	David LIBER	BEL	952,23	935,56	999,90	929,60				1952,13
30	B28	Nicolas CHAPOULAUD	FRA	985,70	935,80	958,93	933,50				1944,63
31	B91	Viktor SALENEK	RUS	977,30	952,50	966,80	932,06				1944,10
32	B67	Bene RODRIGUES	BRA	913,70	936,10	993,43	995,06				1931,16
33	B40	Radomil DOBROVOLNY	CZE	950,43	926,00	968,23	866,70				1918,66
34	B78	Konstantin BAJAKINE	CAN	963,40	972,66	942,80	919,00				1915,46
35	B30	Alexandre GAUTHIER	Jun FRA	923,76	925,20	989,66	907,53				1914,86
36	B87	Roberto RODRIGUEZ	ARG	941,73	931,13	955,80	915,26				1897,53
37	B84	Giacomo FELICI	ITA	950,40	900,40	936,46	863,10				1886,86
38	B83	Mauro FUSSELLO	ITA	956,36	941,13	928,76	881,66				1885,12
39	B29	Jacky PIGOUT	FRA	915,23	960,13	919,13	912,76				1879,26
40	B44	Joe PARISI	AUS	923,93	778,30	954,56	864,36				1878,49
41	B31	Peter GERMANN	SUI	929,70	910,03	936,63	923,33				1866,33
42	B38	Paul FERRELL	Jun USA	881,10	864,36	982,20	902,06				1863,30
43	B04	Robert KITLEY	GBR	855,76	879,20	974,26	924,63				1853,46
44	B05	Barry ROBINSON	GBR	900,26	874,76	908,76	949,93				1850,19
45	B70	Thomas AMOS CASE, Jr	Jun BRA	897,06	894,83	928,90	899,00				1825,96
46	B20	Paul LAGAN	NZL	926,46	883,36	888,76	872,43				1815,22
47	B76	Krzysztof BORZECKI	POL	866,23	887,90	910,36	925,70				1813,60
48	B18	Alberto PARRA	ESP	874,50	842,13	933,46	836,36				1807,96
49	B07	Walter WEINSEISEN	AUT	907,73	883,10	899,03	889,30				1806,76
50	B03	Roy CHERRY	GBR	895,10	834,56	903,43	781,83				1798,53
51	B34	Elias MAYER	FIN	863,96	873,80	920,96	752,86				1794,76
52	B21	Kevin BARNES	NZL	893,40	862,33	901,10	880,23				1794,50
53	B86	Carlos BARRABINO	ARG	891,06	875,86	881,56	898,06				1789,12
54	B41	Pavel BENES	CZE	928,16	918,50	857,16	850,53				1785,32
55	B46	Keith RENECE	RSA	672,73	900,40	680,00	880,36				1780,76
56	B92	Roman KLEVTSOV	Jun RUS	784,13	883,36	896,06	781,16				1779,42
57	B17	Javier HOLGUERA	ESP	833,96	842,10	934,63	841,90				1776,73
58	B26	Ok MINATO	Jun JPN	972,53	908,20	798,20	271,46				1770,73
59	B74	Sylwester KUBIK	POL	918,20	902,53	808,70	835,03				1763,23
60	B71	Staffan EKSTROM	SWE	893,00	902,76	850,33	844,33				1763,09
61	B14	Bruno VAN HOEK	NED	897,00	874,03	846,20	758,63				1743,20
62	B08	Franz WENZEL	AUT	845,30	831,53	897,30	863,86				1742,60
63	B19	Javier AGUIAR	Jun ESP	883,03	887,23	814,00	846,60				1733,83
64	B33	Peter DAEPPEN	SUI	809,40	832,03	855,93	897,10				1729,13
65	B43	David SIMONS	AUS	857,33	823,63	855,90	867,86				1725,19
66	B45	Frank BATTAM	AUS	840,56	801,13	883,26	814,43				1723,82
67	B06	Erhard WEINMANN	AUT	852,36	852,50	869,76	835,13				1722,26
68	B50	Clamer MELTZER	NOR	890,06	486,66	831,03	821,90				1721,09
69	B59	Salvator BARILE	BEL	873,00	859,63	616,43	828,23				1701,23
70	B68	Francisco A. FONTENELE	BRA	887,46	796,53	808,50	809,80				1697,26
71	B15	Bert METKEMEIER	NED	819,76	839,53	851,76	750,33				1691,29
72	B75	Zbigniew DOLOWY	POL	782,80	824,76	777,33	864,90				1689,66
73	B49	Aage WIBERG	DEN	819,30	868,96	818,23	704,10				1687,19
74	B72	Ove ANDERSSON	SWE	786,43	880,80	799,10	635,03				1679,90
75	B32	Peter HOFACKER	SUI	828,20	840,50	834,70	777,03				1675,20
76	B42	Yong Qiang SIAH	Jun SIN	839,93	835,10	822,83	784,50				1662,76
77	B88	Adrian BARRABINO	Jun ARG	814,86	459,40	818,70	799,16				1633,56
78	B94	Evgeny VOLGIN	KAZ	800,60	855,46	731,66	763,43				1618,89
79	B22	Alan LAWRENCE	NZL	813,13	762,40	772,20	782,73				1595,86
80	B12	Cornelius GHERIG	Jun GER	819,86	653,60	722,56	761,83				1581,69
81	B10	Mickael FEGER	GER	785,83	769,10	763,96	723,30				1549,79
82	B93	Angel MARGAROV	BUL	747,36	0,00	773,33	0,00				1520,69
83	B69	Thomas AMOS CASE	BRA	725,73	736,13	779,00	632,70				1515,13
84	B81	Ljubomir RADOSAVLJEVIC	SRB	726,66	0,00	712,86	717,46				1444,12
85	B77	Vytautas VASILIAUSKAS	LTU	658,60	712,90	716,03	720,86				1433,76
86	B51	Norvald OLSVOLD	NOR	644,93	535,23	661,30	758,90				1403,83
87	B80	Andrei GENIN	EST	560,43	655,00	526,40	712,40				1367,40
88	B79	Svetoslav Ivanov SINAPOV	BUL	445,33	357,00	415,70	0,00				861,03
89	B73	Erdenetsogt TUGULDUR	MGL	0,00	0,00	0,00	0,00				0,00



# Molded Foam Wing LE Caps

By Bob Hunt

*(Editor's note: Some of the following information was posted to two popular CL Stunt Internet forums in the recent past and some of it was used as a part of my Hole Shot project in Model Aviation magazine. Not everyone in PAMPA visits the Web sites on which the information was posted and the information imparted in Model Aviation had to be abbreviated because of the nature of the format. I wanted to make sure that all who might be interested in the techniques about to be discussed get to see and read about them in full detail. I've significantly augmented the information from any previous writings because this is our magazine/newsletter and we can utilize the space as we wish to tell the whole story on How-To subjects here.)*

One of the most overlooked aspects of stunt model construction is the accuracy of the leading edge radius. If the top and bottom radii of each of the leading edges is not absolutely perfect, the result will be a model which will have trim issues to one degree or another.

Bill Werwage had a few models that should have flown well, but didn't. He checked them carefully and determined that they were plenty light enough, and there was no misalignment of the wing and tail centerlines. In fact there was no reason why they shouldn't fly well. Deeper study revealed that the common denominator in the ones that didn't fly well was inconsistent, non-symmetrical leading edge profiles. He removed the leading edges from the offending models and glued on new ones and then carefully shaped them to insure absolute accuracy. Instantly each of those models flew properly! This is what led to our development of molded leading edges for our Lost-Foam Wing Building System built-up wings.

Molding leading edge shells around a mold buck - that has been accurately cut with a hot wire—yields absolutely repeatable results that, in turn, insure perfectly shaped pieces. If these pieces are then accurately attached to the wing frames, the result is perfectly shaped leading edges.

This process has been working perfectly on our Lost-Foam built-up wings for quite a while now. It dawned on us not too long back that this technology can just as easily be used to make accurate leading edge caps for foam core wings as well. After these caps are installed, the upper and lower wing skins can be grafted to the LE cap to complete the sheeting of the core.

Again, the key to accuracy is the ability to hot wire cut a perfect radius on the leading edge of the foam core and then attach a molded cap, which is formed over an equally accurately cut leading edge mold buck.

For those who have their own foam cutting equipment, you must first learn how to cut perfectly accurate leading edge radii onto the nose of your foam cores. This is not a difficult procedure, but there are a few tricks that we've learned that will make the process easier and more repeatable. The first thing is to know how to make proper templates for this procedure.

A long time ago I learned that drawing the hot wire from the front to the back of the core was much easier than pushing it from back to front, and this process produced a much more accurate core. The normal templates for a foam wing that is to be fitted with a balsa leading edge block (the "old" way...) has ramps on them at either end for the wire to sit on before it enters the foam blank and to run out on when it exits. The idea

is to position the wire on the templates a quarter inch or so ahead of the foam blank on which the templates are pinned, hit the heat (a footswitch in my case) and let the wire come to a consistent temperature (a second or two at the most) before beginning to draw it into the foam.

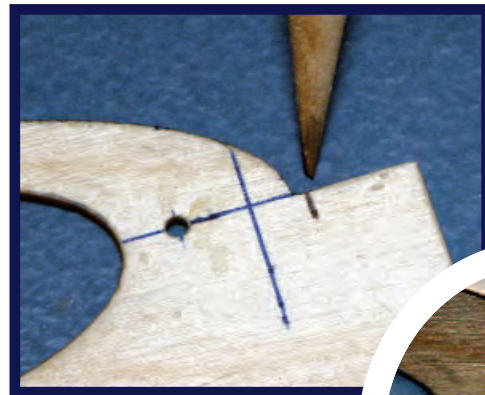
For the round leading edge, we had to make templates that included the leading edge radius. Note that for a symmetrical wing, a half template is used. The shape from the centerline to the wing core surface on either side is exactly the same. After cutting one side, you simply invert the template and re-pin it in the same holes in the core and cut the other side. The resulting curves will automatically be the same relative to the centerline.



When we first tried cutting the round nose on a leading edge mold buck to make the molded shells for the leading edges for a Lost-Foam wing, the result was a ragged and uneven cut. We discovered that the wire had to come to a stable temperature before it hits the foam. We had the very front of the template positioned adjacent to the very edge of the front of the leading edge mold buck blank. What was happening was that the wire was not at a stable temperature along the entire length of the leading edge and the result was the ragged, inaccurate cut.

The solution was actually very simple. We drew a line on each template's leading edge ramp about  $\frac{1}{16}$  inch forward of

where the leading edge radius began. We cut the leading edge mold buck blanks  $\frac{1}{16}$  inch wider (more chord)



and attached the templates in such a manner that the wire would have to travel into that  $\frac{1}{16}$  inch of foam before it contacted the front of the actual wing shape portion of the template. Now the wire would be





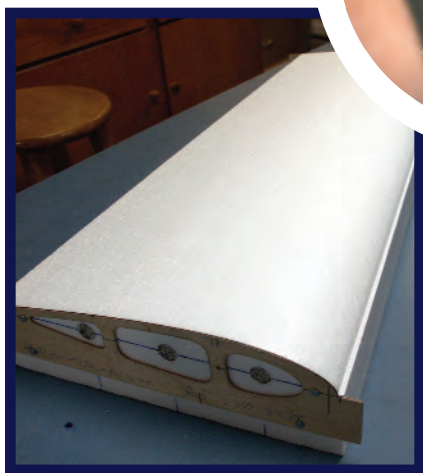
completely surrounded by foam before the shape cutting began. The heat of the wire was stabilized and the result was perfect leading edge shapes! We tried this technique to do an actual foam wing core and it also worked perfectly.

Now, the actual movement of the wire up over the template is extremely critical and only lots of practice will enable you to cut perfectly round leading edges on a consistent basis. We've done so many that it has now become second nature. You must heat the wire, move it toward the core until it hits the template on either end of the wing blank, and then pause for a split second (Half a heartbeat at most...) before moving the wire up and over the nose of the template. You must develop a feel for moving the wire proportionally over the leading edge curve both ends so as to not cut an inaccurate shape. You must also practice to be able to hold the wire on the surface of the template as you draw it upwards over the LE curve. (Sort of like rubbing your head and patting your stomach at the same time...) If you allow the wire to come away from the template during any part of the cutting process, the result is a ruined core.



Once the leading edge mold bucks are cut and sanded, they must be fitted with a spine stiffener so they will not be prone to bending or twisting during the molding process. I use a piece of  $\frac{1}{8}$  inch thick Lite-Ply to make the spine stiffeners. I measure the thickness of the rear edge of the mold buck from top to bottom at either end, and the length of the mold bucks and then transfer those dimensions to the plywood. I use a scroll saw to cut out the stiffeners and then use aliphatic resin glue (Elmers or Titebond) to attach them to the back edge of the mold bucks. I'm extremely careful while taping the stiffener to the mold buck, before letting the glue dry, to insure that I do not bend or twist the mold buck lengthwise.

The mold bucks need to be perfectly accurate!



Once the foam cores with the round leading edges are cut, you will also need to cut a set foam leading edge mold bucks that are an exact replica of the front of the wing cores. You will be molding the caps for the cores around these bucks.

To achieve the proper planform shape on the buck blanks, simply lay the bottom foam cradles from the wing cores atop a plank of foam and trace around them!

This next part is important: Use 2-pound foam for the leading edge mold bucks! The 2-pound foam is much stiffer than the 1-pound foam that is used in the actual wing cores and it will provide a much more stable and torsion resistant piece.

I use 3-inch-wide balsa stock for the leading edge caps. The balsa must be either A or AB-grain stock. This is the only type of balsa that will mold easily around the buck without splitting. Don't even think about using quarter grain balsa stock for this application! It will split as soon as you try to bend it.

Trim the edges of the cap stock with a straightedge and an X-Acto knife fitted with a #11 blade. After the edges have been trimmed, use a 24-inch long Perma-Grit sanding bar to sand them smooth and true. The Perma-Grit bar is made from a very accurate aluminum extrusion and it will sit on its side and present a sanding surface that is perpendicular to your work surface.

I set the bar on its side next to a piece of  $\frac{3}{4}$ -inch thick flake board. I then prepare a 12 inch long Great Planes aluminum sanding bar fitted with #150 grit sandpaper for use as a gripper/pusher. I use the sanding block to move the trimmed balsa stock—one piece at a time—against the Perma-Grit sanding bar (the side with the smoother of the two grits) and sand the edges square and smooth.





Next I measure to find the center of each of the balsa sheets end and then use a ball point pen to draw a very faint centerline line down the entire length of each LE cap blank.

You will need a tub in which you can soak the balsa for molding. You can find a plastic tub at Lowes, Home Depot, Wal Mart or other such stores in the storage bin area. Buy one that is big and long enough to accommodate any anticipated future molding needs.

Boil a gallon of water and pour it into a bucket. Then augment this water with some very hot tap water. Pour the water into your plastic tub and then submerge the two balsa leading edge cap blanks in it. Let it soak for about 10 minutes (Harder or more dense balsa may take a bit longer).



Take one of the blanks out of the water (being careful not to burn yourself!) and position it onto the leading edge mold buck. The centerline you drew on the blank should be face down against the mold buck. Align the centerline on the balsa blank with the centerlines on the mold buck (The lines that were used to position the template when you cut them) and push a straight pin in from the front to hold the blank in place accurately. Do this at both ends. This step will insure that there is an equal amount of balsa blank above and below the centerline of the leading edge when it is attached to the core.



Slowly and

carefully fold the balsa blank around the mold buck. There should be little to no bending resistance at this point; the balsa should fold easily around the buck. If it doesn't, you either did not soak it long enough or the grain was not of the type that allows molding.



Use an ACE bandage to hold the balsa firmly in place. You will need a helper to position and feed the bandage warp as to turn the mold buck. You are looking to do a spiral wrap that makes the ACE bandage overlap itself as it is applied along the length of the mold buck. You don't want to wrap the bandage so tight as to allow the weave in the cloth of the bandage to depress into the balsa. It's a feel thing and the proper tension on the bandage will come with practice.

Let the wrapped blank and mold buck sandwich dry for at least a day. (Sometimes it takes two days to dry!) Before removing the bandage, use a ball point pen to scribe a line on the balsa cap piece—around the radius of the leading edge—at the root end. This line will allow you to position the molded cap onto the core properly later on. I prefer to leave the molded balsa caps wrapped on the leading edge mold bucks until it's time to attach them to their corresponding foam wing cores.

Before we go on I'd like to mention that for those who do not have foam cutting equipment available, there are several commercial custom foam cutters in our PAMPA family and they can provide you with both the foam cores and the leading edge mold bucks.



### Attaching the caps

Now it's time to prepare to install the molded LE caps onto the foam cores. The foam cores should be thoroughly cleaned with a vacuum cleaner to remove any foam dust from sanding. The glue will not stick effectively to a dusty surface! You will need a good laminating resin. I use and highly recommend Z-Poxy's Finishing Resin for this process. It has adequate working time (pot life), is easy to apply and it cures up fairly quickly. It also cures very hard, insuring added strength. Some epoxy resins never get completely hard, and I'm quite certain they do not yield as strong a bond as the Z-Poxy material. You will also need a masking tape dispenser, a mixing cup, a mixing stick (I buy "Popcicle Sticks" by the bag at Wal Mart, They make for great mixing sticks and can also be used for a myriad other modeling applications), an acid brush, two straight pins, 2 pieces of  $\frac{1}{16}$  x 3 x 36 inch long balsa and a few paper towels.

Next, tape the molded LE cap to the surface of the core in several places along the span.



The next step is critical. The core must be positioned in the cradles (pieces of foam from which the core was cut) accurately, and in such a manner that the core is supported equidistant from the surface of the cradle. This requires placing a piece of balsa in the aft end of the cradle that is the same thickness as the balsa you used for the molded LE cap. Let's assume for our purposes that we are using  $\frac{1}{16}$  balsa LE caps; so the shims need to be  $\frac{1}{16}$  balsa also.



Mix up about a half ounce of Z-Poxy Finishing Resin in a cup and then begin brushing it onto the inside face of one of the molded LE caps. Only a very thin application of the resin is required. Too much resin will only add unnecessary weight! Be sure that all the balsa's surface that will contact the core is coated before proceeding.

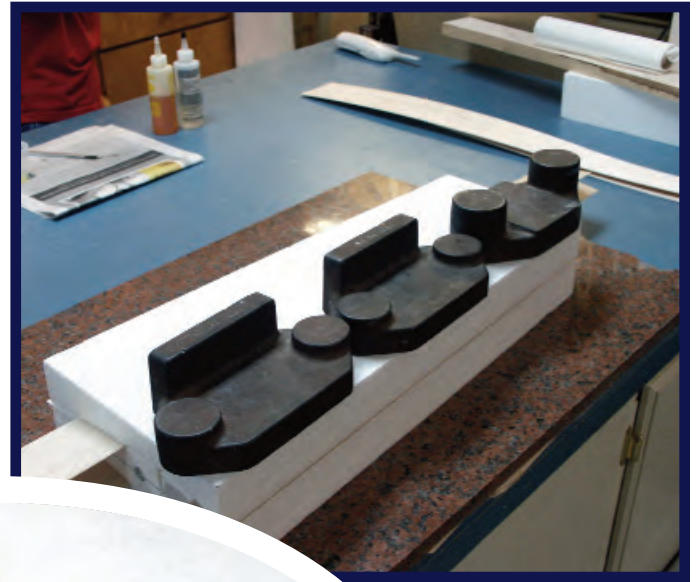
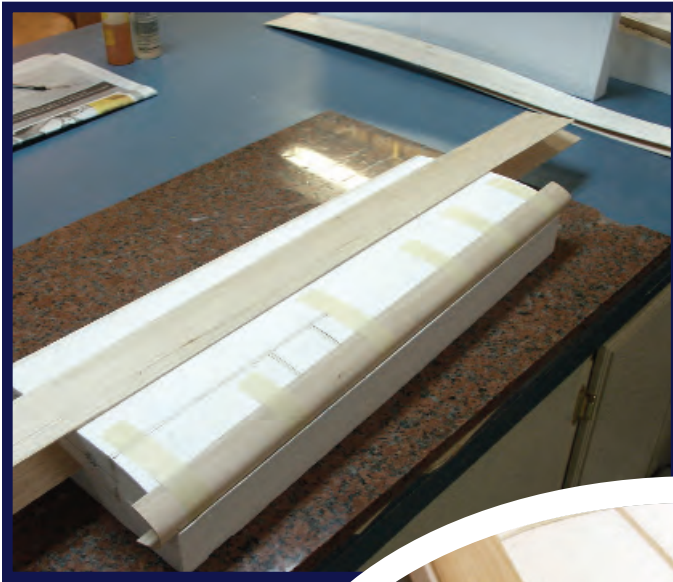


Position the molded balsa LE cap onto the leading edge of the corresponding core and align the centerline on the cap to the centerlines on either end of the core. Pin the blank to the core accurately.



Position the core in the lower cradle and then place another piece of shim balsa on top of the core. This piece supports the top cradle equidistant from the surface of the core.





Double check to insure that the core and the two cradles are in perfect alignment, and then place weight, evenly distributed down length of the leading edge. It is imperative that the bench on which this assembly is placed is absolutely flat. I prefer to do all of my foam wing covering and leading edge cap installation atop a piece of ground granite. Yes the granite can be expensive, but it does yield a perfectly flat surface on which to work. I think it is an invaluable building tool and highly suggest that you try to find a piece for your shop.

Repeat this process to attach the other LE cap to the other

core. When the epoxy has cured, remove the weights and trim and sand the ends of the caps to conform to the foam core.

At this point all that's required is to make up top and bottom skins and graft them to the edges of the LE caps during the sheeting process. I'll work up another how-to that shows all of that in detail. There are a few neat tips that

I can pass along on laying out the skins and joining them.

Again, this method produces absolutely accurate leading edges and in turn better flying models! I hope that you have found this interesting and informative. **SN**

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# Why I Fly Stunt

By Jim Lynch

I had an experience in my workshop today that once again gave unquestionable confirmation as to why I am a modeler. I was working on the wingtips of a new '52 Nobler when my mind began to think back. It was like entering a time machine. There I was Christmas morning 1957. It was time to open that neat looking box all wrapped in the colorful paper. I was convinced that the package was some kind of kit. I dove in as children do on Christmas morning and to my surprise—it can't be—no it isn't—a Nobler! There it was with a Fox .35, a knife set and all the accessories. Wow! Santa is so good!

That building experience was one I will never forget. I remember those wingtips too: Balsa sheet base, a hand full of tip formers and two pieces of brass tubes for the solid lead outs, all glued in place with Ambroid glue. I enjoyed the feeling of being 14 years old again, totally and passionately involved in a hobby that I enjoy so much.

Where did this passion come from? My parents told me that March 10, 1943 I entered this world doing loops and rolls. They can not remember when I did not have a love for airplanes. I would do anything to rub and touch the real thing. I would always turn my eyes and ears skyward when a plane flew over. I ran out on many occasions at night to see the fire of the exhaust of a DC-3, DC-4 or Convair.

I remember at age 6 my grandmother taking me to the local dime store. The store had a small area devoted to model kits. You guessed it—stick and tissue. What great memories of time spent with her trying to figure out what all that was about. How can I forget the spice cake and hot tea we shared during those moments? Yes, we finally put one together. A Comet kit Taylorcraft. The thing kinda looked like a Taylorcraft and it was yellow, for sure.

One day my dad came home with a package and called me to him. We opened the box together and I saw my first powered model. I could not believe my eyes. What was a Firebaby? It was red and

blue in color with a small engine and metal prop. In the canopy area was a balloon. I later learned this was the fuel tank. If memory serves me right, my father tore that little fellow up on the first flight.

Shortly after that my dad had another surprise. "What is a Ringmaster?" I asked as we opened the kit. I remember that smell of a fresh kit and the enjoyment of taking each piece out of the box. I think the boxes shrink after you remove the contents because I have never been able to put them all back and close the top. We spent several nights together as I watched him assemble my first kit. Red and yellow it was, and, yes, he canned it on the first flight. I began to get the picture. Maybe I should learn to fly. And learn I did. In my shop today is a red and yellow Ringmaster, just like my first one in 1954.

Now that the monster had been released I could not get enough. If it had wings I built it. If there was competition in the area I entered. My only income was odd jobs and returning glass bottles for a deposit fee. Needless to say all my chores at home were done, most yards in my neighborhood were groomed and not a bottle was to be found. There is a lesson here somewhere for today.

In 1968 my mailbox contained a surprise that would launch me to another level. Flying Models, January 1968, page 21. Jack Sheeks told the story of the FW-190. He spoke of the "Many moons he had been interested in semi-scale Stunters and how the FW-190 would work." The plans were ordered and soon the FW-190 was under construction. My goal with this ship was to enter my first Nats. I believe the Nats in 1968 was in Chicago and I was there. I could not believe it. There I was. The first plane I saw fly was the Stunt Machine with designer, pilot and builder, Gene Schaffer. All I could say was Wow! I felt out of place. My little ship did very well. I was qualifying on my circle until I left out the inside squares. The first person to my aid was—you guessed it—Jack Sheeks. His kind words were needed at that moment and a time I will never forget. On my wall now is a Jack Sheeks FW-190 signed by him at the '97 Nats.

I wanted my name associated with a plane that came from my hangar. Something people would identify with me. The results as "The Man" would say: my beloved Volunteer. This thing was everything and more. Would you believe a Testors .40 and a plastic tank? We certainly plowed new ground there. My

dear friend Charles Reeves tells the story of his wife Nancy seeing my little ship for the first time. Her response was, "Why can't you build a plane that flies and sounds like that?" Charles and I still laugh about that to this day. The Volunteer story and plans are available through Flying Models magazine. It was published in the May 1973 issue.

I can not remember the exact Nats but I had the occasion to meet a man that became a good friend and remains a friend today. His name is Al Rabe. How can we forget his designs and contributions to our event? Al thought I would be interested in building one of his designs called "Bearcat III." Was I? You bet! Did I? You bet! And, the rest is history. I say then and now that my most memorable experience in CL modeling was the first flight on the Bearcat. Thank you Al.

I continued my thoughts in my trip through time, remembering all the planes, people and events. How wonderful it is to occasionally review the past. I awoke from my time machine experience and realized again the wingtips of the '52 Nobler. Not the crude ones I experienced as a boy but high-tech, 4- to 6-pound wood, straight grain and cross grain used where needed. No tip weight glued in with Ambroid, but in its place an adjustable weight box. No crude tube for lead out, but adjustable ones. Isn't progress great? My grandson, Tyler, will enjoy flying this plane at the 2009 Nats.

Now retired and in love with a hobby more than ever before, people ask, why do you do this? Volumes have been written about planes and it is. We say the people and certainly this is true. Most of my dearest friends are fellow modelers. But, it's more than this. Modeling is an adventure. It's an adventure into the past, present and future. It's an adventure shared with friends. And it's adventures of accomplishments and defeats. How could I go on without sharing with you my closest partner in the adventure? Her name is Jo Ann. She's my wife, encourager, and coach. Jo Ann and I have been married for 44 years. I am blessed with a partner that truly cares about what I do and is always there. Thanks "Jo," I love you!

It's late now and time for bed. I thank my Lord for allowing me to experience this day and all His blessings. As I lay my head on my pillow I close my eyes thinking about tomorrow. Shall I cover the wing or install the stab? *SN*



## Coaching to Win in Intermediate

I've previously written in my "Clubs" column about how a model airplane club can be the perfect incubator for growing Stunt pilots. It potentially provides a support system of flying site, flying companions, and expertise for the up and coming Aerobatics pilot. It can also provide the coaching needed for a pilot to climb the ladder from Beginner to Expert.

The critical rung of that ladder is probably the Intermediate class of flying. It is the point where a person who entered in Beginner, maybe on a lark, maybe on a dare, or maybe just to see what a contest would be like, has come back for more. This is the level at which they will decide, "This is worth the effort," and actually learn the pattern and try to reach Advanced, or they will decide, "This is frustrating, I can't win, or I'm not having fun."

But winning in Intermediate is a different thing than winning in Advanced. And coaching can make all the difference. Want to help? Intimidated by the idea of coaching? Even if you are not an Expert level flier and you don't know a 550 point pattern from a 400 point one, you can provide coaching that will help your Intermediate pilot climb to the next rung.

### "Do you keep a flight record on a note-pad?"

There are some fairly simple, straightforward goals for your coaching as described below. So, coaches, read on! And Intermediate pilots—whether you have a coach or not—read and understand the rest of this column. It will help you move into the winner's circle.

**Every year** Dick Houser and I volunteer to judge one of the Stunt events at the Brodak Fly-In. For many years it was either Intermediate or Advanced Precision Aerobatics (PA). Last year it was Classic Expert. This

year it was Intermediate PA again. The differences between the classes are quite noticeable and there is a very significant difference even between the competitions at the Intermediate and the Advanced levels. Getting into the winner's circle is not the same process in Intermediate as it is in Advanced. With my recent Intermediate judging experience gained at the Brodak Fly-In still fresh in mind, I would like to throw out a few tips to those Intermediates who would like to win.

Yes, I know that the understood intent when you enter a contest is to "win." But it sure seems like a lot of entrants could use a little help. And winning in Intermediate PA is often a process mostly controlled by the entrants, themselves. The judges can't have much of a role in determining the winner when large portions of potential winning contenders self-exclude themselves.

Let me explain: One thing I have noticed while judging Intermediate was the very large number of pilots who self-selected to place themselves out of the running by making some pretty significant, basic mistakes. It wasn't the fliers who were best at flight maneuvers that always trophied. It was the fliers who didn't make significant

mistakes that ended up leading the pack. Here are some of the major ways you can keep yourself out of the winners circle. Fix these, and in Intermediate it's trophy time!

#### Number 1: Overruns

Overruns are completely avoidable but they happen over and over. It is not enough to get a needle setting when you travel cross-country to a new site. Change your needle setting significantly and you change your run time. Now that is assuming that you did measure your run time at your home

field at some point.

Do you keep a flight record on a note-pad so you know? I have various planes in my fleet and I'm at that age where I can't remember how much fuel (and what type!) goes into my various Stunt ships. Keep a pocket-sized note-book and write stuff down: 1<sup>st</sup> flight: 5%, 6 ounces, 9000 rpm, 15 laps (run time) after the clover; 2<sup>nd</sup> flight: 5%, 5 and <sup>3</sup>/<sub>4</sub> ounces, 9000 rpm, 5 laps after the clover, etc.



#### Number 2: Pattern Points

Forget the order of the maneuvers or leave one (or more) out and you lose 25 points. You can fly some of the best maneuvers you've ever flown, but if you lose pattern points you are not going to trophy. Also, there are a lot of Sunday fliers who enter Intermediate just for fun. And that is fine if you are one of them. But, maneuver order is likely not a habit with you and may not be fixed in your memory like it is in most of the serious Stunt fliers in Advanced or Expert. It's guaranteed that when you are focusing on just trying to get through the maneuvers, you'll forget the order!

An Intermediate can get pretty nervous and these kinds of things happen, so there is absolutely no shame in looking at a maneuver list while you do your two laps between maneuvers.

#### Number 3: Worrying first about maneuver shapes!

Think of this scenario: you do your maneuver and are congratulating yourself on keeping it within 6 foot



bottoms and a 45° top. Meanwhile the judge is looking down at his score-sheet thinking, "That was a triangle? Holy-cow! I never saw it done like that before! It had at least five corners!"

Before you worry about size, worry about shape! One of the common problems that happens with Intermediate pilots is that in trying to maneuver their airplane they often maneuver inefficiently.

Inefficient maneuvers need more space. Inefficient flying results in your plane losing speed and needing extra distance to recover speed and not stall out at the next corner. This can easily result in a crash, which is also a major reason for not getting to the winner's circle ...

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## "When the car is sold, stop talking!"

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### Number 4: Crashing

I know—you didn't intend to crash. Nobody does. But I can't tell you how many times when I was judging I said to myself, "I saw that one coming!" If your motor is too rich or overly lean, you can put yourself into crash territory very quickly. Two corners without recovery speed between them and you're there. Misjudge wind direction and you're there. Hit your own wake on consecutive maneuvers and you're there.

Oh, and here is one that is just plain dumb. In fact it's one of the dumbest things you can do: you've finished the pattern, and now, to show what a great hot-dog you are, you begin to do outside loops to unwind your lines. Or worse yet, you perform some kind of outside triangle, point down, to unwind your lines. Dumb-de-dumb-dumb. (Are you paying attention David F.? —Ed)

Guys: there is an old adage in the car

sales business that applies to us: "When the car is sold, stop talking!" Same for us: "When the pattern is done, stop Stunting!" You should be almost out of fuel, so fly out your remaining laps. And after you land, safely on the ground and in the pits, you can unwind your lines before you roll them up.

Yes, I know: you'll lose the "hot-dog" factor. (Hey somebody: check the score-sheet and tell me how many points the "hot-dog" maneuver is worth? You know—the one right after "Four Leaf Clover" and before "Landing"! ) But you also won't have a bunch of people thinking "What a dope! That was a trophy flight!" when you plant one by being a hot-dog.

### Number 5: Wind Awareness

One of the most important things you will learn as an Intermediate is a sense of wind direction. Often as not, you will be flying under wind conditions. It may not be blowing hard, but it may be blowing variably. Your maneuvers must accommodate the wind! This year we had a flight in which the contestant did his reverse wing-over going into the wind! Yikes! Talk about tempting Reason Number 4!

You have to fly for the judges, but you also have to fly for the wind. The judges will usually try to stand upwind. If they are not standing where you think they are upwind, let them know where you want them to stand.

If you are not sure where upwind is, watch the previous pilot's flights. Was their maneuver placement good or did they get blown out of a maneuver? Also, ask your coach to stand up-wind.

### Final Thoughts

When you go to a contest such as the Brodak Fly-In, one of the most enjoyable aspects is the "laid back" atmosphere. This is not cut-throat competition and most people don't get overly

competitive. It's not the intensity of, say, the Nats. Hey let's enjoy and not get all tensed up! But for a contest to stay "laid back" there needs to be a discipline (actually a self discipline) among the contestants. When it is your turn to fly you need to be ready

to go. All the rest of the time you can be hob-nobbing with your buddies, but when you are the guy after the guy after the guy currently flying (follow that? In other words: two down in the flight order) you need to be ready to go. At this

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## "You have to fly for the judges, but you also have to fly for the wind."

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point you should have your lines out, pull tested, and have your model fueled.

Why? Because when the current flier lands and if the guy next up takes an attempt, you need to be ready to take your plane to the pad, fire up, and launch. If you're diddling around, you waste the judges' time. (They don't mind sitting in the hot sun all day judging, but they do mind wasting their time sitting in the hot sun when the next flier is not ready to go!) You also delay the flights of every pilot following you in the flight order.

Finally, be prepared for weather extremes like rain. Our bodies were designed to operate in all types of weather anyway, so what's the problem? The last guys in the flight order may not get their chance to fly if the earlier contestants diddled around and weren't ready to go. Not a very courteous or considerate thing to do to your flying buddies and it's hard for them to be laid back if they don't get their turn to fly or


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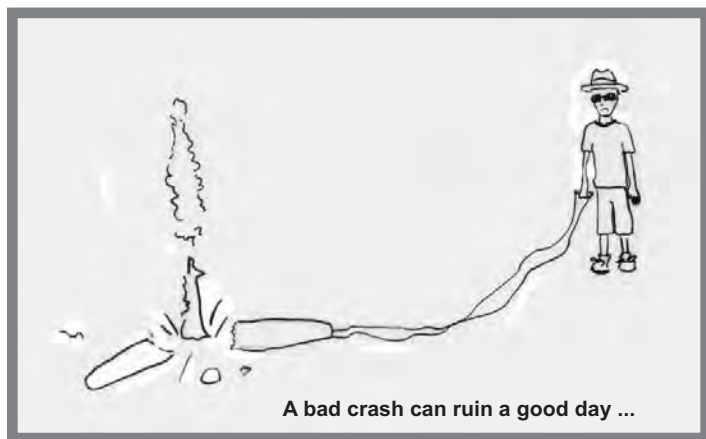
## "Be courteous by being prepared."

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if they are watching the approaching storm clouds as they watch you fooling around on the launch pad, not ready to go. Make it fun for everyone: be courteous by being prepared.

So coaches, here's your assignment: help your Intermediate flier learn to avoid these five loss inducers. One other thing: I really appreciate the "thank-you" I've received from all the fliers I have had the pleasure of judging. I actually do enjoy judging.

It's interesting, and as you can imagine, can be quite exciting. You might discover a similar experience when you coach! (I want to add a special thanks to my daughter, Gwen Jones, for doing the drawings for this column.) 



A bad crash can ruin a good day ...





## So You Want to Be a CD

It all starts the first time you are asked to judge, and you say well OK, but I'm not qualified. And the other guy talks you into it, promising to put you with an experienced judge, and you find yourself out on the field, clipboard in hand. Most guys judge once, and then find that it becomes tolerable, even enjoyable and a good way to give something back to your friends. After the first time, you learn the secret that nobody talks about: Judging is immensely helpful in improving your own pattern. Just watching the repetition of the shapes and sizes conditions your eyes and brain to help with your concentration while flying your own stuff.

After some experience with judging, you get asked to help run a contest, usually a club event or a local contest with only a few entries. Before you go any further, you need to satisfy yourself that the effort is worth it to you, purely as a matter of your own drives and satisfactions. It's an intensely personal decision. Certainly most CL fliers don't go the CD route, and there is nothing wrong with a decision not to enter the arena. That said, it is also true that some of my own experiences in pulling a contest together, and making it come off well, far eclipse any trophy I ever won in terms of personal satisfaction.

One other treat that awaits you is that you will be noticed and befriended by a lot of very senior fliers and other CDs. The friends you will make by serving as a CD will put you in very good company. When all is done, CL is like anything else, the rewards and satisfactions are exactly proportional to the amount of effort you put in. Much the same can be said of the intense effort put in by the top-level fliers. It may look excessive/compulsive to the casual observer, but that person

doesn't see the activity with the same affection as the participant. Excellence becomes the goal, and it is driven by the participant's love of the activity itself. It all boils down to this: You have to love CL flying enough to be willing to work very hard to keep it alive. So if you think it might be your cup of tea, what follows is a guide to the road ahead.



Tom Hampshire, hard at work as a CD, presents John D'Ottavio with a trophy at the Brodak Fly-In.



**First, you need to get** a Contest Director's license from the AMA. The application form is No. 303 on the documents list on the AMA Web site. (It's hard to find with the index, so just search "Documents" and the whole list of all forms will come up.) You will have to take an open-book test on the AMA competition rules. It's unlimited time, and is designed mostly to ensure that you are conversant with the rules so you can find an appropriate section if a question comes up.

**So, you have a license.** What now? You need to identify What, Where and When. The "What" refers to the events you want to run. My advice is to keep it very simple at first; it's far better to run only a few events for a new contest. Too many events at the beginning can lead to the possibility of a meltdown. Even if you get requests for more events, go slow at first.

I have tried to pile on too many events, only to find that the entrants—while they say they want more and more—don't have the energy to fly 'til dark. Try to time it so you'll finish by 3 p.m. (4 p.m. at the latest.)

For a starter contest, try running Profile Stunt and OTS. Certainly you should not try a two-day event at the start, even if you live where distances are so great that attendance will suffer for a one-day event.

The "Where" will probably be your local club flying field. Much has been written about how to find flying sites, and need not be repeated here. For a one- or two-day contest, there is a much broader horizon than a permanent flying site. Calling on any school or business which has a big lawn or parking lot may lead to success. Emphasize the AMA insurance program, and call first to make an appointment. It's form 304 and 305 on the AMA Web site.

The "When" is mostly dependent on other contests being run in your particular area. Each AMA district has a contest coordinator who deals primarily with RC. There is generally a CL contest coordinator as well, who receives contest applications and approves of the date before sending the application to AMA HQ. Look through *Model Aviation* magazine for the previous year to get an idea of the traditional dates for the contests in your region, and by all means avoid conflict with an established date. Better yet, call up a few of the other CDs in your district and sound them out. You'll pick up allies and valuable tips that way.

**After you have** the "W" questions settled, you are ready to send in the sanction application; AMA form 302 from the Web site. You'll need the club number for the sponsoring club. Timing is important here; the announcement won't make the contest listings in *MA* unless it's submitted at least six weeks in advance of the event date. Try to submit your desired date at least six months before the event date for a local contest.

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By filling in and presenting this form, you are requesting that the power of authority be awarded to you on behalf of the officers and membership of the Academy of Model Aeronautics. The AMA officers and members deeply appreciate your volunteer services.

**IMPORTANT**  
The authority to be awarded carries a responsibility to be certain that all AMA rules are followed and that all forms and documents (including these) are properly filled in and presented. In the event this application is presented with errors, it will be recycled for correction one time. If again presented with errors, AMA must assume the applicant is not yet ready for such authority, and application must be made again at a later date (not sooner than one year).  
**PLEDGE:** I pledge and agree that if granted Contest Director status I will: At all times conduct myself as befits a leader, do all in my power to advance model aviation as a science and a sport, and stress the safe flying of model aircraft under the official AMA regulations and Safety Code. I certify that I have already had actual experience in organizing and conducting modeling events. I have read the section entitled **Contest Directors** in the current **Competition Regulations**, and I understand that the requirements called for have to be met if I act as Contest Director in any AMA sanctioned event.

**Please enclose a \$20.00 transfer fee**

Circle area of main interest: ☐ CL ☐ RC ☐ FF

Signature \_\_\_\_\_ Date \_\_\_\_\_  
Parent of \_\_\_\_\_

All of the big contests are submitted in the fall for the following year. The coordinator may not act on them at once, but having the application pending gives you a better chance of getting your first choice date. The issuance of the CD packet includes the sanction, which is your lock on the date.

**Now on to "How."** The first and hardest task is to line up the judges. Plead, whimper, beg, and finally threaten if you have to. Always reassure judges that they will get their official flights, and that the flight order will be modified to suit their convenience. For me it always works out that the few who understand that without judges the whole show never happens, wind up serving over and over. Why so many good fliers who are perfectly decent people in all other respects simply refuse to help is beyond me. It won't work to ever get nasty with people, or to ask them in front of others to put them on the spot. Anything like that defeats the purpose and puts the CD behind the 8 ball.

However, it doesn't hurt to ask loudly and publicly, without singling any one person out. I have been pleasantly surprised on many occasions when someone I didn't know well has cheerfully volunteered to help out. And never, ever believe



anyone who tells you that some flier will refuse to serve if asked. Call the candidate and ask. You'll find that the advance news is not at all accurate.

As the ultimate last resort, you can draft judges out of the contest ranks on the day of the contest. I've never had to do it, and it only makes you look disinterested and unprepared. You should do everything possible to have all of the judges assigned before contest day dawns. For the bigger contests, it never hurts to have a few ultra reliable workhorses held in reserve, so you can fill in for illness, family or travel problems and the like.

Next you need to find at least one tabulator and a pit boss. If you can get only one person, ask some of the more responsible entrants to help with the pull testing and let your volunteer do the tabulation. I have had to ask for volunteer tabulators on contest day. It helps to make fun of it, by telling one guy that he should add up three to five

scores, and then he gets to nominate his successor. It will require some attention during the day, and you'll have to add up scores yourself in odd moments, but the desire of all concerned to finish the day on time eventually wins out.

**Next is the stuff you need** in your CD box. The list is:

1. A printed notebook copy of the AMA rules, from the Web site. You want, at a minimum, the Safety Code, the CL general rules and all of the CLPA rules, together with local rules for any club events. You can modify any AMA rules other than line sizes or other safety related items, but any modifications should be part of the text of the *Model Aviation* ad about the contest, and should be spelled out in the flier, if there is one.

2. Score sheets for each event, 50 minimum. The PAMPA sheets work just fine. If you don't want to use the difficulty multipliers in OTS, a traditional OTS score sheet without them

is attached. The second sheet is a beginner sheet which is a combination of a score sheet and a Rabe critique sheet, for beginner. The beginner gets a score and a critique session with the judges immediately following his flight. It does seem to settle the jitters some. Check the yellow pages to see if there's a copier place within reach of the contest site, so you can make more sheets without causing delays if the need arises. Better yet, bring more sheets than you'll ever need.

3. Pull test scale. I use the spring tester because it's easier to handle. The bellcrank rigs with known weights are the best, if you have room to store and transport them.

4. Adding machines for the tabulators. If you ever find an old mechanical one with a paper tape output at a yard sale, buy it. You can get paper tape modern ones, but they all require a 110 volt outlet or generator to work. As a last resort, use hand calculators, but they are easier to make a mistake on.

5. Spare cord to make safety thongs. (It's amazing how many fliers don't have one with them when they arrive at a contest ... )

6. Clipboards for the judges. You can buy them for about \$10 each, or cut up some plywood or Masonite, and hold the score sheets down with a spring clip.

7. Scotch tape and duct tape (*I can think of a few uses for the duct tape ... — ED.*)

8. Safety tape and stakes for the pits. It's better to make the stakes knee high, so fliers can cross the tape easily on the way to the circle.

9. A micrometer or calipers to measure line diameters. Under the 2009 rules, you will need a scale to weigh airplanes as well. It remains to be seen how this rule will work out in practice.

10. Scoreboards, made of posterboard and lined out for posting the scores on. For a small contest, simply tape the scoreboards to the side of a van. If it's a big contest, you'll want to invest in a portable sandwich sign.

**The last pre contest item** is trophies. I stay away from the stand-alone type, because my long suffering wife hates dusting them. Plaques seem to have taken over anyway. The AMA usually gives the best price on plaques; at least check their prices before you order from a local supplier. The best option is the computer printed photo certificates. This option requires a computer person with a laptop, a camera and a printer that is



**"I have been pleasantly surprised on many occasions when someone I didn't know well has cheerfully volunteered to help out."**





field capable. If you can find that person, the photo certificate is the best memory of the day by far, and the fliers seem to prefer these over the more expensive and bulky plaques. Some clubs have taken to buying plaques with no date on them, to permit reuse in the event of a rainout.

**As you head up to contest day**, start out with a weather check. If you draw a rainy day, the AMA rules prohibit a postponement. It's somewhat obsolete, as it was true 40 years ago that there was a contest every weekend, and you could not postpone yours without conflicting with another date. These days, you still don't want to postpone, because so many of your fliers will have come a long distance to enter. The weather will play a large role in the pace you set for the contest as the day unfolds. If you have light entries and clear weather, you can let the practice flights continue for a little while. Be careful, because once you get beyond the advertised time for the start of official flights, there will always be one more flier who didn't get a practice flight, and wants one.

It's so easy to have 11 a.m. roll around without starting. If you get caught here, the same guys who insisted on a late practice flight will complain if the contest runs out of daylight and ends up being a one round event. This whole problem is compounded if you are under the gun with threatened rain. If rain looks likely, stick to the schedule as far as start time, and run one round of each event as fast as you can. That way, you can make awards for all events. Never let any event get in both rounds before all events have flown at least the first round.

The weather also impacts the safety side. If you have thunder or lightning, either visible or audible, stop the contest and wait until half an hour has gone by from the last indication. I have no flex on this at all. Safety first. Surprisingly, there are fliers who will ask to take a practice flight during a lightning shutdown. My stock answer to that question is that I decline to explain my mistake to a new widow with her lawyer standing alongside her.

There will be an intense flurry of activity once the pilots' meeting is over and you get the circles started. If you have a circle stall now, try getting one of the judges who is due to fly on the stalled circle to go over and take his flight, to get the circle started. Especially at a local contest, try to modify the flight order to allow the flights on a circle to start. I will usually let any flier who asks

take flights out of turn to accommodate travel plans, etc. I get a few questions about it, but it usually seems to set the right tone for most of the entrants. Avoid charging attempts until it is clear to all of the other fliers that you have tried everything to avoid it.

Much the same is true of dealing with any entrant who becomes uncooperative for any reason. They are so few in number that you probably will never encounter one. If you do, put on your best smile, and simply wait for peer pressure to do the correcting. The rules give the CD the authority to disqualify any entrant for conduct deemed either unsportsmanlike or argumentative. This is very rare, and is best kept in the back of your mind if you have to settle an argument. Simply remember that you hold all of the trump cards, and use that power very sparingly. I have always found peer pressure to be the best approach.

Speaking of approach, your manner in carrying off the contest will set the tone for the entire day. Even if you have a headache, you can overcome some very difficult problems

**"Always reassure judges that they will get their official flights, and that the flight order will be modified to suit their convenience."**

by putting on a smile and keeping up a cheerful and relaxed tone. It took me too long to realize this, but I believe it to be the single most important lesson gleaned from the 15 or so years I have been doing the CD bit. Look at it as throwing a party for your friends. Your job is to make it enjoyable for the entrants. It can't be enjoyable if the CD is a grouch. So lighten up and enjoy ... It will turn out that your own satisfaction will be a rich reward indeed. Always remember that the vast majority of the fliers might forget to thank you at the end of the day, but are most appreciative of your efforts. *SN*



Tom Hampshire poses here with the now departed stunt legend, Bob Palmer at a Brodak Fly-In.



# G.S.C.B. OLD TIME STUNT SCORE SHEET

Name \_\_\_\_\_ AMA No. \_\_\_\_\_

	Poor	Fair	Good	Excel	Score
Starting _____				5	
Takeoff _____	1	3	4	5	
Level Flight (2 laps) _____	1	3	4	5	
Climb _____	3	5	7	10	
Dive _____	3	5	7	10	
Wing-over (1) _____	3	8	12	15	
Inside Loops (5) _____	5	10	20	30	
Outside Loops (5) _____	5	10	20	30	
Inverted Flt. (2 laps) _____	5	10	20	30	
Horiz. Eights (3) _____	10	20	30	40	
Vertical Eights (3) _____	10	20	30	40	
Overhead Eights (3) _____	10	20	30	40	
Square Loop (1) _____	10	20	30	40	
Landing _____	1	5	10	15	
Flight Pattern _____					25
Bonus Points - No flaps _____					20
Ignition _____					10
					TOTAL

Judged by \_\_\_\_\_

# G.S.C.B. OLD TIME STUNT SCORE SHEET

Name \_\_\_\_\_ AMA No. \_\_\_\_\_

	Poor	Fair	Good	Excel	Score
Starting _____				5	
Takeoff _____	1	3	4	5	
Level Flight (2 laps) _____	1	3	4	5	
Climb _____	3	5	7	10	
Dive _____	3	5	7	10	
Wing-over (1) _____	3	8	12	15	
Inside Loops (5) _____	5	10	20	30	
Outside Loops (5) _____	5	10	20	30	
Inverted Flt. (2 laps) _____	5	10	20	30	
Horiz. Eights (3) _____	10	20	30	40	
Vertical Eights (3) _____	10	20	30	40	
Overhead Eights (3) _____	10	20	30	40	
Square Loop (1) _____	10	20	30	40	
Landing _____	1	5	10	15	
Flight Pattern _____					25
Bonus Points - No flaps _____					20
Ignition _____					10
					TOTAL

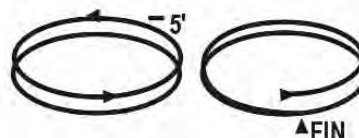
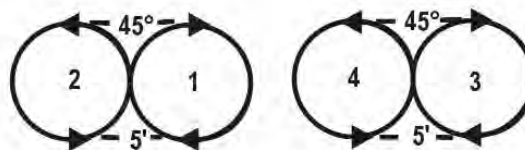
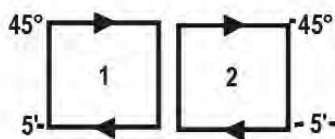
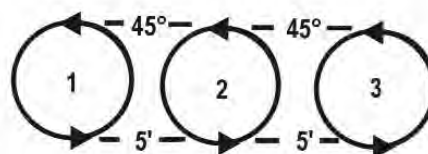
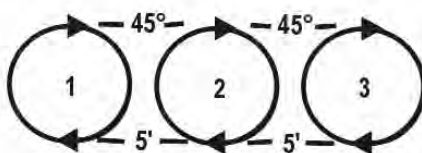
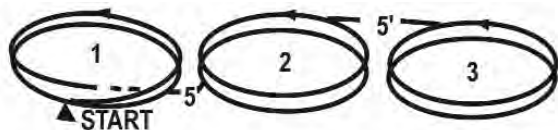
Judged by \_\_\_\_\_



	MANEUVER	POINTS	SCORE
1	TAKEOFF AND LEVEL FLIGHT	10-40	
2	WING OVER (not reverse)	10-40	
3	THREE INSIDE LOOPS	10-40	
4	THREE OUTSIDE LOOPS	10-40	
5	TWO INSIDE SQUARE LOOPS	10-40	
6	TWO HORIZONTAL EIGHTS	10-40	
7	TWO OVERHEAD EIGHTS	10-40	
8	LANDING	0-40	
9	PATTERN	0 OR 25	
TOTAL			

FLIGHT NO. \_\_\_\_\_ CIRCLE NO. \_\_\_\_\_ JUDGE \_\_\_\_\_  
NAME \_\_\_\_\_ AMA NO. \_\_\_\_\_

Beginner Stunt Score Sheet.





# The International Scene

By Rene Berger  
Photos by Claudia Kehnen

**T**he Modell Bau Zirkel Basel organized, for the 28th time, the World-Cup.

The 2008 contest was again held in Untersiggenthal. The site is located in the northwestern part of Switzerland. At a distance of 20 miles from Zürich, this facility is dedicated to Bob Palmer and it is called the “Bob Palmer Circle” out of respect for this wonderful man who did so much for our hobby. (Bob Palmer was invited to the inauguration of this site in 1997 and he even flew a Thunderbird while there!)

The MBZB World-Cup is always well attended. This time we had contestants from 11 nations. (The pilot who traveled the farthest to attend was Paul Logan from New Zealand. He participated at the World Championships in France and took the

opportunity to fly at our contest, too.)

On August 16<sup>th</sup> and 17<sup>th</sup> the pilots experienced quite turbulent conditions from time to time. The high performance level of the pilots, with their beautiful “artwork,” was a pleasure to watch. There were no crashes; only a small “kiss of the ground” during a square loop by Lauri Malila from Finland. Alex Schrek (the winner of our contest and 4<sup>th</sup> at the Worlds) caught Lauri’s plane—which had a damaged landing gear—in a Torero-like manner. (See picture.)

The “Body Language Award” competition was not easy to judge. Every pilot has a different body language and face behavior while at full concentration during the flight and to pick the most original one was tough for the female “Judging Team” lead by

Monique Berger. This time the winner was Yves Fernandez who came back to fly a contest after a break of many years. By the way, his new P-47 is a real beauty.

At the World-Cup contest the “Baden-Wuerttemberg” Championship was included as well. The last few years it was flown near Konstanz, at a nice site called Bodman, but because the site was not available our friends from Germany asked to include their championship into our competition. It was nice because we could crown and congratulate two champions.

The contest director was Peter Hofacker, the president of the MBZ Basel. The field set-up was done by René Berger, together with a great team of helpers.

The performance level of the pilots



## MBZ Basel (F2B) World-Cup





Above: Yves Fernandez returned to flying after a long absence. He flew this magnificent P-47.  
 Right: Contest winner, Alex Schrek catches Lauri Malilas's damaged model as it glides in.  
 Note the wheel pant!



and airplanes is very high and as we observe still increasing. This means the task for the judges is getting more and more difficult.

I am still waiting for a three-camera system in the center of the circle with a 360° field of view and a computerized program. A system of this type should be able to calculate the percent of deviation from the perfect pattern. Something like

in Tennis where when there is doubt as to whether a ball is in or out the exact positions can be seen.

After this excursion into an eventual future, let's be serious again and look at the trend of the planes and pilots.

Youngsters and new "stuff" are beginning to challenge the grown-ups and traditional set-ups at the top of the lists. Although the traditional plane and power plant set-ups are



# Untersiggenthal, Switzerland



still performing very well, the new strong power trains are certainly showing their advantages in difficult weather. Evolution, based on experience, is evident. Fascinating how this category of model airplanes is evolving. Electric has been adapted to our needs too and is showing a trend for the future. With careful handling and good knowledge of what's going on with "moving electrons," cut fingers and other surprises can be held to a minimum.

In the Beginner category we had only two contestants, which highlights that the new generation needs to be more present if we are to have a continuation of this so thrilling model flying category. Thomas Megert won over Paul Gerber, who had some problems with his sideways mounted engine.

At our contest the East-European planes, with their characteristic look, performed well as expected. For those who don't have the time required to build a model themselves, the pre-built, "take-apart" models also proved to be great performers. They are a very good, but somewhat expensive, solution.

The new strong engines are looking very reliable and performing as expected. I am curious to watch in a few years the trend of the 90cc engines vs. electric. (I personally miss with electric power the extremely nice sound of a "normal" internal combustion engine!)

Like the power trains the grown-up pilots defend very well against the youngsters. It takes time until (even with plenty of talent) a youngster can move up in the rankings.

On Saturday evening there was a very nice get-together in the big tent with wonderful friends, like Geza and Alice Egervary, Werner Koelliker and many, many more special people. The "Pastas Especial" prepared by Vreni Salathe and the great kitchen staff led by Esther Gafner was delicious. The get-together gave us the opportunity to refresh friendships, talk about past times and of course about model airplanes. Not to forget, we also welcomed the Aperó on Friday evening from Monique, who served a Kir-Royal (Champagne and Cassis-Liqueur) and home made cake made with goat cheese and olives. The judges did an outstanding job and a big "Thank you!" goes to Louis Van der Hout (N), Franz Oberhuber (A) und Georg Biber (CH).

I like to close this report about a wonderful contest, which I hope will remain in good memories. **SN**

**Below: The winners BW Meisterschaft: first, Richi Kornmeier; second, Claus Maikis; third, Michael Binner.**



**Above: The winners MBZB World-Cup: first, Alex Schrek; second, Alberto Maggi; third, Richi Kornmeier.**

1	21	SCHREK	Alex	SVK	1110.50	1084.20	1131.77
2	15	MAGGI	Alberto	ITA	1099.67	1072.10	1108.83
3	7	KORNMEIER	Richard	GER(BW)	1072.77	1066.60	1134.77
4	4	GERMANN	Peter	SUI	1065.47	1045.77	1063.13
5	17	BENES	Pavel	CZE	1061.60	1055.80	1054.53
6	5	LAGAN	Paul	NZL	1020.90	1028.13	1088.90
7	22	HOLTERMANN	Christof	GER	1049.80	1028.03	1057.00
8	24	BELKO	Sergey	UKR	1049.73	1038.77	1041.87
9	1	MALILA	Lauri	FIN	1042.87	1043.70	81.60
10	18	KRIZKA	Zdenek	CZE	1006.83	972.17	1031.47
11	13	WAGNER	Gunter	GER	971.33	989.37	1025.90
12	6	MAIKIS	Klaus	GER(BW)	962.77	969.53	1020.93
13	14	WADLE	Frank	GER	973.63	953.50	1016.00
14	30	CHAYKIN	Andrei	UKR	922.93	945.47	1011.30
15	9	KEHNEN	Uwe	GER	925.30	919.87	1022.37
16	3	DAEPPEN	Peter	SUI	945.17	922.57	990.33
17	19	FERNANDEZ	Yves	FRA	950.30	908.13	978.53
18	29	SOBIECH	Damian	GER	946.70	961.00	956.80
19	12	BINNER	Michael	GER(BW)	931.23	982.50	914.70
20	20	RAVELLI	Alberto	ITA	927.70	954.13	954.93
21	2	BORER	Hugo	SUI	921.20	353.30	966.10
22	8	STIEF	Roland	GER	903.00	940.57	920.60
23	10	MEYER	André	SUI	875.90	905.60	842.00
24	11	GROMANN	Wolfgang	GER(BW)	828.00	812.83	893.43
25	16	FIUSELLO	Sylvia	ITA	825.90	786.77	888.97
26	23	STRAUB	Peter	GER(BW)	887.57	556.50	827.20
27	28	BAUER	Franz-Xaver	GER	826.20	733.40	877.50
28	27	HANNEMANN	Jörg	GER(BW)	788.43	830.97	816.83
29	25	HERZOG	Franz	GER(BW)	671.90	684.90	776.70



# Joe Ortiz Memorial

Sunday, September 28, 2008

## STUNT BASH!

Well the weather report called for rain and when most of us arrived at the Flushing Meadows Flying Field it did not look promising but at 7:30 a.m. we started to set up the field. As usual some guys were already there getting some practice flights in for the day's events.

With things at the ready we started the Pilots' Meeting at about 9:05 a.m. At this point we had about 15 fliers who signed up for PAMPA Stunt and/or ARF Stunt events. At the end of registration we had 18 entrants, which I thought wasn't bad under the circumstances. During the meeting—and while we were doing the morning prayers followed by the singing of our National Anthem—I'll be darned if the sun didn't start to break through the clouds. I had said to everyone, it looks like "Little Joey Ortiz" (as we called him) was definitely looking down upon us.

Due to the numbers of pilots we had, which were evenly split between the classes and ARF, we decided to hold the flying on the front two circles. We ran Expert and Advance on the paved circle and Intermediate/Beginner along with ARF on the grass circles. Our Judges for Expert and Advance were Jim Demerell

and Ken "Sleepy Dawson" and for Intermediate/ARF we had Jim Borelli and Jose Modesto. These four gentlemen did a great job.

We got about  $\frac{3}{4}$  of the first round in and then it started to rain. Clear skies were just not to be for us on this day. We stopped the flying, hoping for a break in the weather, and after about a 20 minute delay, the rain started to slow down so we continued the flights. For about the last hour the fliers had to fly in the rain including yours truly. Well the first round was completed and we decided to call it at that point. While the ladies finished up the final tabulations there was some scrambling to put those pretty Stunt ships in there respective cars.

Everyone gathered around the Registration E-Z Up and we started to give out the awards. You'll find a list of who did what following. We gave out special award plaques to our tabulators who are always there to help. The plaques had the club logo and event name and read: "Special Recognition Award." Below that the individual's name was inscribed with the following quote below: "For all your help and contributions whenever and wherever needed ... Thanks." The awards were

given to Debbie Borrelli, Atina Modesto, Lorraine Lampione and Karyn Urtnowski. Thanks again from the bottom of my heart.

Well, let's get to the final standings:

### Intermediate Stunt:

Tom Cappadona	447
Tom Tucker	427
Rudy Rybak	426
John Pasalaqua	413.5

### Advance Stunt:

Bob Krug	480.5
Neal Beekman	462
Rueben MacBride	461.5
Steve MacBride	453
Mike Ostella	Pass

### Expert Stunt:

Bill Suarez	528
Bill DeMauro	488.5
Bob Lampione	483.5
Mike Cooper	473
Rich Giacabone	456

### ARF Stunt:

Mike Chioda	455
Hank Forbes	440.5
John Pasalaqua	172
Bob Lampione	125

Concours/Pilots Choice Award went to Bob Lampione. The Joe Ortiz High Point Award was won by Bill Suarez.

There was a Special Outstanding Sportsmanship Award given to Jose Modesto for his help throughout the year to club members and others.

I've included a couple of pictures of the goings on for your enjoyment. SN

## Report and pictures by Bob "Champione" Lampione





# We Have the Technology

By Noel Drindak

## My Career as a Nats Stunt Judge (and What I Learned)

I've had an off year flying Stunt. Various events and circumstances combined to eat up my time, and I never really got my program into gear. As the Nats approached, I was in a dilemma. I had room reservations, and I didn't want to miss the Nats, but I wasn't ready to compete. In a conversation with Bob Hunt, he told me that they were looking for Nats Judges. I haven't done a lot of judging, and wasn't sure that I was ready to be a Nats Judge. I talked with Dave Cook, who is a consummate judge. He thought I would do well and encouraged me to apply. I applied and I got the job.

After being accepted, I started my education. I read and reread the Rules and the Judging Guides (the AMA's and Dave Cook's). I had long conversations with Dave Cook about judging. After arriving at the Nats, I attended Judges' Training and learned more from my fellow judges. Practice judging was especially helpful. That's where the judges all came together to judge practice flights by Nats competitors. After each flight, we had a maneuver-by-maneuver critique with each judge sharing his score and observations. As we all got dialed in I was amazed at how closely our scores matched—in many cases half the judges would have exactly the same score for a maneuver. Other judges' comments were also valuable. Often they would catch something I had overlooked, and I would start watching for it.

When competition started, I did my best to apply the rules and be consistent. I was gratified (and honored) when I was chosen to judge the Open Semi-Finals, the Open Finals, and the Walker Cup. I guess I did all right. I sure learned a lot. People have often told me that judging makes you a better flier. I believe that this is true. I now know what the judges are looking for, and believe that this will help me to improve my scores. I'm going to go through the pattern maneuver-by-maneuver, discussing what the judges look for, and the common mistakes that fliers make.

**General:** Scoring is based on the appearance of the model (not a concern for the flight judges at the Nats) and the

degree of perfection with which the maneuvers are performed. The judges focus on four things:

- Size.
- Shape.
- Intersections.
- Bottoms.

Also, for square maneuvers the judges are looking at corners (they're part of the shape). The rules say turns should be approximately 4.9 feet in radius. Some fliers argue that as long as they meet this standard soft corners are ok. However, the rules also say that scoring is based on the degree of perfection with which the maneuvers are performed. If your square corners don't look square, it's not perfection. The bottom line is that hard corners score higher than soft corners.

### Takeoff

What the judges look for:

- Takeoff roll is at least 14.8 feet and less than one-quarter lap.
- Gradual one-lap climb to level flight over the release point.
- Level flight is smooth and steady at one height.

Common mistakes:

- The takeoff roll is less than 14.8 feet.
- Climb isn't gradual over one whole lap.
- Height varies in level flight.

### Reverse Wingover

What the judges look for:

- Good corners.
- Smooth path over the top of the circle, perpendicular to the ground.
- Bottoms are the same height as the entry.
- Second wingover traces the same path as the first wingover.

Common mistakes:

- Wingovers are not smooth and perpendicular to the ground.
- Bottoms not the same height as the entry.
- Soft corners.
- Second wingover doesn't trace the same path as the first wingover.
- Wobbles (anywhere).

### Inside Loops

What the judges look for:

- Three round loops that are the right size, at the right height, and in the same place.

Common mistakes:

- Loops aren't round.
- Bottoms at different heights.
- Walking loops (bottoms move around the circle). I was surprised at how often I saw this (some of the best fliers did it).

**Inverted Flight:** This is the easiest maneuver in the pattern. All you have to do is fly level at a constant altitude (this does get harder flying in the wind).

### Outside Loops

What the judges look for:

- Three round loops that are the right size, at the right height, and in the same place.

Common mistakes:

- Loops aren't round (egg-shaped outsides aren't uncommon).
- Bottoms at different heights (especially the first loop).
- Again, walking the loops around the circle.

### Inside Square Loops

What the judges look for:

- Two loops that are the right size, at the right height, and in the same place, with good corners.

Common mistakes:

- Bottoms at different heights.
- Soft corners.

### Outside Square Loops

What the judges look for:

- Two loops that are the right size, at the right height, and in the same place, with good corners.

Common mistakes:

- High bottoms.
- Bottoms at different heights.
- One bottom not level. I saw this a lot, and it always seemed that only one loop had a problem.
- Soft corners.

**Triangular Loops:** By far the most common problem with triangles was the shape. There were few fliers doing triangles with three equal length sides. As a result, some corners would be



noticeably sharper than others. It's a problem that's hard to miss.

### Horizontal Eights

What the judges look for:

- All loops in the maneuver are round and are the right size.
- All bottoms are the same height.
- Intersections all at the same point.

Common mistakes:

- Bottoms at different heights.
- Intersections wander.
- X-shaped intersections (often just in one direction).
- Loops not round (fliers stretch the intersection and the loops are too tall).

### Square Eights

What the judges look for:

- All loops in the maneuver are the right size.
- All bottoms are the same height.
- Intersections all at the same point.
- Good corners.

Common mistakes:

- Bottoms at different heights (outside bottoms are frequently too high).
- Intersections wander. There are five vertical segments in the center of the square eights. I saw flights with all five segments in different places. Very few fliers were able to put all the center segments in the same place.
- Soft corners.

### Vertical Eights

What the judges look for:

- All loops in the maneuver are round and are the right size.
- All bottoms are the same height.
- Intersections all at the same point.

Common mistakes:

- Top loop smaller than the bottom loop

(snowman).

- Loops not round (fliers stretch the intersection and the loops are flattened).
- Bottoms of the two eights are in different places.

### Hourglass

What the judges look for:

- Shape.
- Good corners.
- Good bottoms.

Common mistakes:

- Poor shape.
- Soft (even mushy) corners.
- High bottom.

The first corner sets the shape of the hourglass (if it's not a 60° corner the shape will be wrong). The third corner of the hourglass is very difficult to do properly—snapping the corner demands a lot from the airplane. Often it's mushy and leads to the down leg of the hourglass being S-shaped instead of being straight.

### Overhead Eights

What the judges look for:

- All loops in the maneuver are round and are the right size.
- Good intersections.
- Maneuver flown directly overhead.

Common mistakes:

- Loops not round (a lot of fliers are a little jerky at various points of the maneuver.).
- X-shaped intersections. If the judge sees the bottom wing on one pass through the center and the top wing on the next pass, it's an X-shaped intersection.
- Maneuver not flown directly overhead.

### Four-Leaf Clover

What the judges look for:

- All loops in the maneuver are round and are the right size.
- Intersections—the straight segments should line up. That is, the horizontal segments should be on the same line, and so should the vertical segments. It's not possible to have the right shape if the straight segments don't line up.
- Good bottoms.

Common mistakes:

- The straight segments don't line up.
- Different size loops.
- Bottom errors.

### Landing

What the judges look for:

- Smooth descent to landing.
- Model doesn't bounce.

Common mistakes:

- Descent isn't smooth.
- Bounced landing.

All fliers try to avoid bouncing landings. However, a lot of fliers don't make much of an effort to execute a smooth descent.

### What I Learned

The most important thing that I learned is that I need to pay a lot more attention to intersections. I always focus on the shape of a maneuver, but the shape can't be right if the intersections are off. Also, I need to focus on takeoffs (making a gradual, one-lap ascent to level flight) and landings (making a smooth descent to land). Bob Hunt has always told me that I give away a lot of points in my pattern. Now I know what he is talking about.

Good luck with your next contest. SN



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# 2009 Nats Beginner Event

By Allen Brickhaus

**T**he PAMPA Beginner event has been scheduled on Sunday, July 5, 2009, and will be flown in the most northwest corner of the 600 x 600-foot grass area located northwest of the "L" pad. Going to the "L" pad and looking directly toward the AMA Headquarters and the AMA museum, you can visually find our site. Our flying area will be located in that line of sight.

Beginner registration will begin at 8 a.m. and our pilots' meeting will be at 9 a.m. We will begin flying as soon as we can. You must have been registered at the AMA "Farmhouse" prior to being allowed to fly on the site. This is a safety and informational rule in place, as the AMA needs to know of where you are so any contact from families at home can be better facilitated. You must be wearing at least a Mechanic's or Entrant's badge.

Beginner is divided into two age categories. Open pilots will fly together and then Junior and Senior fliers will compete against those age brackets only. Two identical perpetual trophies will be awarded, one to the Junior/Senior winner and the other to the Open winner. The perpetual trophies must stay within the continental USA. Framed award certificates will be given to eighth place in each age category.

The New Albany Skyliners and the Peoria Area Wyreflyers will assist in the running of the event that day. Call or email Allen Brickhaus if you can assist in any way during the July 13 event.

Generous Stunt pilots and friends have donated engines, kits, handles, and sundry items for the pilots to choose after the

awarding of the prizes. Any donations would be welcome as they go to the event fliers only. The young pilots are given a choice before the adults get their choice.

Be sure that all pilots have their AMA card, Nats badge, a safety thong on their handle and their AMA or equivalent number permanently marked on the upper right wing surface, fuselage side or vertical rudder. The markings must be at least 1 inch high. Contact Allen W. Brickhaus for assistance or donations at: Box 206/321 E. Patton St., Golconda IL 62938-0206, or abkb801@shawneelink.net or (618) 683-7611 at home. **SN**

*Editor's note: The photos on this page were originally published in the last issue of Stunt News in the 2008 Nats Beginner report. These photos were improperly captioned, so we decided to run them again here with the correct information. We apologize to those in the photos for the mistake!*



Our four judges at the Beginner Nats event were, left to right, Eric Taylor, Bill Marvel, Mark Overmier, and Wes Eakin.



Shown are our Open Beginner Nats winners for 2008, and they are, left to right, Harry Crespo, Mike Skulalek, Terry Bolin, and Jerry Norin.



# Robin's View Productions

An open letter from RVP President Bob Hunt:

Fellow CL Stunt enthusiasts, I'm writing this to inform you that I'm back in the model business full-time, ready to supply you with world-class CL Stunt model components, unique and innovative building systems, professionally edited DVD How-To programs, and custom CL Stunt model design and consulting services.

In my posts as Editor of Flying Models magazine for 17 years, and Aeromodeling Editor of Model Aviation for the better part of seven years, I could not promote my products and services openly because of a perceived conflict of interest. I am now free to do that.

Are you ready to get serious about advancing and winning in CL Stunt competition? I have been serious about it for more than 40 years and have the competition proven products and services that will help you achieve your goals more quickly and make you a better builder and flier in the process.

Our RVP DVD How-To programs are designed to provide you with a steady flow of detailed, pertinent modeling information and they are edited to show you, up close, the techniques you need to master to become a far more proficient and accurate builder.

Our custom building services include precision-cut foam wing cores, custom-built foam wings, Lost-Foam Wing Building Systems, custom-built Lost-Foam (built-up) wings, and many other custom-built Stunt model components.

If you have a question about model building, or simply want to know more about our products and services, please give me a call at (610) 746-0106, or e-mail me at: [robinhunt@rcn.com](mailto:robinhunt@rcn.com). I'm ready to help you get serious and succeed.

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# Relentless is our motto Innovation!



# Beginnings

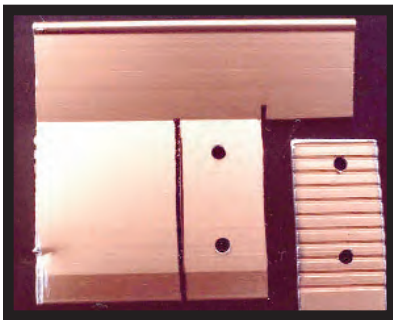
By Doug Dahlke

First off, a big *thank you* to all those cool cats who volunteered, again, to help kids learn to fly ukie at KidVenture '08, as well as those who came for the first time. Thanks also to co-ramrods Don Adriano and Bud Bodzioch. Why not sign up now for '09?



Here's the KidVenture '08 tent at EAA looking west. Located near there is the helipad, while farther west is the Goodyear Blimp landing area. What's weird is that when these sausages take off (or brats as we'd say in Wisconsin), there's no detectable Doppler effect such as produced by faster moving airplanes, such as the J-1 Cubbie.

**Building tip:** Here's a cheapo source of aluminum engine pads, which few hobby shops sell anymore—assuming you can even find a hobby shop, anymore. The piece is called a “threshold strip.” They come in 3-foot, 4-foot, and 6-foot lengths, are anodized gold or silver and sell for 3-4 bucks. Many come with neat, pre-cut grooves in the bottom side, which bite into the mount wood when the engine is tightened. After the epoxy dries, these mounts will outlast even the media's attention to Britney Spears! Give them a try. Besides, then you'd be able to put a “Menards” sticker on your model, to the total confusion of all your flying buddies!



Make yourself some low-buck, half-hard, aluminum engine pads by hacksawing them from household threshold strips. The slotted underside, when tightened and epoxied into maple mounts, gives a fierce grip that will cause a hernia if removal is attempted.

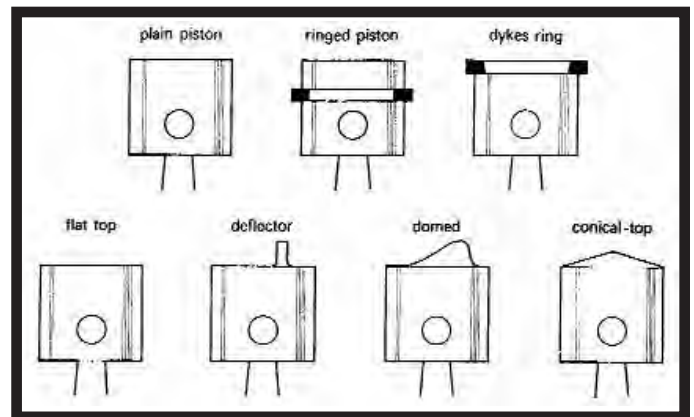
**From the Circlemasters newsletter:** Here's a purloined pix of Eric Olson using one of the new, ukie chairs while flying. Don Adriano, the chair's owner, reports this rig pivots so freely that a .35 model turns the flier in the chair! Would one of the hot rod .25s also do this? How will this work doing lazy eights? Anyone tried that yet? Is it workable for the full

Eric Olson models Don Adriano's new “sit-in-the-circle” ukie lounge chair now available at the Circlemasters flying field. Methinks this should work for OT Stunt. Anyone tried it yet? Why not recruit handicapped folks to your club?



OT pattern? For stunt, would a brake lever applied to the vertical post and operated by the non-flying hand help? Anyone tried this yet? Input please.

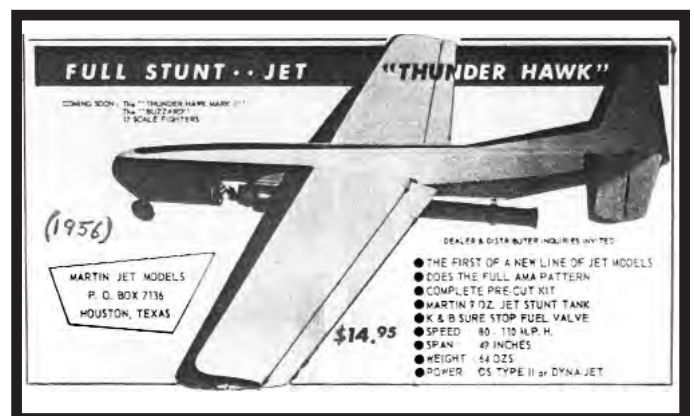
**Pistons 101:** For those not savvy about pistons, here's a simplified chart with some basic stuff so you can at least descriptively talk about that popper you have up front.



For those curious about pistons, this simplified chart should help. Modern pistons are much about different combinations of metals and various coatings of the piston, liner or both.

**Jet Stunt - Part II:** Persistent *SN* readers may remember the skull-rattling, 1954 jet stunter from South Dakota, which flew at the famous New York Mirror Meet and recently ran in this column. That model had twin rudders to clear the jet motor mounted topside and looked like nothing other than a purpose-designed model, which it was.

Perchance, if you don't know it, jets are so loud, they nearly reach the level of leather-lunged street screamers on TV. Wow! Behold! Here cometh the mighty “Thunder Hawk” from Texas with its belly-mounted jet and the pleasing lines of early jets. A Mark II model was promised. Can anyone add to the story of early jet Stunt?

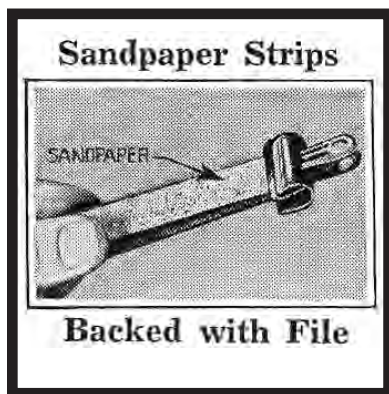


Check out the specs on this jet stunter: 49" span, 64 oz (yikes!) and 5 1/2-lb thrust via an O.S. Type II jet which made 110 mph! Wheee! The tank was a tiny 9-oz. for the old, shorter duration pattern. Giggles will want to work out wing loadings here. My estimates were an 8-inch average chord giving 410 sq. in., therefore a 16-oz. per sq. foot loading. A Mark II of this “Thunder (an understatement if ever there was one) Hawk” was promised. Had hourglasses been part of the pattern then, I'll bet the fourth corner would have been a real hoot! Who can add to this story?



**Trivia contest (with prizes):** For yet another first, this column hereby offers a prize of my choice to those submitting the correct answer to this trivia question: "Which model stunter came standard with no plans, and who produced it?" (Hint: A majority of Stunt fliers know of the company.) So, the question is: "Are you smarter than a 5<sup>th</sup> grade Stunt flier?" All *SN* readers everywhere are eligible. Prizes are airplane/aviation related. Entries must be received by 1 March '09. Postcard or phone call works for me.

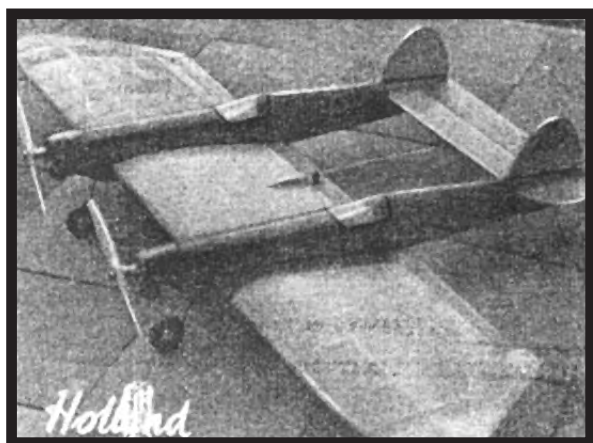
**Building tip:** I don't know anyone who doesn't use sanding blocks, but not all sanding blocks are created equal. In many cases, the harder the sanding block material is, the better the job it does. (Of course, we're not talking finish work here.) That being the case, few common things are harder than a file. Here's a simple sanding rig you can assemble in about 119 sec. Creative folks could use a clip at both ends.



Make yourself this simple sanding jig thusly.

**Non-modeling item:** It's hardly a secret that many Stunt fliers are gearheads, either riding cycles or doing rod/custom cars. Just returned from the Wheels Through Time Museum for cycles in Maggi Valley NC, where I was allowed to ride one of the displays, a 1942 Harley XA flathead boxer twin, after the curator/owner was convinced of my cycle background and prudence.

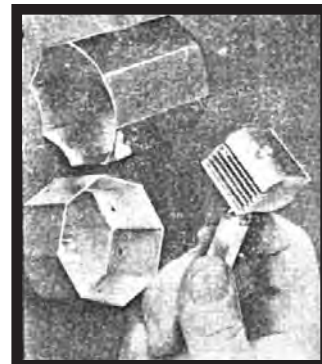
The smell of gasoline is notable, as curator Dale readily starts up bikes, then drives off between exhibits! This museum will downsize and relocate to Arizona on 1 November, so if at all possible, it's a *must see*. The second museum is the Skip Barber Museum in Leeds AL, where 1,200 of their 1,400 exhibits are on display in the middle of a functioning racetrack! Even having to fight Hurricane Fay in my rain gear, it was worth it. Another *must see*; now back to models.



Twin diesel stunter? You bet! Most US exposure to diesel Stunt was circa 1947 to early 1950s, via Leon Shulman's Drone .29, itself a copy of the French Micron. Herman's full-span, flapped jobbie packs .42 cu. in. displacement via twin, .21 cu.in. Brit AMs. Jeeze! Those cats are good with their diesels! Herman Breakink, Enschede, Holland, a 1957 stunt circle biggie, shows his new for 1958, full-flapped stunter that ran dual, AM .21 cu. in. diesels. It easily did the full pattern, which surprised no one across the pond.

**Another building tip:** Razor blades must be magnetically attracted to balsa wood. Why else are they always found around balsa? Usually, they're best used for cutting thin or soft wood in models. Those who realize that stainless steel doesn't hold an edge worth squat prefer carbon steel. A couple years ago, one of the big names in the shaving market introduced a "new" (we're told) 5-bladed safety razor. Some builders found success using it to plane down soft wood in tight areas. But in case you can't find one, this is just to let you know that you could borrow your grandpa's 5-bladed safety razor. Hopefully, you didn't actually think such ideas are "new."

Those using multiblade razors to shave down soft balsa, take note: if you can't find a current version, you can always borrow Grandpa's from 1933.



**Design tip:** It's well established, but little heeded, that the controlling surfaces of both models and full-scale airplanes are blanketed in various degrees by the surface they're attached to. Stabilizers blanket elevators, fins blanket rudders and wings blanket flaps.

Various planform layouts have been used to minimize this problem and here's one of them, known as aerodynamic counterbalancing. Those with a bump for history will recognize this as an "elderly" technique which does various things. First, it reduces the force one needs to apply to the moving surface in order to effect movement.

Secondly, it improves the "bite" of the moving surface into clean air, i.e. moving it outside the boundary layer, and thirdly, the previously mentioned things combine to speed up the response of the aircraft to control surface input, think sharper corners.

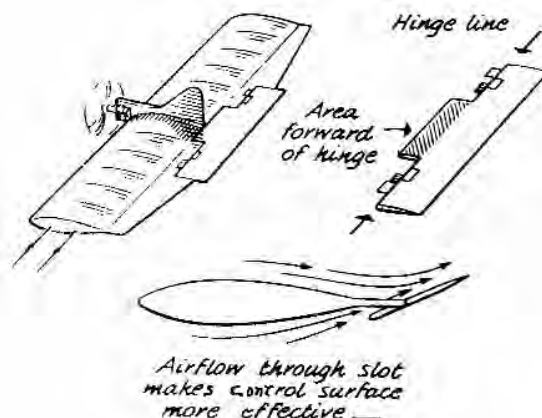
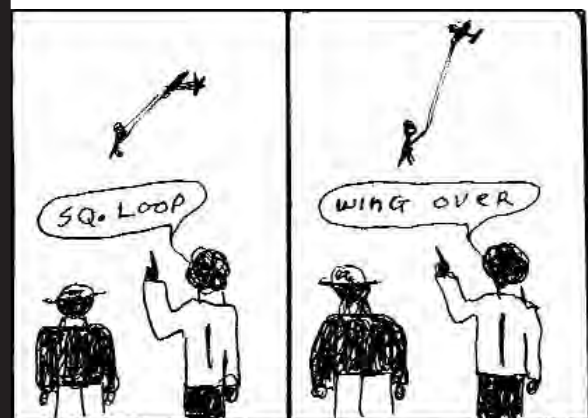
There are two ways to build in an aerodynamically counterbalanced control surface; both have been known and used since WW I. First: You can add surface area forward of the hinge line, as shown in the sketch, about 10%-15% of the moving surface's total area being good, or secondly, you can move the entire hinge line aft on the moving surface. *Don't* overdo it! Said another way, about 10%-15% of the moving surface area should be ahead of the hinge line.

If you overdo it, you may end up saying bad words! Obviously, counterbalancing area directly aft of the prop blast is more effective than area outside the prop's air.

## Fiction 'n Fact from Doug's Almanac

*Canard design requires  
a suspension of disbelief.*  
(d.d)





Although shown here on a combat model, aerodynamic counterbalancing applies equally to stunts. If lift is your lust, then applying this to the flaps may give you a serious boost; see text.

**Cartoon:** Harold Youds shows how Beginners get confused. (Despite Will Hubin's patient explanation of FAA terminology to me, I just couldn't resist this.) *SN*

Fact 'n Fiction  
from  
Doug's Almanac:

A bad model design is...  
Having to dig your own model's grave,  
after paying for the balsa and shovel. (d.d.)

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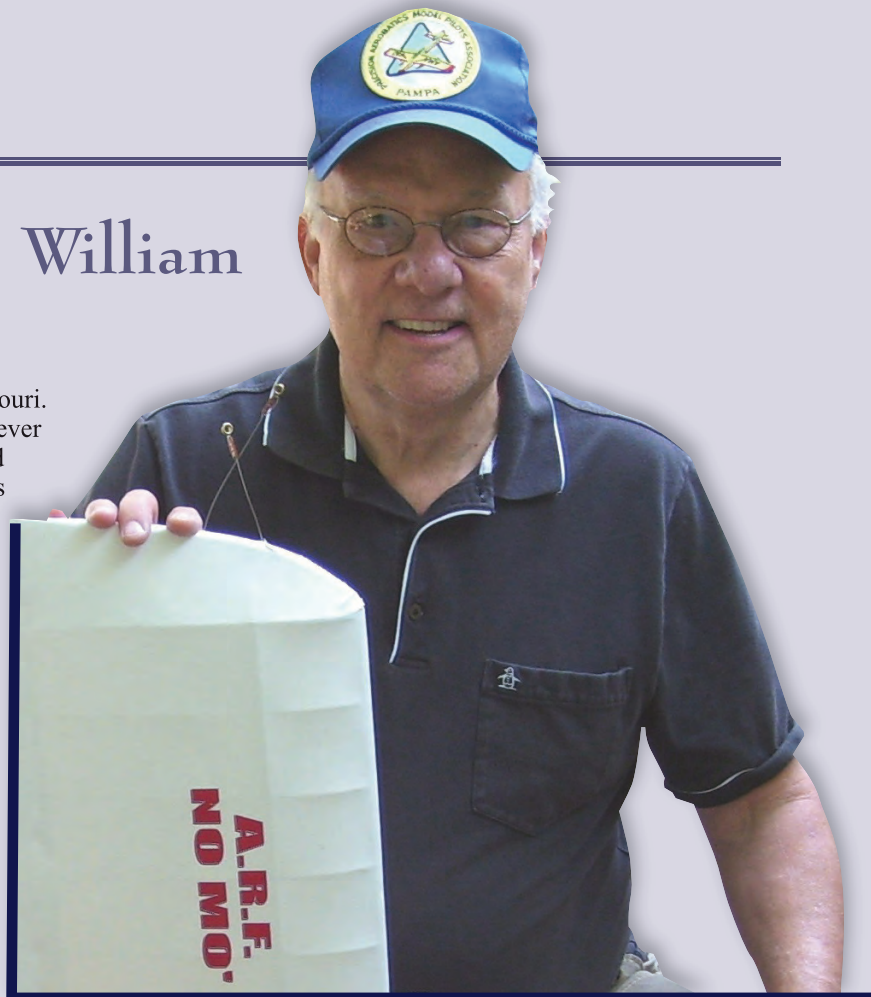
# Personalities

By Louis Rankin

## Wildwood, Missouri's William (Bill) L. Marvel

This issue features Bill Marvel from Wildwood, Missouri. Bill is an immediately likable fellow that you will never catch in a foul mood; in fact he is always upbeat and jovial. At a contest you will see Bill at his best when he is judging. It is his passion. Just this summer I have started judging and it was Bill that has inspired me to take that plunge.

It is never difficult to find personalities to feature in each issue. In fact I look around at contests and events and wish that I could feature everyone that I meet. Bill is one that I have wanted to feature for a couple of years. I finally got around to sending him the standard "Biographic Profile" to fill out and send back to me for review and editing. For those who have not been featured, I have a profile that I have the personality fill out for me to refer to while I am writing the article. While all provide good information for me to edit, Bill provided to me an autobiography I feel should be passed on to you unedited and complete. For me to add to or take away from it would be an injustice. So, here is Bill's profile interview as provided to me:



### Occupation

I'm a retired social worker, and I spent the last 25 years working in mental health, hospice, child custody and adoptions. Adoptions were mostly very happy events. Custody and mental health were incredibly stressful. Hospice was one of the most rewarding things I have ever done.

### Family/Dependents (Wife and Kids)

My wife is Jean Swinger. We've been married nine years. I was widowed after 38 years of marriage. Jean and I have known each other since we were young. Our mothers were best friends for over 80 years. We have three children and eight

grandchildren. They all live in San Antonio, Texas. I was born in Poplar Bluff, Missouri. I went to San Antonio when I was 19 years old to do my hitch in the U.S. Air Force. I was a Basic Training Tactical Instructor (TI) at Lackland AFB for 2½ years. I also worked on Field Training and the firing range. I spent my last year in Crash-Rescue (I was a fireman!) on a SAC base. I served 4½ years more in the Reserves and was Honorably Discharged. When Jean and I married, I moved back to Missouri. We live in West St. Louis County.

### How many years in aeromodeling?

I began building rubber powered kits in 1944 (64 years ago ... my, how time does fly!). I built my first gas model, a Scientific Little Devil in 1950. I don't think it ever flew. My first successful flights were flown with a Sterling Maverick. The wings were clipped and the elevator was reduced to about ½ inch in width. It was powered by an OK Cub .049 and was hand-launched. We flew it on 10-foot lines in my backyard, and it would barely stay in the air. My brother, most of my friends and my mother "soloed" with it.

Like many guys from my era, I built a number of Ringmasters, Yak-9s and Mustangs. They were inexpensive (relatively), went together quickly, used the same Fox .35 engine and took a lot of abuse. I tore up many of them trying to learn to fly inverted. I had a terrible time mastering that basic maneuver.

When I was in my early 20s, I met a man in Temple, Texas who had a hobby shop and flew CL. When my work took me to the Temple area, I would stick a plane and my flight box in the trunk. We didn't fly together but a few times, but one afternoon, in only a couple of flights and without a single crash, he taught me to fly inverted. That was more than 45



"Yes, I see now why you bounced the landing, darn wheel is froze up!"



years ago. Soon after, I lost contact with him. I don't even remember his name. But, I remember him and his gift to me on that Central Texas prairie a long time ago.

### **Who got you started in aeromodeling?**

My Uncle Frank, who was in his 20s, came home from WW II very ill with tuberculosis (TB). He spent most of the war in military hospitals. In the early 1940s, a diagnosis of TB was pretty much a death sentence. Uncle Frank started building stick and tissue models as a kind of therapy in the hospital. When he came home on leave and stayed with my grandparents, he always had a model under construction. We lived next door to my grandparents and I spent lots of time with Uncle Frank, watching him cut out parts with a razor blade and gluing things together. He gave me a small kit, probably to get me out of his hair. I loved it. I have been building ever since with only a few periods of down time. (Uncle Frank survived TB and lived to be 74.)

### **Who has most inspired you?**

Tough question. My grandfather taught me to work with my hands. Uncle Frank introduced me to models. Bill Webb in Charleston, Missouri, was the first Stunt flier I ever saw. Mike Limbaugh of Sikeston, Missouri and John Garrett of my St. Louis club are the most natural fliers I have ever seen. Randi Gifford has inspired me to work harder and learn more about Stunt and judging. Frank McMillan generously shared his broad knowledge and experiences. Richard Bach, an author, poet and pilot, taught me to savor the pleasures of learning. My flying partner, Steve Smith, inspires me to struggle with stiff, sore knees and fly at least every month. My wife encourages me to fly and to attend contests; I am the luckiest man in this Universe.

### **Type of flying you enjoy?**

I am strictly a sport flier. Some have said I can barely fly but that's being unkind. I have flown the pattern (at least my clumsy version) but rarely do anymore. I love the sound of engines, the smell of fuel and the joy of flying. Until five years ago, I was never in an organized, active club. Most of my life, I have been a solitary flier. There were many different periods of time when I was able to find like-minded people to fly with, but, it was never structured in any way.

I think it is funny that I lived only eight to 10 blocks from George Aldrich, but I met him only twice. I never got to see him fly.

When we moved to St. Louis and I joined Lafayette Esquadrielle five years ago, I found a group of guys who were interested in a broad range of CL activities including PAMPA, Old Time and Classic Stunt competition. They were also active in Speed, Racing, and Scale as well as retro events such as SAM Slow Flight, Golden Age and Goodyear Racing. One of my flying partners is Gary Frost who competed at the World Championships in Combat (F2D). I volunteered to help at the first contests and was immediately put to work judging Stand-Off and Sport Scale.

Like most clubs, we were short on judging resources and depended heavily on out of town visitors to augment local Stunt judges. I started asking judges if I could sit in and practice judge. I was lucky to have some excellent mentors such as Randi Gifford, Jim Thomerson, Bob Arata and Gary Hajek to coach me and give me feedback. I was quickly put to work, usually judging with someone with lots of experience. I started traveling to area contests and volunteering to judge. Most CDs were delighted to have the help. Randi Gifford



**Bill loves to judge. It is his passion! Here he is out in the cold at the St. Louis Ice-O-Lated.**

encouraged me to attend the Judges' Training that is conducted every year at the AMA Nats.

I contacted Gary McClellan who was in charge of judge training at that time. Not only did I get to participate in the judge seminar, I found myself working at the Nats! It was like learning a foreign language. Total immersion! I am a natural born student. The more I judged, the more I wanted to learn, the harder I studied and the more questions I seemed to ask. And, the more experience I got, the more I appreciated the challenges of Stunt and the more I respected my fellow modelers.

### **What is your favorite model?**

That's easy; the Jetco Shark 15. I have built a bunch of them. The Shark 15 taught me to fly overhead eights. It was an excellent design to "kit-bash" into other experiments. My favorite was a Shark 15 with a P-39 profile fuselage (in South Pacific camouflage) and J. Roberts throttle-control. It had a Webra .20 GloStar RC engine. It was a blast to do touch and goes with that tricycle landing gear. The people watching always liked for me to do a half-loop into inverted and then idle back to dead slow. I struggled to fly the pattern with the P-39. I simply knew so little about trimming. I have often daydreamed about building another for Stunt demonstrations. A few years ago, Walter Umland re-kitted the Shark 15 and I ordered one. I have this J. Roberts bellcrank and handle ...

### **What is your least favorite model?**

An ARF Nobler. I bought it when I was without a flyer. It was tough to put together and I simply didn't trust it. It is sitting on a top shelf in my basement. I'll never fly it. I gave the engine to my flying buddy, Steve Smith. I'll trash it the next time I am cleaning up my workshop. I don't think it is worth salvaging.



### What is your favorite power plant?

The O.S. .20 FP is my all time favorite. I have one I bought new and one I rebuilt. It starts easily and it runs like a sewing machine. It never runs away. Thank you, Dirty Dan Rutherford and Brett Buck. I still have a Fox .19 that I got at Lackland AFB in 1956. It was my power plant of choice on most of my Shark 15s and it continues to run incredibly well.

### What is your least favorite power plant?

Probably an OK Cub .099. It was always difficult to start, had a very tender needle and a nasty temper. It whacked my fingers bloody. I had worked hard and saved up my money from neighborhood chores to buy it. I tried to put that thing into the air so many times, but I don't recall ever flying anything successfully with it.

### What was your memorable moment in aeromodeling?

Now is my very favorite moment in modeling. I have never had so much fun and been active in so many areas. Running a close second was this year's FCM (Fellowship of Christian Modelers) Contest in Muncie. We had excellent weather and favorable winds. I have never seen such consistently excellent flying and so many good fliers. It was what I always believed a national contest ought to be. I loved Pit-bossing for Bob Brookins' Intermediate Event at the 2006 Nats. That was the year the Brazilians came. What a ball! We ran 60 some odd flights on two circles that day without a serious hitch or flared temper, despite the weather, communications challenges and field conditions. Modelers are modelers the world over!

### What is your current project on the building board?

Like many modelers, I have several projects underway in various stages. This winter, I am going to complete an Eric Rule-Pat King Texas Trainer. I want a plane I can stick in the car every time I go fly. When a youngster shows some interest or an old CL flier is tempted to reignite the fire, I'll have something easy and dependable to fly. Eric and Pat's design reminds me of the Cox plastic jobs with the "come-apart" features. It should be hardy enough to survive for a while.

### What are your future aeromodeling goals?

Like most judges, I want to learn more and improve my skills. I have learned (to the surprise of absolutely nobody) that no flier flies a perfect pattern. I have learned what a perfect maneuver should look like. I have accumulated a storehouse of memories of well-executed maneuvers. I saw Chris Rudd fly a gorgeous hourglass at the Sig contest this year; the very best I have ever seen.

I saw Brett Buck fly a flawless reverse wingover at the Nats two years ago. Ted Fancher has flown a nearly perfect cloverleaf, so I now have a standard to judge all clovers against. Robert Storick, when he is on his game, can fly beautiful vertical eights. I have seen a lot of really excellent takeoffs. No one does it better or more consistently than Matt Neumann. I am still "collecting" maneuver memories. I am still looking for a 40-point horizontal square eight. I am not saying they are not out there. On the contrary, I am certain many have been flown in both practice and competition. I am still looking for one to be flown on my watch.

### What can we all do to introduce others to CL aeromodeling, especially youth?

I am not hopeful about attracting youth to modeling and CL. Airplanes and flying are not magical anymore. Kids are as wonderful today as they ever were. They are bright and curious, but it is a different time. There are different exciting

attractions competing with us. We will attract some to this hobby and sport but mostly by direct, personal contact. I speak to nearly everyone who comes to the fence to watch us fly. I believe in the philosophy of "Each One Teach One." I want to share the joy of my hobby with others. That's the best I seem to be able to do.

### What do you like most about aeromodeling?

I enjoy the many, many people I have met and enjoyed this hobby with.

### What do you like least about aeromodeling?

I can't think of anything!

### Other hobbies or interests?

Like many modelers I have known, I have a variety of interests. I have been "playing" with a lathe and mill and carving metal for the past 30 years or so. I am not very good but I do enjoy the thrill of turning, facing, threading and silver soldering.

I am a bit of a computer geek. I have been roaming the internet since the early 1980s (before there was AOL and back when Yahoo was still a crude attempt to organize web addresses into a useful resource.

Bill can be found at contests in the Midwest and he is always a fixture at the Nats. When you meet him make sure to shake his hand and be prepared to experience the joy that is always part of his personality. *SN*



Almost all pictures of Bill are of him doing what he does best!

## Lafayette Esquadrille



St. Louis, Missouri

Bill is a member of the Lafayette Esquadrille.



# The Trailing Edge

By Mike Keville



Who's the kid with the Sig Chipmunk? Hint: later in life, as a USAF Reservist, he flew C-141s on supply missions during "Desert Storm" and is today seen in the "front office" of commercial airliners. He has also been known to show up at major contests and do rather well. Yep, it's current World Champion, David Fitzgerald.

**B**ob Brookins is your new Event Director for Nats OTS and Classic. Since he and Elaine also host the Intermediate event at the Nats, they deserve our thanks for assuming the additional duty. Last issue I attributed my "retirement" to budgetary factors—and while that's true to some extent it's more like "priorities have changed."

Disregard last issue's item about an on-site Bennigan's Grill & Tavern at the new VSC headquarters hotel (Riverpark Inn). Just after deadline, Bennigan's parent company filed Chapter 7 and folded their tent. Riverpark owners converted the existing structure to a new, larger venue for banquets and parties. Other amenities remain the same. You're gonna love it. Reservations must be made by February 17. Phone (520) 239-2300 and mention "Vintage Stunt Championships" for the special rate. If any problems arise ask for Sales Mgr. Wes Clark, or contact me ASAP. Meanwhile, go to [www.theriverparkinn.com](http://www.theriverparkinn.com) for a better look at what's offered.

## Flying the Old Time Overhead Eights

Perhaps one of the least understood maneuvers, especially by newcomers to OTS, is the Overhead Eights. We often see these incorrectly flown PA style; That is to say, entered with a vertical climb to 90°, which of course negates any chance of flying the maneuver in the required "lazy" style. Old Time Overheads, like the Horizontals and Verticals, are flown as "Lazy 8s." Correct entry is off your left shoulder (or right, if flying clockwise) at not less than 30°, doing half an Inside

Loop then transitioning to an Outside at the intersection. Most people have no trouble flying horizontal lazy 8s. Merely envision the same maneuver being flown over your head ... and remember, as with all OTS Eights, three are required.

## Legal Jet?

Is the Jetco Sabre Stunt design Old Time legal? Apparently it is! Tony Drago reported that the designer, Mexico's Jose Sadurni, flew one in 1952, winning the Mexican Nats in '52, '53 and '54, in addition to reportedly placing second at the '55 USA Nats. Assuming all of this is true (and I've no reason to suspect it isn't) the neat little 50-inch-span model would be acceptable for PAMPA Old Time competition; never mind the forfeiture of the 10-point "no flap" bonus. Several fliers, including Hunt and Whitely, have demonstrated that it's not a factor if all else goes well. And speaking of that ...

## Fixed Flaps

We've had some inquiries about installing fixed flaps on OT designs like the Chief, Smoothie and so on. As I understand it, this may be done only on designs having that option shown on the plans. To the best of my knowledge there are only three Old Timers that offered this choice: Sterling's S-2 Mustang and S-3 Yak-9 plus the PDQ Super Clown—and the versions of each currently offered by Brodak.



The Super Clown is one of only three OT designs allowing the use of fixed or operating flaps. Fox 29s and 35s were standard "back when," though today the FP20 is an ideal fit. Best one I ever had was powered with a McCoy 19.

## Questions on Legality

We've also been getting several inquiries about changing "this or that" on OTS designs. Most involve landing gear



placement. Short answer: No. Location and angle must be per the original design. (Ref.: para. 3.1.1.2, PAMPA Old Time rules.) In Classic it's "Why not have a rolling cutoff date?" Short answer: Stop wishing; start writing. Classic & Old Time rule change proposals go to Alice Cotton-Royer.

**Someone sent me** an e-mail video of a Super Cub making an ultra-short-field landing atop a rocky outcrop. He tagged it "My kind of flying." At one time it was mine too, though today "my kind of flying" is more likely to involve a Triple-Seven at FL41, beverage in hand and Southern Rock on the headset. That said, have you noticed how most of us older folk are passionate about full-scale aviation? We recall seeing Corsairs, Hellcats, B-24s, etc. droning overhead during the latter stages of WW II when DC-3s were state-of-the art, DC-4s were the future, and we wondered if we'd ever manage to assemble that Cleveland kit.

There is an apparent correlation between those who drool over rag-wings and radials, and those with a passion for ancient Stunt models lovingly crafted from balsa, silkspan, and dope. We know a certain gent, for example, who completed his career as an airline captain by hauling dash 400s across the Pacific, yet began that career by wrestling Convair reciprocals through coastal storms into marginal strips and lived to tell about it. His name is on the Walker Cup, and while he can out-point most of us in CLPA he also flies Old Time, and it matters not to him if he places first, last or somewhere in between because he has just as much fun in any case. He also doesn't seem to mind that people often refer to him as Shareen's husband. **SN**

Mike Keville  
4225 N. First Ave. #1321  
Tucson AZ 85719  
(520) 307-1523  
vsc-guy@cox.net

# The Appearance Point

**Model Name:** Speed King  
**Designer:** John Havel  
**Construction type:** Conventional  
"D" Tube  
**Wingspan:** 54 inches  
**Length:** 39¾ inches to spinner  
back plate  
**Moment arms** (measured from the front of the wing to the back of the spinner and from hinge line to hinge line: Nose 8½ inches, Tail 15½ inches  
**Weight dry:** 44.5 ounces  
**Power package:** Early (small case) Johnson "S" with homemade restrictor, O.S. Max needle valve, and 3¾ ounce tank.  
**Propeller:** Top Filte 10-6  
**Finish:** Sig Dope (Don't tell Testors!)  
**Line length:** 60 feet

## John Havel's Speed King



has a connection to a real plane with some history; one everybody had seen pictures of. I wouldn't call this a semi-scale model, all I really copied were the graphics, and that was one of the real challenges in building this model.

The paint scheme and graphics are all apparent in the pictures, but construction of this plane is also a departure from the norm as well. The wing has an extreme taper that gives a root to tip chord ratio of 2:1. The engine is radial mounted, eliminating conventional beam motor mounts. A tapered aluminum plate attached to the engine back plate provides engine offset. Eliminating beam mounts allows the fuselage to be about ¼ inch narrower than most at 2 inches overall. The torsion bar landing gear is

removable, making adjustment to the torsional section possible and also making handling and finishing the model much easier.

The original won the Testor Best Finish Award at the 1963 Nats, marking the first time that award was given to other than a scale model. The design flew well enough for Gerry Cipra to win Senior Stunt at the Nats twice with his Palomino, which is identical in all respects except the paint and engine. He used a Fox .35 and I used an early model Johnson "S." Unfortunately the original crashed on blacktop in the high winds at the Milwaukee FAI Qualifications in the fall of 1963.

Complete construction details and plans for this design have been submitted to *Flying Models* magazine for, as yet not scheduled, future publication. **SN**



**T**he Speed King is a second generation design. I decided I needed to have maximum appearance point potential after the predecessor only scored 23 appearance points at the 62 Nats.

I picked the Speed King because it



## Prop Pitching

**Q**uestion: Do I need to get one of those Prop Pitch and Gauging Tools?

**Short Answer:** Well, no.

**Long Answer:** The long answer is more entertaining. First let's look at the definition.

**Pitch:** (Verb) To throw with a particular objective, or toward a particular point.

**Pitch:** (Noun) The theoretical distance a propeller would advance in one revolution.

Basically, knowledge of propeller pitch is divided into two very distinct categories: Things that you need to know and things that you don't need to know. The first category is a need or necessity; the second is a want or desire (per Maslow's hierarchy of needs).

**Props for our model engines**, no matter what the prop is made from, or the shape and number of the blades, are rated by diameter and pitch, usually recorded somewhere on the prop for fast reference. A very common prop is a 10 x 6. That is a 10-inch diameter by a 6-inch pitch. In theory the propeller will move forward 6 inches in one revolution (or one full 360° turn). So for a set rpm, say 10,000 rpm, in theory the propeller will move forward 60,000 inches in one minute. That translates to 0.9469697 miles per minute or 56.80182 miles per hour. That means in the absolute best-case scenario your plane will fly at very close to 57 mph. Of course it can't do that because there are some major factors whittling away at that speed projection. What factors? Drag from the flying lines, airframe shape and aircraft weight, and a gazillion other uninteresting aerodynamic details.

Most of these types of drag are fairly predictable and change with environmental factors, attitude of the airframe, and deviations in airspeed. However, the actual angle of flight is constantly variable (probably why it's called Stunt flying). When the nose pitches up past the maximum lift angle, the prop is asked to accept more of the weight load, and therefore assume responsibility for the lost lift from the wing. In a Wingover, there is some forward momentum (velocity) that is carried into the maneuver, but that dissipates very rapidly and the propeller must move the plane forward as well as compensate for the lost lift as the engine rpm "loads-up" the prop with the extra plane weight. There is no lift being generated on a Stunt wing at 90° to level, whether it is traveling straight up or straight down.

So what happens to the weight being pulled up and over the top of the circle when the plane is now heading straight down? The engine speeds up to its "unloaded" rpm. The full weight and momentum (velocity) of the aircraft is now aiding the forward speed, with a "gravitational assist." However, because the pitch of the propeller is set, the aircraft cannot exceed (by very much) its best forward speed (57 mph in theory) because the prop disc is now acting as an effective airbrake. The weight and velocity of the plane can overcome the maximum forward speed limit if the area of the prop disc is too small for the mass of the plane at flying

speed. Many Stunt fliers will use a lower-pitched, larger-diameter prop to take advantage of this braking effect. Instead of a 10 x 6, maybe they are using an 11 x 4 or, in an extreme case, a 12 x 5 at a higher rpm. You can also start to see some more pronounced gyroscopic effects with larger-diameter props, but let's lay that aside right now to talk about pitch.

**Each engine will only** produce a certain amount of horsepower for each given situation or fuel/air setting. The propeller must be optimized through correct fitting to get the desired performance from that available horsepower. So how do you fit a propeller? Pragmatically! (Pragmatic: practical application as opposed to idealistic application; i.e., things that actually work vs. things that should theoretically work.) Do you *need* a pitch gauge? No! The manufacturer printed the pitch number right on the prop for your convenience, remember? All you really need to do is a cursory balance, using a simple (and usually inexpensive) balancer, and make sure there are no flashings on the leading or trailing edges. Remove the flashings or imperfections first, *then* balance. Loyal Fox .35 owners sometimes will not even balance a prop, but rather locate the heavy blade in-line with, or opposite to, the crankshaft counterweight to add or subtract weight to the bottom of the stroke and thereby smooth out the normally highly vibrating Fox.

We all know someone who has one of those fancy machined and multi-scaled prop pitching tools that they use to take measurements on all of their prop blades at certain locations (stations), then either record on the blade, or in a document, the relative pitch angle at those locations. Slight variances are almost always there on wood props, because each piece of wood is different and has a certain amount of "give" when the mill (or lathe) is applied to that blade for shaping. These are not the same types of variations that you will see in plastic (nylon), fiberglass, or composite props, because each of those is liquid when applied to the mold, and each should be a carbon copy of the first when cured.

What you *can* get are density problems, bubbles, fractures, or internal invisible failures that will not show up until it's too late. Some Monkaphiles (yes, I'm one too) will even pitch-check these molded props and record the results for each. There are ever so *slight* deviations in molded props as well. What good are the pitch gauges? For me, it's the same as the difference between a 100- and 5,000-piece jigsaw puzzle of Autumn Leaves. It simply takes longer to reach a stage that you can do little to nothing about, other than using up a lot of time involved in personalized entertainment. Some guys think it's just plain fun ...

**What can you do** about any slight deviations and what should you do? First: *any* deviation you attempt to correct from the "as purchased" configuration, aside from balancing, will make your prop more unsafe, and it will become a liability because you have modified it from the design specification.

Second: do you really believe that you will have enough of a significant effect on the propeller performance at 10,000



slices of air per minute to justify any reduction in safety, or increase in liability? Last, have you, or has anyone, done empirical studies (that means actually testing) on enough mass produced props to show significant improvement in-flight, under actual use and performance, in the range of environments where actually used, to record measurable enough performance gains to warrant the time and patience required to clinically balance and correctly pitch a prop that may in-turn be tipped and broken on the very next use?

We are not talking about differences in brand, design, or style; we're talking about differences *within* brand, design, or style. There *has* been enough pragmatic testing to separate the good props from the great ones—brand, design, and style wise—so what is actually gained from interbrand modifications? Peace of mind and bragging rights! You can attain the same sort of performance increase with a change in needle setting for any individual prop. The plane doesn't care if every single air molecule is properly routed over the prop blade, only that *enough* molecules are affected to sustain quality flight.

Changing props is much quicker and easier than mounting, reading, marking, gauging, modifying, recording, testing, and evaluating performance for future use or application. Then again, some people actually look for those 5,000-piece Autumn Leaves jigsaw puzzles, because they enjoy it. You can, using the pitching gadget, detect and remove all imperfections, but is it required? No. Is it desired? Yes, to some modelers. Have fun! In my book it's too much trouble. But then again, this is the same reason that I don't have mirror finishes on my planes; smooth, sealed, and shiny is good enough for me. It's a ratio of the work-in vs. amount of pleasure-out ...

**Yes, I did some brand testing** of my own, and I was assisted by one of those guys with a spiffy atomic pitch gauge. We used my Brodak .40 powered Jamison as a test-bed, and started with my favorite prop for that plane: an APC 11 $\frac{1}{4}$  x 4. The Jamison uses an air-vented, old-time-style, 4.5-ounce tank. We filled the tank each time and from the same gallon of 10-10-10 fuel. The APC provided a 5.2-second lap time, and would run between seven and eight minutes on a full tank.

Next was an RSM 10 x 6, yielding 5.0-second laps, and between six and seven minutes of run. Our "Pro" recommended and provided a properly measured, recorded, tested, and adjusted (real) BY&O 10 x 6, which increased the lap time to 5.6 and ran between six and seven minutes. I had a Master Aircscrew 10 x 6 in the box, so I tried it as well. It provided a 5.3 lap time and engine-run duration of between six and seven minutes.

Each time the prop was changed the plane "felt" different, which was a little disconcerting given my previous rant on prop modifications.

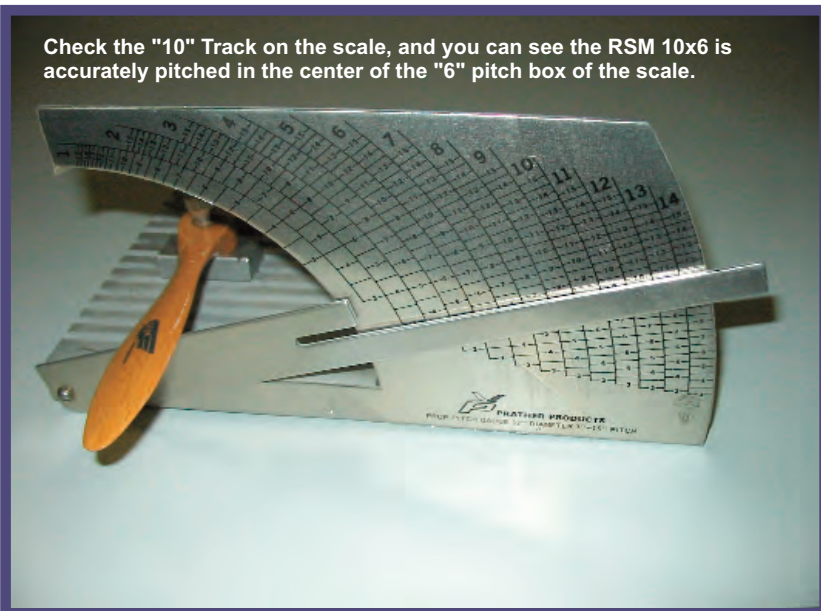
This RSM 10x6 prop is properly mounted at Station 6, and is waiting for a reading of the attached scale. These RSM props are simply beautiful.



If you look closely, you can see the very slight undercamber that the RSM props are noted for. Not all props have this feature.



Check the "10" Track on the scale, and you can see the RSM 10x6 is accurately pitched in the center of the "6" pitch box of the scale.





What it does serve to exhibit is the actual difference between brands, styles, and designs. Just for grins, I tried my favorite .40-.45 prop from RC days: a Zinger 10 x 5. It provided a 5.2 lap time, and five-and-a-half- to six-minute run time.

#### The results look like this:

*The APC* gave the best gas mileage, although it made the plane feel a little light on the lines for the opening few maneuvers in either the old time or modern pattern. This was enough so that the inside part of the reverse wingover (or wingover for old time) was an act of faith, instead of a deliberate and finely controlled maneuver.

*The RSM* provided better bite, stronger tension with nearly the same good gas mileage as the APC.

*The BY&O* had a similar bite, slowed the lap speed (by increasing the lap time) with the same gas mileage previously experienced.

*The Master Airscrew* had a decent bite, a decent lap time, and average run time.

*The Zinger* had the best feel for me (a real surprise) and pretty bad gas mileage for a normal type lap time (but I have several of them).

Right now I'm using the Zinger, because it was the last prop I had on the plane, and I'm lazy. I should be using the RSM, as it had the best tension and gas mileage combination, and I probably will as soon as I run out of gas or break the Zinger.

The APC has known performance, and serves as a ready spare for me. The BY&O is a fine prop, but hard to find, and anyway I'm never going to put the kind of work into any prop that our "Pro" put into that one. The Master Airscrew is an able spare as well, and pretty easy to find.

One prop that I know the performance of, but could not find an example of, is the Rev-Up 10 x 6 wide blade. I have flown my Jamison with the aforementioned Rev-Up on it, but not for this test. It had very similar performance to the RSM, at least in my memory.

I would have liked to try out a couple of the Top Flite props as well, but since this was a pragmatic test, and not an all-inclusive empirical test, we went with what we had at the field. Inter brand testing with the only prop that I had more than one of (Zinger 10 x 5) didn't prove much. Over subsequent flights with a different prop of the same brand, diameter, and pitch, no noticeable difference was observed in either lap time or duration. Quality of flight was so much the same that trying to find the original Zinger became impossible.

**OK, don't get the wrong idea,** I'm not gadget resistant, or technology challenged. I actually do balance my props, and use a tachometer. My Robart Incidence Meter is my best friend in

final airframe alignment, and the A-Justo-Jig is the best thing since sliced bread for a wing or fuselage building aid. There are variations on all of these tools, and all equally valuable because they provide a service that actually (pragmatically) means something.

The prop pitching tool seems to me to be a luxury, or a source of pleasure in itself (like jigsaw puzzles), since the amount of work required to check each blade of each prop seems more excessive than simply adjusting the needle valve or changing props. Some folks like that sort of stuff, and don't view the extra work as excessive at all. However, to me actually knowing that one of your props is slightly out of pitch at two of 10 stations on one blade, and three of 10 stations on the other blade, serves very little good, unless you intend to keep the data readily available in your flight box for slight adjustments on contest day.

Just when I thought that I had a good enough argument to never need to buy a pitch gauge, enter Nick Lemak, a friend, "Expert" flier, and lifelong pitch gauge user. He takes his to the hobby shop with him and checks the pitch on the props *before* he buys them.

This is a great use for a pitch gauge, one that I had not thought of, and it allows you to buy only the best selection of what is currently available. Remind me to never follow Nick to the hobby shop, until after they have sold out of their current stock. Or, maybe I should buy a pitch gauge and use it to pitch (noun) my props properly through modification, or maybe to pitch them (verb) with the intent of hitting the trash can ...

**Happy Trails. Ken. SN**

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# Crash Repairs

By Windy Urtnowski

I've been doing this column many years now and have tried to share basic information I've learned from repairing ships over the years. Many modelers have contacted me for advice, and I hope my advice has served them well. I thought it might be a good time to summarize a few of the big issues in repairing—these are all ones I think have had a positive impact on our sport.

The most obvious is, of course, to avoid a crash in the first place. Pilot error is usually high on the list of causes, but equipment failures can be a problem causing crashes, also. If you're a novice modeler, have someone with years of experience examine your new model before its first flight. Perform pull tests as per AMA rules regularly. Replace your handle cable once a year *minimum*. Balance props regularly. These are things you can do easily to stack the deck in your favor right from the start to avoid an unnecessary crash.

In the event of a crash, my suggestion is do nothing on the spot except save all the pieces... and I mean *every* piece. Many times - the next day or maybe a week later - a crash that looked un-repairable can morph into a repairable ship in your mind. A typical example of this was at the 2007 Nats when my *Novanta* landed inverted on a motor flame-out and hit head-on a sign that the judges were using to see four to six-foot heights. I picked up everything methodically, but I really didn't think it was repairable - in fact, I gave it to Mike Scott for a test bed ship. He eventually said he didn't want to do the repair, so it sat in my van a few days... And each day I came up with a few tricks to make the repair practical.

That ship is still flying, and I'm glad I repaired it, because I came up with a great way to repair composite wings in the process. I made a molded shape of the airfoil and installed it *inside* the wing, and a year later the paintwork and repair show no signs of stress. Because it's a take-apart ship I could have just made another wing, but I wanted to try this anyway - it seems to be working pretty well. I shot video of this whole repair for anyone suffering a similar fate.

*Never* repair propellers!

If a repair is necessary ahead of the CG or on outer wing it's probably going to be worth it. When the repair is to the inner wing or behind the CG the extra repair weight may become a problem unless the ship is light to begin with.

Molded parts like cowls are easier to make new replacement parts for than balsa components. My *A-26* needed a new cowl after a motor came loose, and it was molded up in about an hour. The refinish took less than a day. I saved the old one to locate exhaust openings and needle valve holes as a way to save repair time. I previously wrote in detail how to mold cowls in *Stunt News*, but I don't know exactly what issue it was published in.

Most repairs require removing some finish. In the case of Brodak dope I like to use a method developed by Dave

Midgley. Do this *outdoors only* and wear heavy rubber gloves! Get two gallons of acetone and five rolls of cheap paper towels. Pour a small amount of acetone into a bowl, soak a handful of paper towels in the acetone, wring them out, and wipe off the dope one layer at a time. Don't soak anything and keep rotating the handful of paper towels and dispose of them in a trash can each time they get loaded with softened dope. As soon as you have a bunch of towels in the trash can, soak the whole can in water with a garden hose. Over the years Dave and I have stripped several models down to bare wood or silver using this method. Slow but steady wins this race.

On profile ships where the wing to fuselage joint has been repaired, build up a fillet with Aeropoxy Lite to dampen vibration and extend the life of this critical joint. As a side benefit, this will usually give a better motor run due to less fuel foaming.

Repaired ships usually fly just as well, but mentally you can get more service by flying in conditions where you wouldn't normally fly your best ship. I like to fly my backup or repaired ships in local contests, contests over grass, or in the winter months, and I usually get more flights than I ever imagined after a repaired ship is back in service.

Repairing any composite part - a carbon landing gear, fiberglass cowl, or area fiberglass - you'll get best results if you scratch the surface and prime with white Brodak primer or auto primer before repainting. Manufacturers often recommend 80-grit, but I've found 220-grit fine for our purposes to get a tooth.

## Crashed motors

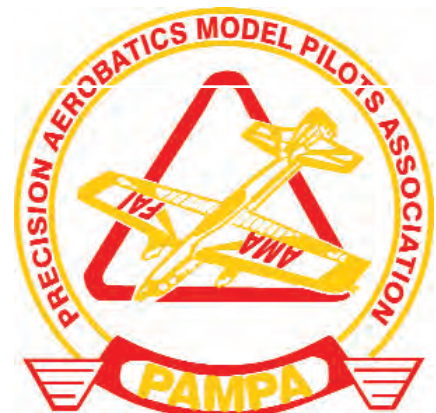
After a crash, don't be quick to flip the prop to see if the motor turns over, because even a small amount of dirt can ruin a good motor that hasn't been damaged in the crash. Flush out the venturi and without turning the prop shaft see if the intake port is open. If it's closed, it's your lucky day and you can flush out venturi grit with fuel. If it's open, I prefer to remove the backplate and back-flush the crankcase so everything exits out the venturi. Or, in the worst case, tear down the motor and clean in an ultrasonic cleaner. I've watched experts like Richard Oliver do this, and it's worth the time to insure your motor doesn't get damaged unnecessarily. If you don't work on motors, send it back to the person you bought it from for this service - it's definitely worth it.

**One final tidbit:** Jose Modesto crashed his *Shark* at this year's Nats. It needed a new nose section, a part that is available from the manufacturer, but after evaluating this repair, Jose decided it best just to buy a whole fuselage to avoid all the alignment issues that might come up if a new nose got put on an unmatched fuselage. More on Jose's repair in future issues—I hope he'll get us some photos, too. *SN*

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# CLPA Rules

By Keith Trostle

## New CLPA Rules Changes Summary

There will be four changes to the 2009 AMA CLPA rulebook. These changes were discussed in some detail in the last issue of *SN* and can also be seen on the AMA website. The details will not be repeated here other than to outline the following:

CLA-09-6: Changes the title of Section 14 "Judging Procedures" to "Judges' Guide."

CLA-09-7: Eliminates Pattern Points and describes the penalties for not properly executing the pattern.

CLA-09-8: Clarifies the climb and dive portions of the square loops and the square eights in the Judges' Guide.

CLA-09-9: Changes piston engine powered CLPA model line sizes and pull tests. This change adopts weight as the determining factor for the 10 G pull test and line sizes to be the same as already in the rulebook for electric powered CLPA models.

## AMA Control Line Aerobatics Contest Board (CLACB) Procedures

A new AMA rules change cycle commences on January 1, 2009. This will be a two-year cycle for rules changes to be effective after January 1, 2011. The rules change process is not a dark secret kept somewhere in the archives of the AMA or only held by the 11 members of the AMA CLACB. Contest Board members represent each of the 11 AMA Districts. Each Board member is appointed by the respective AMA District Vice President. The Contest Board Chairman is appointed by the AMA President.

A current listing of the CLACB as with all Contest Boards is published every other month in *Model Aviation*. The Contest Boards and the Contest Board procedures are a function entirely within the purview of the AMA. A quick review of the CLACB members will reveal that most, if not all, CLACB members are also PAMPA members, though there is no requirement that CLACB members must be PAMPA members.

The entire process of the Contest Board is contained in the AMA publication titled "AMA Contest Board Procedures." This document can be

found on the AMA Web site, under Membership Services; then go to 2009 Rules Change Proposals where the document can be read and downloaded. That same section of the website also has copies of the Rules Change Proposal Forms. These Forms also appear in the document just described and also can be downloaded from the AMA Documents listing as form #333.

The "Contest Board Procedures" document describes the entire change proposal process beginning with the deadline for initial change proposals (currently September 30), the initial vote by the board (November 31), the deadline for any cross proposals (March 1), the interim vote by the Board (April 15), and then the final vote by the Board on the remaining proposals and cross proposals (June 15).

The last update to the "Contest Board Procedures" was in November 1995. There is a new update to be made to these procedures and should appear in the near future. The primary changes will be to alter the above dates to allow more time for the initial proposal submissions and cross proposal submissions. This column will provide those revised dates as soon as they are published by the AMA. The PAMPA Web site will also show those revised dates as soon as they are known. Any AMA member can submit a change proposal to any part of the rulebook. There are procedures to follow as explained in the "Contest Board Procedures" document and the Rules Change Proposal Form is required. Each proposal must be signed by two Open-class AMA members and one AMA Contest Director.

## A New Rules Change Cycle Starts

The AMA publishes rules change proposals and cross proposals on the AMA Web site well in advance of the Contest Board votes. This column will publish proposals as they become known and they will appear on the PAMPA website as well. The goal is to inform our CLPA enthusiasts with as much up-to-date information as possible regarding pending rules changes. With this information, increased dialog between AMA members is desired and encouraged.

Given the attention recently given to several of the new rules for 2009 on several on-line CL Stunt forums, it

appears that it might be appropriate to revisit two of these changes in the next change cycle.

1. Some apparently object to the elimination of Pattern Points. The main reason to eliminate the Pattern Points from the rulebook was to avoid the double penalty of losing the 25 pattern points as well as receiving a minimum 10-point score for a maneuver after a potential loss of another 30 points for a single error, sometimes beyond the control of the pilot. Though the rules up to the end of 2008 made it very clear that this double penalty was required for a single error, there is information that the original intent was to award Pattern Points as long as a maneuver was attempted, thereby avoiding any double penalty for a single error. In the past, if a maneuver was initiated but not completed, a minimum maneuver score would be awarded (10 points) but the flight would still be eligible for the 25 Pattern Points bonus. Such a proposal to reinstate Pattern Points with clearly stated constraints would certainly deserve consideration by the CLACB.

2. The new chart on line sizes based on model weight certainly warrants review and possible change, both from a practicality point of view as well as for safety considerations. To explain how the new chart evolved from the now extinct rules for electric CL Aerobatics is irrelevant. What is relevant is to establish line sizes based on weight that are practical and safe.

3. Any proposals regarding the Builder of the Model (BOM) rule and the definition for the BOM will likely not be a surprise by any of the CLACB members. What should be kept in mind by any choosing to make a proposal that changes in any way the BOM rule is that the AMA skill classes already do not require any BOM requirement, though appearance points will be forfeited if the competitor did not build the model. Contests can be run now without any BOM requirements or appearance point consideration. So it is not necessary to eliminate the BOM/Appearance point sections of our rulebook. Anyone considering a proposal to eliminate the BOM and/or Appearance points should first consider that it is not necessary to do so as contests can be conducted without any BOM requirements or Appearance point considerations. It

should be remembered that some still want to keep these provisions in some form. Those who want to have contests without these provisions can do so without eliminating from the rulebook what many feel is an important aspect of our CLPA event. So, it is encouraged to keep discussions logical and polite.

4. The current rulebook represents a culmination of many changes that have evolved over the years. Though it would appear that efforts have been made to keep the rulebook as clear and succinct as possible, there are still parts that could be clarified to avoid any questions that sometimes arise. It should be remembered that every possible contingency cannot be covered in the rulebook, but the CLACB would certainly favorably consider those proposals that might eliminate a problem or controversy at a contest.

5. One of these topics is the matter of the "wind arrows" that appear in four of the maneuver diagrams, including the Reverse Wing Over, Inverted Flight, Overhead Eights and the Four Leaf Clover. A proposal that somehow clarifies these wind arrows and what they mean regarding the eligibility to receive points for a properly executed maneuver versus any penalty for improper entry, at least for the Wing Over, Overhead Eights, and the Four Leaf Clover. The wind arrow on the Inverted Flight diagram is there to show where judging begins (at the beginning of the third lap) and ends (at the end of the fourth lap) relative to where the judges normally sit or stand on the circle.

#### Final Comments

Comments will be appreciated. *SN*

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# Safety

Let's talk safety. The theme for my column this issue was suggested by Bob Hunt, our new *SN* Editor. He had called me on the phone and suggested that sometime I do a column centered around "Safety on the Day of a Contest." Well, why not now? (And I always welcome suggestions such as this. They don't have to come just from Bob. They can come from any of you as well. Offer a suggestion, please!)

Now, my intent here is not to talk about safety items related to the contest director or those others who are involved in setting it up or running it. It has to do with you, the contestant, and what you need to do in preparation before you even leave home, during travel, setting up after your arrival, and preparing for your flights during the contest. Safety for you, safety for others, and, yes, safety for the plane(s) and other equipment.

over things in our mind, we won't be relaxed and focused for the drive, and that's where unforeseen things happen. This is a safety column, after all. We want you to travel safely.

OK, now you have the list. You have gotten together the things that you need to pack. How are you going to pack them? How are you going to get everything safely in the car? Most of you have taken your plane to your local flying site in your car, or van, or truck (or whatever) a number of times, and you have your own way of loading and unloading. How do you do it? There are those who have fancy racks in their vans or trucks that make it easy to travel with their planes, whether this be for a short trip to a local field, or long distance to a contest far, far away. But others are used to just tossing the plane in the backseat and going. That may be OK for when you are just traveling a short distance to

By Leonard Neumann

park in that designated parking space, park far enough away from other cars so that you (and they) can get your airplanes in and out safely.

But, stop right here. If you are not familiar with the contest site, don't start unpacking your stuff until you know what to do with it. Check with the contest director or other contestants if you came early just to see what the proper procedures are. You may want to register at this time if they are ready for contestants to do so.

Do you have a tent that you intend to put up? Some people like to bring tents to provide shade at a contest and others just like to sit under the ones that others bring (that's me). But if you are bringing a tent to set up, you will need to make sure it will not interfere with the wind currents in the flight path. Yes, tents placed in the wrong position can really mess up wind currents—especially when there is a brisk wind out there. So location is one thing, but while you are at it, you also need to make sure that your tent is tied down properly. And watch your lawn chairs as well. There is nothing worse than seeing a tent or a lawn chair being blown across the circle while a contestant has his plane in the air—or even have the tent or lawn chair blow down on top of another airplane. The tent is nice, yes, but it can also be a hazard if care is not taken in its placement and erection.

At some contests we will arrive early to "talk the talk" or get in a practice flight or two. If you want to put in a practice flight, check out the procedure. In any case you will need to get out your equipment and set it up in the designated pit area(s). Make sure you know where everyone else's lines are and they can tell where yours are when you roll them out. One misstep and, well, it can really spoil someone's day.

Now is the time to check the plane to make sure it made the trip all right. Check the controls and the lines and the handle to make sure there is no damage anywhere. Are they set up for a pull test? Go for it. Get it done early. If you are going to break a line or fail the test, do it as early as possible to give yourself a chance to replace it or repair it. (Yes, things can break even when everything looks OK. And that's the purpose of the pull test.)

If you are going to "burp" your engine, or at least start it once before

If you are not familiar with the contest site, don't start unpacking your stuff until you know what to do with it.

When we make preparations for a big contest such as the Nats or VSC, there is a lot more involved than just going to a one- or two-day regional event. But no matter. The first suggestion I would make to anyone is that you have a checklist as to what you will have to bring. It could be handy to make up a universal checklist that contains the "normal" stuff you need to bring to any contest and then put this on a clipboard that will be there whenever you need to look at it. To this you can then add a secondary list for special items needed for special contests that you plan to attend (like a suitcase and extra clothing for a contest that involves staying overnight or longer). How many of us have spent extra time wondering if we had everything before we left home and then spent more time going over it in our minds as we traveled on the way, wondering, "Did I pack ... ?" And if we leave late or in a worried state going

a local field, but what about those longer trips? And even traveling to a regional contest will sometimes involve a longer drive.

You don't want a missile flying out of the backseat should you need to stop suddenly on the way, nor do you want your plane or other equipment suffering damage in such an event. Plan your routine and your packing so that everything arrives safely.

OK, now that you have reached your destination safely, where are you going to park? Most contest sites have designated parking areas, and that's where you need to park the car. OK, so you do have to walk farther. No big deal. Don't think that you have special privileges that allow you to park in an undesignated area just so you don't have to walk so far. Parking your car in the wrong place can not only become a hazard to others, but it can even become a hazard to the car. And when you do

you take it out to the circle, is it OK to do this in the pits? I have seen some people start up their planes in the pit area and actually blow another contestant's planes around. This is not a good way to make friends and influence people. Be considerate of them as you would want them to be considerate of you.

Take note of how the flying circles are marked out. Some contests, held at "normal" flying fields, have their circles marked out quite well. Still, there may

you would need to back up and where that would put your airplane when you come around to the opposite side of the circle where the judges are standing. Remember, when the maneuver is over, the judges are looking down at their score sheets and writing down a number (big number, you hope). They aren't watching your airplane at this particular time. Make sure that your airplane doesn't come any closer to them than at any other time.

When my son Matt sets up for

**I always say it was a good flying day when you bring your plane home.**

be practice circles that aren't as well marked, and some contests where even the "official" circles aren't marked out well when the contest is held at a grass site or in someone's parking lot. This is something the contest directors need to be concerned about, but every contestant needs to be as well. Watch how each circle is laid out, take note of how close they may be to other circles, and also take note of the wind. (It is a contest day, right? That means there is going to be wind.) If a contestant were to lose his plane in the wind, which way would he and his airplane be moving? You need to be aware of all of these things so that you don't inadvertently step into the path of somebody's airplane.

We all check to see which way the wind is blowing when it is our time to fly. We need to know how to place the judges and where we will be performing our maneuvers. You do that, right? But do you also check to see which way you would have to move if suddenly the wind catches your airplane? Make sure that you are aware of what you might have to do in such a situation, and that it is possible to do it safely.

Now, on a rare occasion you may find that there isn't any wind at all. Isn't it strange how this happens? It seems that there is either too much wind or not enough. If you find yourself in a situation where there is no wind at all, and if you think you might find yourself needing to back up during certain maneuvers due to this lack of wind (in an effort to keep your plane from bobbling as it flies through its own wake) you need to make note of how far

maneuvers in conditions like this, he takes a couple of steps forward (away from the judges and the center of the circle) before beginning the maneuver. That way when he steps back while doing his three consecutive loops or whatever, he will end up in the center of the circle again and be able to bring the plane around in the normal flight path at the end of the maneuver.

When your official flight is over, and you have thanked the judges (after all, they are standing out there in the heat while you are about to make your exit to the shady spots once again), make sure that as you and your helper bring your plane back to the pit area that you again are aware of other people's planes and lines, and also that there is a smooth transition between you and the next person taking to the circle.

After your last flight, you can roll up your lines, clean up your plane, and pack everything away in a safe manner awaiting the awards ceremony and the trip back home. Oh, and make sure you

leave a spot to pack your trophy when the awards ceremony is over.

I always say it was a good flying day when you bring your plane home. It was a good contest when you can do that, too, knowing that everything was done in a safe manner, and that you can now look forward to the next opportunity to fly safely.

If you have a thought concerning safety or something that you think would be of benefit to someone reading this column, send me an e-mail. Post something on the forum: <http://clstunt.com/htdocs/dc/dcboard.php>. I am always looking for ideas and something I can add to make your flying safer.

**Till next time**, think safety, and don't stick your finger in your spinning prop.

SN

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“... put a good electric airplane in a top flier’s hand and that could be the unbeatable combination.”

**C**LPA ECL (Electric Control Line) has many pioneers who have paved the way for the quiet, powerful, off the shelf, reliable systems we have available to us today. Walt Brownell and Mike Palko are two of these early pioneers. In future columns I hope to bring you interviews with Walt Brownell, and some of the other great ECL pioneers.

Mike Palko is not only one of the pioneers of ECL, he is also a very nice guy. Mike has been generous with his knowledge and time. He has helped all of us by applying his sharp mind and his talents to experimenting with this modern power method. His eighth place finish at this year’s Nats flying his electric-powered P-51 Mustang is a milestone in our ECL history.

Following is the interview I had with Mike several weeks after his great Nats performance.

**PAMPA:** As one of the pioneers of electric CLPA, and the first to fly E power at the Nats in the CLPA event, how many Nats have you flown in using E power?

**Mike:** I have flown electric-powered models at the Nationals five times: 2004 through 2008.

**PAMPA:** How many electric practice flights did you make in the month leading up to the Nats? What is your guess as to the total number of CLPA electric flights you have made since you started?

**Mike:** I flew more flights this year leading up to the Nationals than ever before. Part of this is due to the fact that I was using a new airplane and power system that required trim flights on top of practice flights. I would estimate I flew about 30 practice flights alone in the month leading up to the Nationals.

The total number of electric flights I have flown to date is a tough one,

maybe 600 to 700.

**PAMPA:** Aside from your excellent results, eighth place in Open, what were some of the best memories from your electric Nats?

**Mike:** One of the best memories is by far the 2004 Nationals. It was the first time I had really shown the public what I had been working on and I felt it was also a milestone for CLPA. I placed sixth in Advanced that year, which at the time, was my highest placing to date. I was also awarded the James A. Hunt Technical Innovation Award.

Each year there has been something that stands out, but 2008 was another big year for me. I received 19 appearance points for my Mustang, placed eighth in Open, warmed up the judges on Top 5 Day and won the “Rookie of the Year” award.

**PAMPA:** How many E-powered planes

were entered in CLPA at this year’s Nats?

**Mike:** This year two electric-powered airplanes were entered: Walt Brownell’s Gemini Twin and my P-51. Walt was one of the first fliers to make the change to electric power. He has done quite a bit of work with twins over the past two or three years and he seems to really like their performance.

**PAMPA:** With the many advantages that E power brings to CLPA, were you surprised that there were not more electric-powered planes at the 2008 Nats?

**Mike:** Yes and no. To make the electric transition can be a difficult decision. Many top fliers have flown specific engine and tank combinations for many years. They have several airplanes built around them, they are a proven setup and they are comfortable using them. It



reminds me of the old saying, if it ain't broke, don't fix it.

On the other hand, the advantages that electric flight offers are growing with each passing year. Eventually the advantages could grow significant enough that they will start to edge out glow engines consistently. I can't say that this will ever really be the case because flying skill plays such a big role in our event. That is something the power train cannot compensate for no matter how good it is. But, put a good electric airplane in a top flier's hand and that could be the unbeatable combination.

**PAMPA:** What advantages did you feel you had over the "wet" power systems? Any disadvantages?

**Mike:** The advantage I felt I had at the Nationals was an advantage I have at any given contest. I know when I set the needle I will never have an over/under run. I know I will never pick up dirt in the spray bar and have a throw away flight. And I know the center of gravity will not shift between takeoff and landing. All this adds up to an airplane that will be very consistent. These are the big three advantages worth mentioning.

The disadvantages of electric power seem to have totally disappeared in my opinion. Sure you have to charge batteries after each flight which may cause you to have down time if you don't have half a dozen batteries, but this is rarely the case.

This summer I started using a second charger in combination with three flight batteries and I can easily keep pace with the "wet" power systems when in a practice rotation. If you bring a second airplane to the field with you, as many people do, this will further reduce the chance of waiting. The only situation where it may be the case is if you fly alone and want to fly multiple flights.

Cost will always be a point to argue no matter what the topic. Electric is expensive initially, there is no doubt, but as

each flying season passes you will notice you don't have to buy and replace all the wear and tear items a "wet" power system requires. In the end the cost between the two will be very close.

On the topic of cost I have often wondered if we should be comparing wet power systems to electric power systems without the battery included in the price. When we talk about the cost of a wet system we don't include fuel. It's something to consider ...

Weight also used to be considered a draw back, but not anymore. It has been shown time and time again you can take a wet airplane and convert it to electric with excellent results. If this still isn't good enough then a purpose built electric airframe surely is. There is no need to build a stick and tissue structure; conventional methods will work just fine.

**PAMPA:** We would all like to know the details of your beautiful ECL P-51: size, weight, power system, etc.

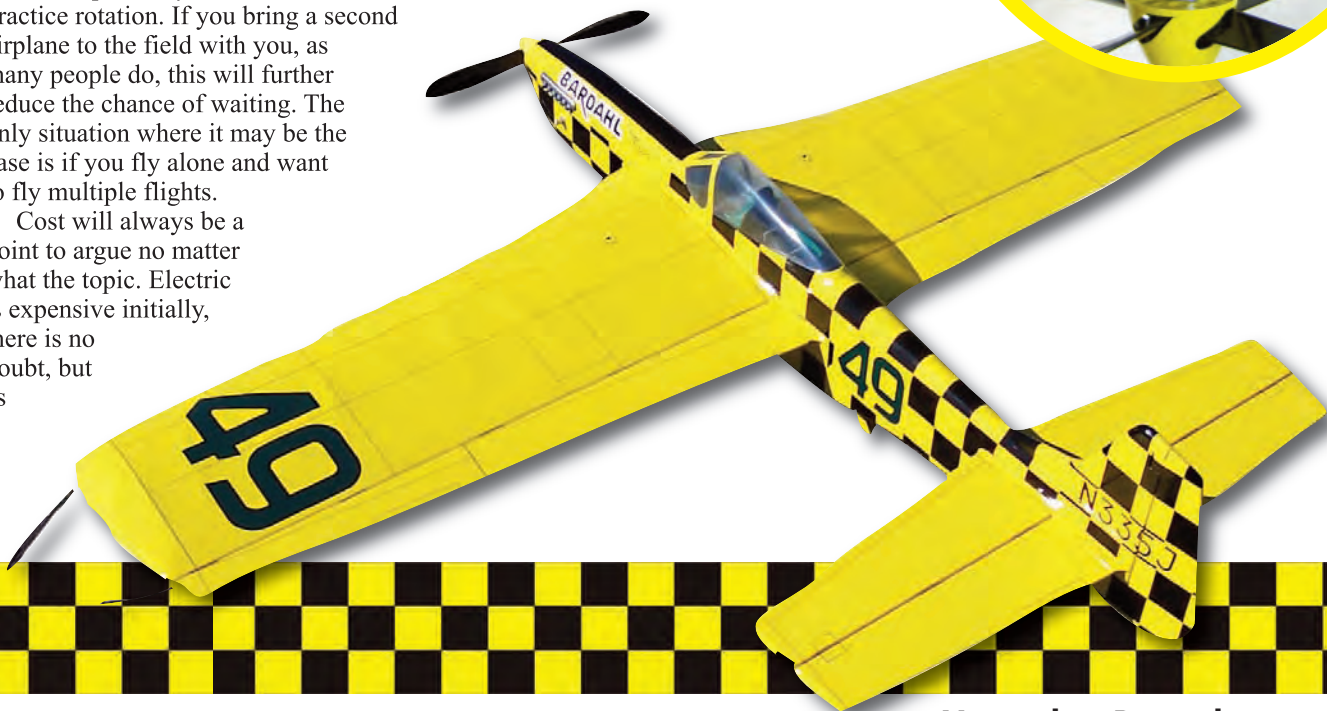
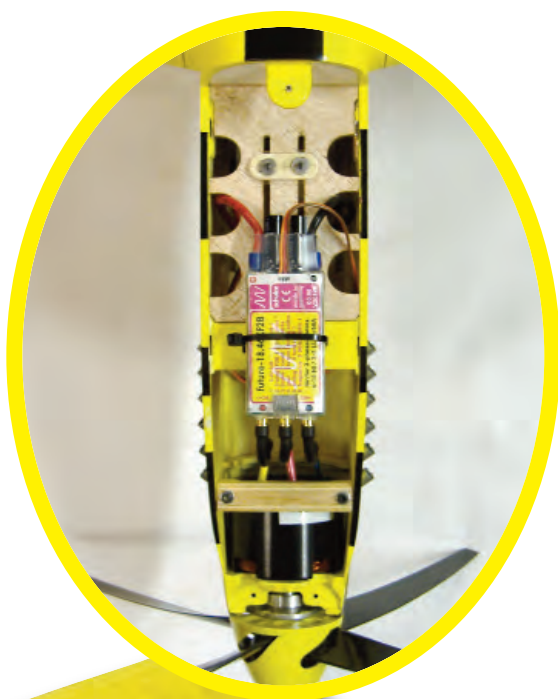
**Mike:** The Mustang was designed by PAMPA's very own Bob Hunt. It was built using Bob's Lost-Foam technique and it was originally designed around the PA .61 RE and pipe. While the airplane was still in bare wood I made the decision to convert it to electric power. The Mustang spans 59<sup>3</sup>/<sub>4</sub> inches and has a wing area of 675 square inches. The ready to fly weight came in at 68<sup>3</sup>/<sub>4</sub> ounces.

The PA .61 was swapped out in favor of a NEU

1907/2Y. This motor weighs 9.5 ounces, measures 50mm in diameter and 38mm in length. It is a more conventional inrunner motor rather than the popular outrunner style motor that has dominated CLPA.

The pipe which we all know is not used to make power, but rather to give you more consistent power (a governed effect) was swapped out in favor of a Schulze Future 18.46K F2B ESC. This ESC has a very effective governor itself which will work wonders in vertical legs along with windy conditions. The ESC measures <sup>5</sup>/<sub>8</sub> inch x <sup>13</sup>/<sub>16</sub> inches x 3<sup>1</sup>/<sub>4</sub> inches and weighs just 1.75 ounces.

The fuel tank was removed and in its place I used a Thunder Power 5S2P 4000 mAh Li-Poly battery. This Li-Poly battery is





extremely compact measuring just  $1\frac{7}{8}$  inches x  $2\frac{3}{8}$  inches x  $2\frac{5}{8}$  inches and weighing only 14 ounces.

Rather than measure fuel I opted to time my flights with a Z-Tron V.4 timer. The V.4 timer has an electronic “needle valve” which makes adjusting lap times a cinch. The V.4 timer measures  $\frac{1}{4}$  inch x  $\frac{3}{4}$  inch x 1 inch and weighs  $\frac{1}{2}$  ounce.

**PAMPA:** What were some of the questions other pilots asked you about your E-powered plane at the Nats?

**Mike:** The three questions asked most frequently are, “How much does it cost?” “What is the flying weight?” and “What is the duration?” (can you fly two flights per charge).

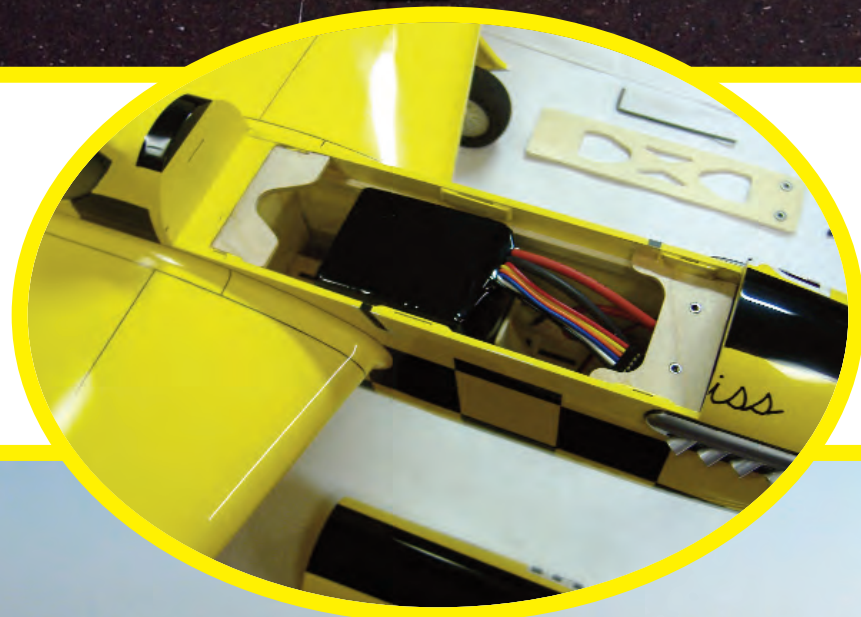
Price is determined by the brands you choose and what size airplane you want to fly. It is also determined by the number of batteries, chargers, balancers, etc. that you decide to buy. A complete Brodak electric Super Clown package will set you back about \$220, while a power system like I used in the Mustang will set you back about \$630. (Prices only include one battery pack.)

On top of this you will need to purchase support equipment, charger, balancer, volt/amp/watt meter etc. I won't include this in the price because it is a one time buy like many tools used in this hobby.

Flying weight, as I mentioned previously, is usually close to or equal to a wet ship. When comparing electric and glow power systems we should compare takeoff weight (fuel included); this is a more realistic comparison.

The number of flights per charge depends on the desired flight time and battery capacity. I have sport ships with which I fly two four-minute flights per charge (or any combination of eight minutes) and others that only fly for three minutes. Airplanes I use to compete with will only fly six-and-a-half to seven minutes. I can fly slightly longer, but it is only a reserve.

The norm is to save the weight, and room, and use a battery that will only support





one flight. Electric has come a long way, but it's not that far advanced yet.

**PAMPA:** Why do you think USA CLPA pilots have been slow to move to electric power?

**Mike:** I mentioned earlier that many top competitors have working combinations and that they would be hard pressed to sideline them. At the opposite end of the spectrum is the beginner flier. They may see the price as being too high for something they will potentially crash in the first few flights. This leaves only the intermediate and advanced pilots. If you take note of who is flying electric I think intermediate and advanced fliers represent the majority fairly accurately.

Another reason that is very obvious to me is quite a few people want to keep CLPA very traditional. They are not looking for new technology or an advantage. They like OTS and Classic designs and may even be mostly sport fliers. The noise and smell of a wet power system just can't be replaced in their minds.

**PAMPA:** Do you think we will see more ECL planes at next year's Nats?

**Mike:** As in Radio Control, electric will start to gain popularity in CLPA also. It

will be a much slower change over and I don't think it will ever be as dominant as it is in RC, at least in the near future. I don't expect a jump in entries next year, but maybe in the next five years.

**PAMPA:** Is there anything you would like to add about your electric Nats experience?

**Mike:** I would just like to thank

everyone who has had something positive to say or lent me a hand over the past five or six years. The judges, officials and competitors have become more and more receptive to electric and I am happy to see this. If electric power can make the hobby more enjoyable for one person or gain the interest of one new flier then there is no reason not to accept it. **SN**

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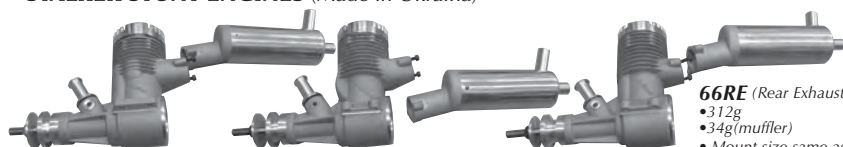


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*Engines, Handles, Carbon parts and Electric items for F2B*

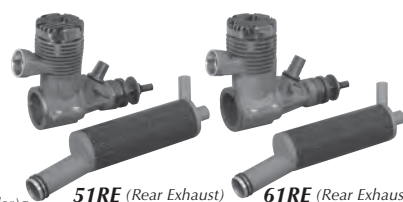
## STALKER STUNT ENGINES (Made in Ukraina)



**81RE** (Rear Exhaust)  
• 374g  
• 34g(muffler)  
• Mount size same as 61

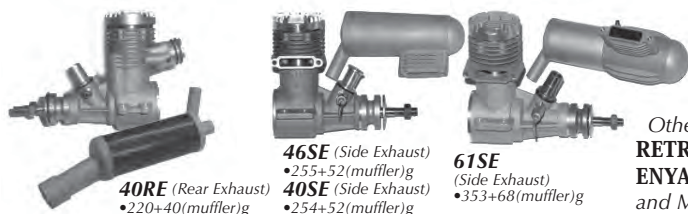
**76RE** (Rear Exhaust)  
• 340g  
• 34g(muffler)  
• Mount size same as 61

**66RE** (Rear Exhaust)  
• 312g  
• 34g(muffler)  
• Mount size same as 61  
**61LT-EX** (Rear Exhaust)  
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**61LT-LS** (Long Stroke Type)  
• 325(Light weight)+40(muffler)g



**51RE** (Rear Exhaust)  
• 255+40(muffler)g  
**46RE** (Rear Exhaust)  
• 250+40(muffler)g

**61RE** (Rear Exhaust)  
• 352+40(muffler)g  
**55RE** (Rear Exhaust)  
• 352+40(muffler)g



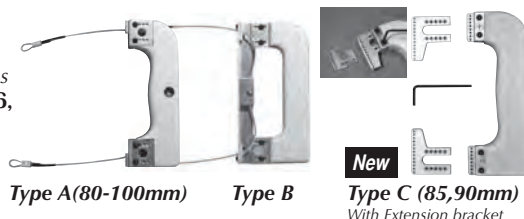
**40RE** (Rear Exhaust)  
• 220+40(muffler)g

**46SE** (Side Exhaust)  
• 255+52(muffler)g  
**40SE** (Side Exhaust)  
• 254+52(muffler)g

**61SE** (Side Exhaust)  
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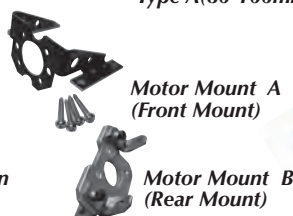


Setting Board  
for The Timer

The Timer  
for Electric Model

Left hand turn  
prop

Left hand turn  
prop shaft



Motor Mount A  
(Front Mount)

Motor Mount B  
(Rear Mount)

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352-0002 Japan  
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# MASTERS

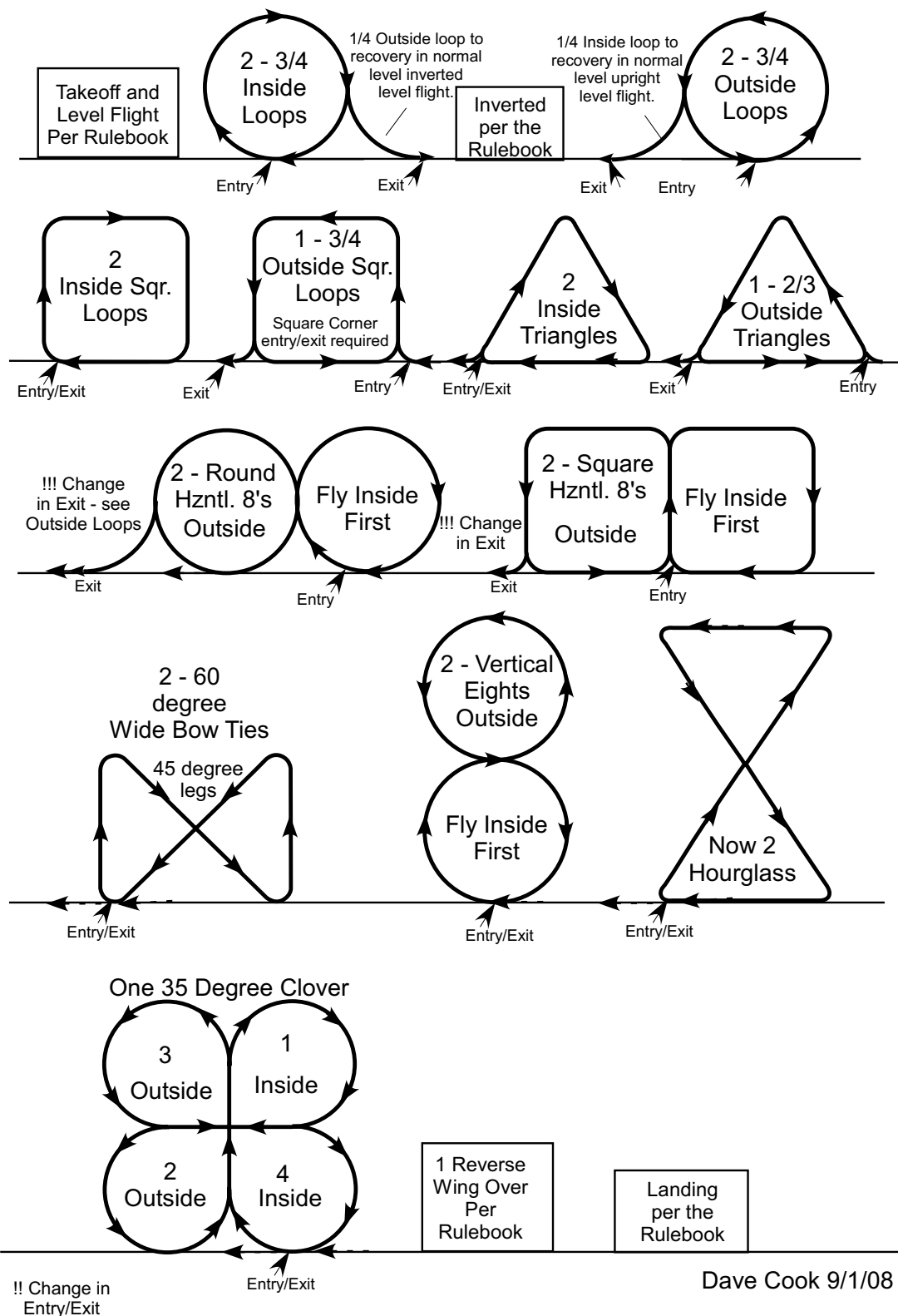
BY DAVE COOK

# PATTERN

## THOUGHTS ON A POSSIBLE NEW CLPA CLASS

A lot of people have proposed new maneuvers but I don't believe anybody has put together a whole pattern approach. In writing this article I looked back and, wow, realized I have 70 years in model aviation. This includes competing and administration in many events, of all the model events Stunt is the number one. I got seriously involved in Stunt in 1947, was on the Contest Board/Rules Committee in the '50s when the present pattern was developed. The current pattern has been worked to the Nth degree for 50 years. We have so many pilots capable of flying close to perfection that the margins at the Nats and FAIs are far less than 1%. Under these conditions other factors like luck, reputation, judging errors and tabulation errors—all can be a bigger factor than skill. These factors cannot be eliminated—we can only hope to minimize them by training judges and adding more skill difficulty to the pattern.

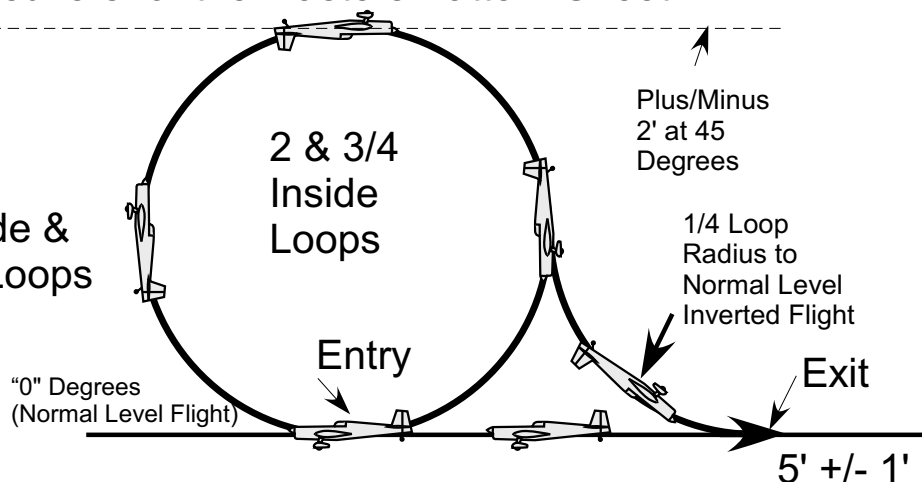
Here is my draft proposal for a new, tougher "Masters" pattern, which will help put some separation between top flyers and give the judge a better situation to see the differences. Change for the sake of change is always a bad



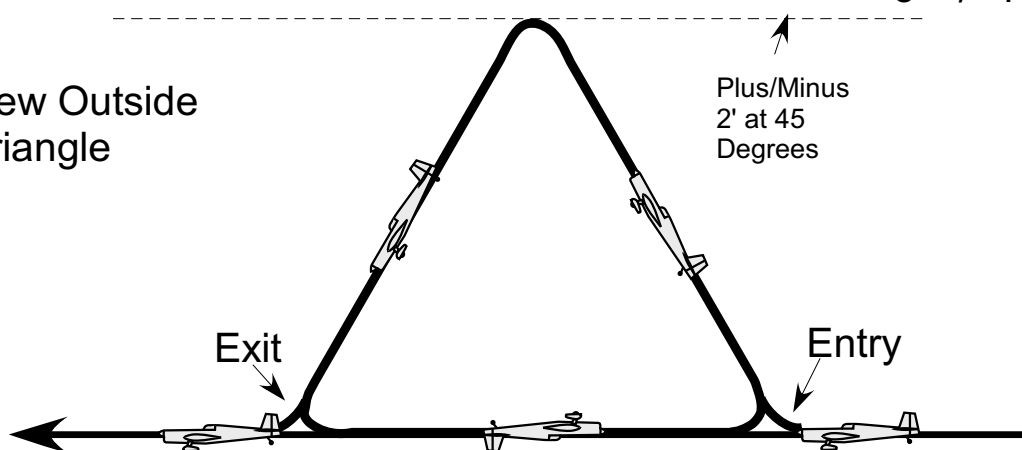
Dave Cook 9/1/08

## New Maneuvers for the Masters Pattern Sheet 1

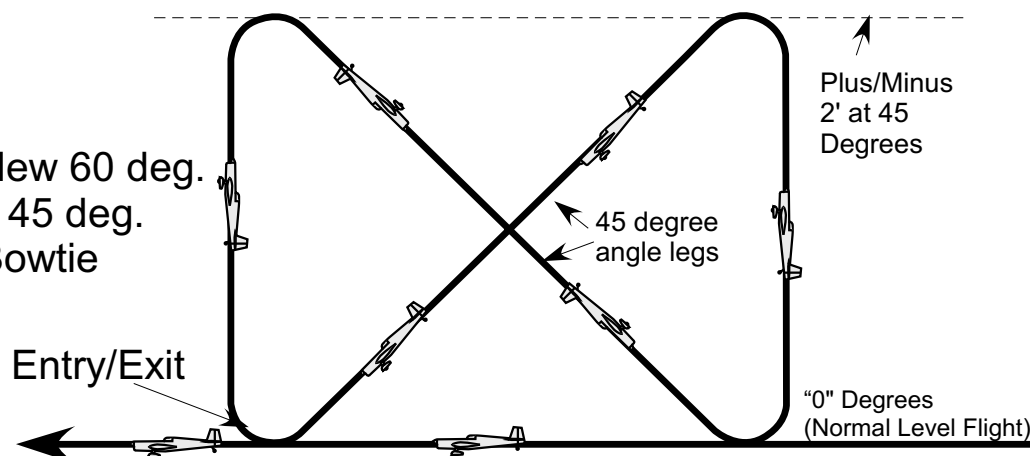
### New Inside & Outside Loops



### New Outside Triangle



### New 60 deg. x 45 deg. Bowtie



eliminating questions and where does judging start and stop.

We fully realize that any new pattern has to be well tested on the field and phased in with plenty of lead-time. Coordination with FAI would have to be resolved to see if they would entertain a new pattern. A main concern would be our FAI Team having to switch back and forth between the two patterns.

The accompanying diagrams show details of the proposed pattern and new or changed maneuvers.

Read it over carefully as there are many subtle changes. Every maneuver starts and ends in level flight. The Overhead Eight has been eliminated, as it is a waste of the judges' time in that it cannot be judged properly. An Outside Triangle is added, as are a Bowtie and a second Hourglass. The Wingover is moved to the end of the pattern to

idea but change for improvement is often worth it.

I went at this with two goals—improving the judge-ability of the pattern and adding skill related difficulty. The Overhead Eight is eliminated and the 4-Leaf Clover is modified because of judging problems. The entries and exits are changed to standardize and simplify them and in some cases add skill difficulty. A couple of new maneuvers are added to better test skills. I also open

discussion of judging criteria to clarify some issues.

My approach to a new pattern was guided by the principal of evolution not revolution, so I have used geometry and maneuvers that are well proven and flyable as well as viewable by a judge. Maneuvers are now entered and exited directly from and to level flight to eliminate un-judged entry and exit paths. Every move from level flight and back to level flight is now judged thus

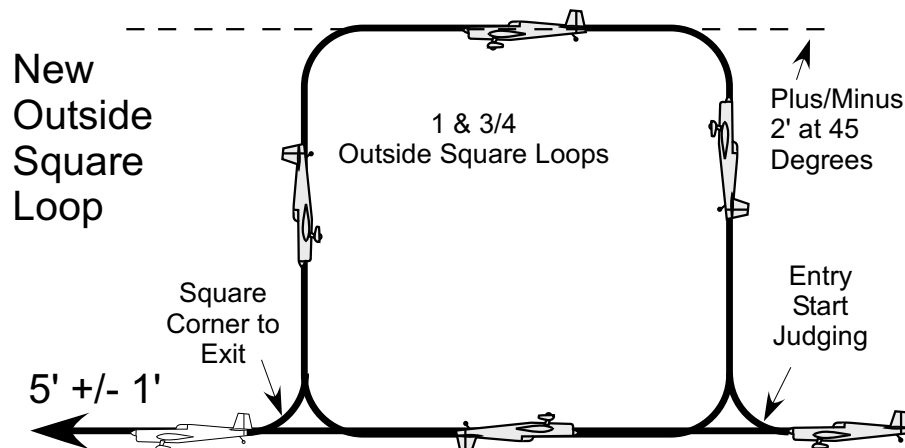
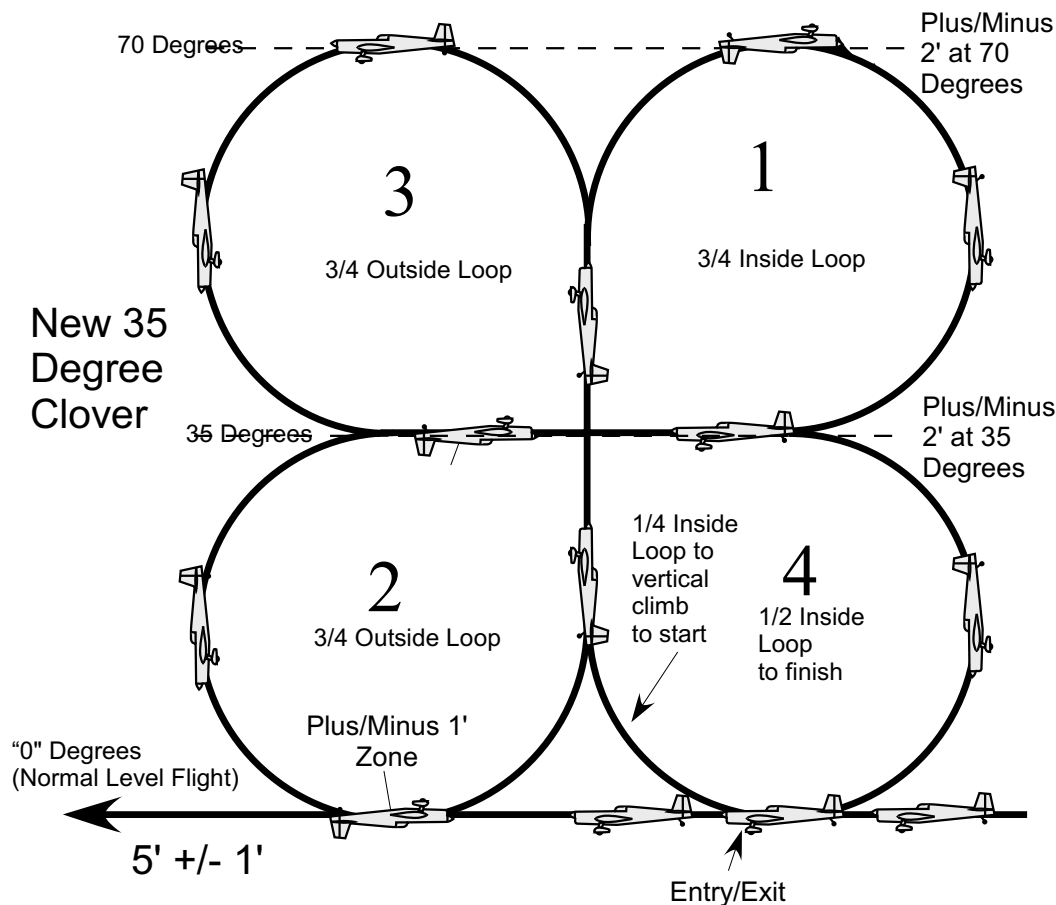
reduce the effect on subsequent maneuvers. Pattern points are eliminated but appropriate penalties are added. Completing five laps from the point of release makes the flight official unless waived off by the pilot prior to the end of the fifth lap.

### Scoring should be based on the following guidelines:

It is required that judges be human beings trained, experienced and allowed



## New Maneuvers for the Masters Pattern Sheet 2



Dave Cook 9/1/08

that set position and size are level flight 5 feet (0° plus/minus 1 foot), the 45°/35°/70°/90° (plus/minus 2 feet) points and the wind direction. All of the required points must be hit to establish correct positioning of the maneuver. Normal Level flight (4 feet to 6 feet) is of prime importance as it forms the base of the pattern that all other points are referenced to. It is also the easiest to accurately judge. Sizes and positioning are required to be as consistent as possible throughout the pattern, from element to element as well as maneuver to maneuver.

With the exception of Take Off, Reverse Wingover and Landing, maneuvers are to be flown directly down wind. Positioning of the Take Off and Landing are at the pilot's discretion. The Reverse Wingover must be entered directly upwind and the over the top legs flown parallel to the wind. The wind direction to start is the pilot's decision. Judges are to move to keep current if the wind direction changes during the flight. The pilot can direct the judges to move to a new position by pointing to where the next maneuver will be flown.

warm up with round robin talk around sessions. Other than during warm up, judges shall not discuss scores or scoring with anyone.

### Geometric Shape, Balance and Overlay:

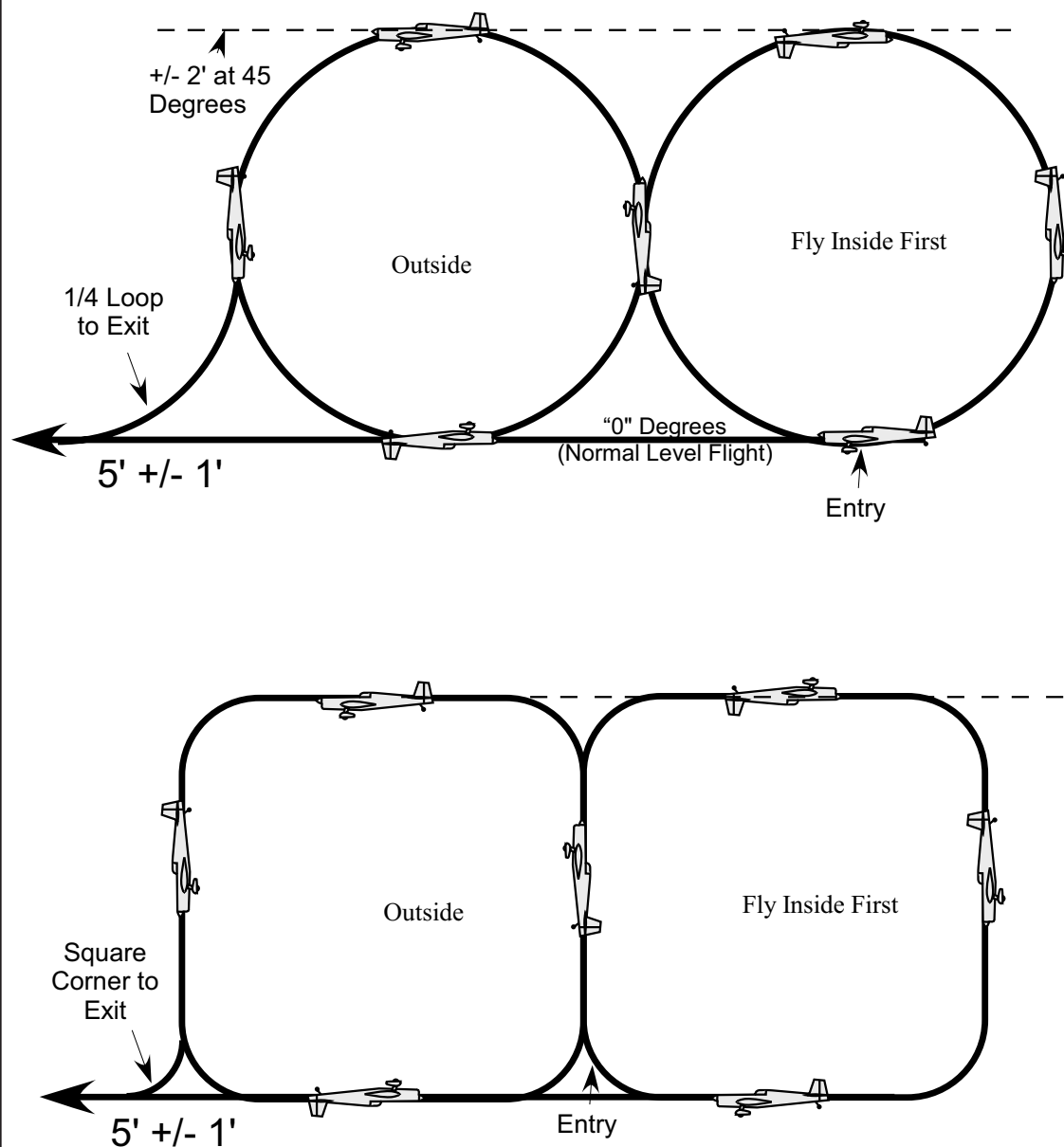
Judges shall look for geometrically perfect shapes. Elements in multiple element maneuvers shall be equal in shape, size and position. Judges will base scoring on "apparent geometry." (Does it look round, square,

etc. to a human judge?) Where square corners are called for they are to be as square as possible. The sharper the corner the better—"0" radius corner is perfection. The judge shall deduct for any discernable deviation from correct geometry, balance and overlay. The judge will base the score given on the degree of perfection demonstrated by the flyer.

**Position and Size:** The requirements

**Consistency and Overlay:** Consistency means flying all level flight and 45°/90° points the same, repeating the same track as closely as possible from maneuver to maneuver and element to element. This also applies to the over the top tracks in the wingover. The judge established the flier's preference within a zone in the first couple of maneuvers and shall look for consistency in the rest of the flight; i.e., varying from 4 feet to 6 feet in level flight rather than holding a consistent

## New Maneuvers for the Masters Pattern Sheet 3



Dave Cook 9/1/08

**Smoothness:** It is required that the aircraft is in a stable true directional track at all times. Any non-specified change in direction during a maneuver in straight or radius flight path is a deduction. This includes kinks, hinging, yawing, mushing, ratcheting, bobbling or wobbling. The judge shall deduct for any discernable deviation.

**Omitted Maneuvers:** Are scored "0" and cannot be made up. Subsequent maneuvers are judged normally, providing they are in sequence. Any out of sequence maneuver is also scored "0."

**Attempted, Incomplete and Incorrect Maneuvers:** Are scored "10"—to qualify it has to be a recognizable attempt—simply raising the nose is not enough to qualify and will be scored "0." Not doing two nominal level laps prior to a maneuver will result in a "10" score for that maneuver.

**Official Flight:** Unless the flight is waived off by the

flier, the flight becomes official at the end of the fifth lap from the point of release.

One other point is the Builder of the Model Rule. This rule has been on the books over 60 years and it is unenforceable in today's environment. It is time to bring it up to date or eliminate it.

Let's have some comments. *SN*

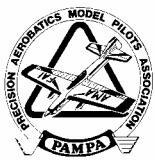
height. Judges shall deduct for any discernable deviation from position and size requirements. They will also deduct for any intentional mis-positioning relative to the wind that puts the maneuver out of the judges' ideal viewing area. Lack of consistency in size or position from maneuver to maneuver is also to be deducted for; i.e., if two 45° maneuvers are different in size, one of them is wrong!

Overlay applies only if the first

maneuver was correct. Each maneuver of a multiple maneuver set shall be judged on its own merit first with regard to the tolerance zones—then evaluated in regard to the overlay of the previous maneuver.

If the first maneuver was incorrect (outside the tolerance zones) the pilot should fly a correct maneuver on subsequent maneuvers or elements. A correct maneuver is of more value than an overlay of an incorrect maneuver.





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# PAMPA News and Reports

PAMPA officer reports and organizational information.

## PAMPA Hall of Fame Committee Report Changes to the PAMPA Hall of Fame

The PAMPA Hall of Fame has been in existence for 16 years and it is time to make a few adjustments in the HOF procedures. Several "fine tuning" adjustments will provide all PAMPA members an insight into the nomination and voting procedures along with providing the general membership with a close-up view of each nominee and their achievements on the national and/or international level prior to possible induction to the HOF.

During the 12 years that I have been the Chairman of the PAMPA Hall of Fame Committee, I have researched more than 12 Hall of Fame programs from High Schools, sports organizations, professional sports, Kentucky State, Athletic groups, colleges, and other entities. Be advised that some Hall of Fame programs do not publish the names of the voters! Some Hall of Fame programs have so many voters that it is a nightmare to conduct business. Almost every Hall of Fame has a "retirement period" of three to five years before a person is eligible for election. Some Hall of Fame programs have as many as six or more different categories for nominees, such as pioneer, veteran, media, special contributor, coach, official, sponsor, etc.

The complete guidelines for the PAMPA Hall of Fame are published each odd year in the "Call for Nominations."

The following new guidelines for the PAMPA Hall of Fame have been approved by the PAMPA Executive Council.

### 1. Call for Nominations

Move the one page "Call for Nominations from the September/October issue of odd number years to the May/June issue of odd number years. The notice will contain the information that nominators must still use the "Nomination Packet" (obtained from the Chair) and return it to the Chair by August 20 so that the Chair can write the biographies and submit them to the Editor of *Stunt News* by the September 20 deadline for the November/December issue. This will

give the biographer a month to make use of the submitted material and conduct any additional research needed.

### 2. The Nominees

Publish the biographies of the nominees in *Stunt News* in the November/December issue of the odd number years. Each biography is to be no longer than one column on one page, which will yield a minimum of three biographies per page. Reference to *Stunt News*, March/April, 2005, pp. 81-84, 87, which contains biographies of the HOF members 1992-2004, will illustrate that a complete biography can be included in one full page column length.

### 3. Publish the names of the voters

The names of the eligible voters will be published at the end of the biographies. Currently, this would include living members of the HOF, Past-Presidents of PAMPA, Elected officers of PAMPA (sitting President, Vice-President, Secretary/Treasurer, Membership Secretary, 11 District Representatives).

### 4. Publish the voting procedure.

Include a paragraph stating that the eligible voters must send in their ballot to the Chair via email, or regular mail, based on reading the published biographies and observing the voting procedures. Any irregularities will be confirmed by the chair by calling or emailing the individual voter. Those voters who do not have email (there are 6 to 8 of these currently) will be contacted via telephone or via regular mail by the Chair and supplied with a ballot. Ballots via email or regular mail must be received by January 30 of the even numbered year. Eligible voters who do not regularly receive *Stunt News* will be mailed the Nov/Dec. issue. Note that in the first cycle of the new procedures the eligible voters will be advised via email or regular mail of the change. Subsequently, new voters will be advised of the voting procedure.

### 5. Inductees published

The new members of the HOF will be introduced in the May/June issue (deadline March 20) of *Stunt News* in the even numbered year with a shortened version of the biography and a picture if possible.

### Some benefits:

1. This is about as open a voting procedure for a HOF as there could be, based on the many HOF's in sports and other areas that I have researched.
2. Publishing all of the nominees will demonstrate that the process is an open and fair procedure.
3. General members may come to discover some of the history, traditions, and numerous interesting personalities associated with Control Line Precision Aerobatics since the beginnings in the 1930s.
4. This may encourage members to contact their district representatives to encourage them to vote for worthy candidates.
5. This will save me personally about \$100 each cycle that I have used of my own money in the past seven cycles for printing up the biographies and mailing them out, telephone calls, other postage, paper, etc. *SN*

*Submitted by Wynn Paul, Chair, PAMPA Hall of Fame Committee*

Remember to  
renew your  
PAMPA  
membership by  
December 31 so  
you don't miss an  
issue of *Stunt  
News!*



# Vice President's Report

By Brett Buck

**I**reconcilable Differences: As is obvious by now, we have a new *SN* Editor—none other than the inestimable Bob Hunt. Tom had originally agreed to serve for three years, and until July had planned on staying out till this December, with Bob looking over his shoulder for the last few issues to ensure an orderly transition.

As it developed, Tom had a disagreement with some of the decisions made at the Nats meeting regarding the election. Without going into the details, it was not possible to accommodate Tom's position and he decided to resign as of late July.

While this was an unfortunate way to end our association, we should all recognize Tom's invaluable contributions to PAMPA. He took over the editor's job at a time of unprecedented crisis for the organization, when there weren't a lot of people falling all over themselves to volunteer.

He did a timely job in a workmanlike manner, and also developed a more sustainable working method than Tom Morris's "superhuman" efforts. So, although it didn't end happily, we certainly owe him thanks for his efforts during his tenure.

## The Future Is Here—Prematurely

So, where do we go from here? I think you have already seen the new *SN*—it was a little late due to the unexpected transition of editors, but I think the results were excellent! Bob has a lot of ideas for both the layout/format, and the "vetting" of articles and content. His ideas include both review of political commentary, and technical content.

The latter has been a point of discussion on and off for years. Sometimes there are things that appear in print in *SN* that, although the writer is sincere in his opinion, are so technically absurd that it just makes you want to shake your head. We really haven't made any effort to screen content for accuracy over the years, particularly since the ST 60 vs. Tuned Pipe wars of the mid-'90s, for fear of being accused of censorship.

At some point, however, credibility becomes an issue, and we really have to look hard at screening at least the more egregious affronts to the laws of physics.

Nothing has been carved in stone, so consider this a solicitation for input—polite input. Please keep rants to a minimum!

Otherwise, pretty much everything else—CD option, downloadable PDFs, hard-copy magazine, etc., will continue as before.

## Bill Is Smiling

On to airplane topics, the foremost being that my old flying buddy, David Fitzgerald, is the F2B World Champion. I watched the preparations that Dave made with amazement. Clearly driven, he left absolutely nothing to chance. At moments, it appeared to border on obsession, but whatever he did, it worked.

The new airplane, while heavier than he had hoped, was plenty good enough. The engine setup that David had developed for the PA 75 is the only "big-block" system that ever seemed appealing to me—dead smooth runs, no wild "bursts" anywhere, just huge amounts of very stable power.

The airplane, which is either a Trivial Pursuit with a Thunderbolt wing and cut-down flaps, or pretty close to a full-fuse Imitation with a modern tail, appears to have solved some of the wind penetration problems that we had identified with the TP and Infinity "super-fat-airfoil" wings. Turn back into the wind in the overheads, and it just keeps going, and it's more than just the engine.

It's also a real Concours contender, an easy 19-pointer at any Nats. Ted, Jim, and I coached at the final few sessions at home before the World Championships and Ted and I both told him we couldn't see anyone aside from his teammates even giving him a run for his money. As it turns out, that was about right—he was in charge of the contest from day one and really never looked back. It's not often that you have enough command to pass in the qualifying rounds at a WC but pass he did.

Of course, as everyone knows, Orestes and Paul also did a fantastic job (although I am sure they would have preferred to go 1-2-3, with varying views on who was which!) and the US Team also won. Paul had a particularly difficult time of it, having had a close encounter with a bird with his new electric Impact the weekend before he



left for Muncie—and then having to run the Nats all week. Orestes of course was plenty well practiced after winning the Nats, and having what I understand was an epic party afterwards.

Paul Ferrell was the Junior team member, and he did a creditable job in his part of the competition, particularly given his relative lack of experience. His airplane—an Imitation with a RSM Trivial Pursuit kit fuselage worked just great.

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*"I can't tell you how impressed I am with Paul and his abilities."*

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What impressed me most was that we set up his engine, a RO-Jett 61 "Brett" version, just like mine, and after a minor incident with prop nuts, it fired up and ran, and sounded, exactly like mine. Not similar, not close, exactly. They found the only bad gallon of Powermaster 10/18 RC fuel in the world, but aside from that, it was absolutely bulletproof. That's a good thing since they didn't get it finished until about three weeks before the contest!

I can't tell you how impressed I am with Paul and his abilities. This project, and experience, was a big step up for him, and frankly I thought he and his dad Kevin had bitten off more than they could chew. But by golly, they kept plugging, got the airplane built and trimmed, and Paul flew it well when it counted with very little practice. Excellent all around! *SN*

Brett Buck  
972 Henderson Ave. #4  
Sunnyvale CA 94086  
(408) 246-8173  
buckbw@pacbell.net

# Treasurer's Report

By Dave Gardner

**B**y the time you read this, the new membership incentive will have been on the Web site and SSW for over a month.

The first class mailing, including the 2009 ballots and the renewal forms and instructions should be in your hands, via first class mail.

The membership drive initiated by Bill Rich has been very successful. We have more than 1,000 members as of October!

Mailing lists have been reviewed and corrected, so bear with us. We will get it fixed and you will get all the *Stunt News* copies you've paid for! Please note, however, that with the financial incentive for early renewals (before December 31<sup>st</sup>!) comes the other shoe: late renewals will not get mailed the missed copies of the publication, printed or CD!

Please note that the "incentive pricing" on the renewal form *is* the price! It is *not* \$10 off the printed price! It is \$10 off last years' (and future 2009) PAMPA membership pricing.

Back issues are available to all members, both from the website, as a download, or as a paid back issue in print.

Do note, though, that all new members will get all the back issues for the current year they joined.

All previous memberships from 2006, 2007 and 2008 will be considered to be renewals, not new memberships. "Retreads" from 2005 and earlier will be considered as new members, on application for membership.

Also note that new members, signed up prior to December 31<sup>st</sup>, 2008, will get the incentive pricing!

Hopefully, this new plan will stop the membership renewal straggling in all through the year. The plan is to send out membership renewals on a timely basis, with all instructions and information included with it, including the expiration date of the membership, which is always: Dues expire December 31<sup>st</sup>! (And that includes the *Stunt News* "subscription" as well!)

**In the coming year**, some of the membership items and activities will be moved over to the Membership Secretary. The actual definition of these items has not been firmed up, but many of the membership questions and actions will be handled separately from

the Secretary-Treasurer items, to spread some of the work around!

As an example, I typically get a lot of questions each month relative to the mailing of *Stunt News*, particularly since it now shows up on the Web site.

Guys and gals, the Secretary-Treasurer does not edit or publish the magazine, nor does he print it or mail it. He most specifically does not have an inventory of old issues sitting in the back room to send out at a moment's notice!

This is not to denigrate the concerns that you have over not receiving your *Stunt News*. There have been USPS issues, bad labeling, etc., which have caused some copies to be late or not at all!

At this transition point, the September-October and the November-December issues were sent out a bit later than scheduled, due to transfer of the editorship. Nevertheless, since you are reading this from your copy, the mailing has taken place!

The coming year should show some major improvements in publishing and scheduling, and issues showing up on time. All that said, we're working on a "Point Person" to handle such inquiries, and other financial and membership items.

**One last item** for the year: I'm making a request that you all fill out the application completely, for new/renewal memberships. 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."

I'm also requesting that those



members who are on the 'comp' lists, for reasons of HOF and other VIP status, send a form to update your records, even though there is no charge.

Even though the membership records are on computerized files, just occasionally, the computer fails, as unbelievable as it may seem! The PAMPA base is still dependent on the paper membership form each of you should fill out. I can assure you that the paper files have saved the mailing lists more than once, although our system is getting better.

We ask for your address and phone number to confirm your correct address for *Stunt News* and other mailings. Your age is your business, but I use it for statistics. You don't have to furnish it if it bothers you. Your e-mail 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 options 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 entered correctly!

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

Visit the PAMPA  
Web site at  
[www.control-line.org](http://www.control-line.org).



# District I

By Dave Cook

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

Our compliments go out to Bob Hunt and Liz Helms on the new look of *Stunt News*—great job!

No sun, no leafs, no fun: November. That's about it here in New England. This is the time to build airplanes and plan for next year.

Dick Carville has a Dave Hemstrought PT 19 underway. He plans to put a ST 46 in it.

Guerry Byers has a new mystery ship in the works. Bill Suarez is doing something but it is still in the conceptual stage.

Bob Gost has always turned out some interesting airplanes including some Old Timers. His latest is the baby Miss Behave pictured here. Bob is recuperating from back surgery and we wish him well.



Bob Gost's latest creation. Baby Miss Behave with an old K&B 29.

Waldo Cargil missed this season and is still rehabbing from an accident he suffered. He's doing well. He was run off the road while riding a bike last summer. He hit a fire hydrant and broke his leg in three places. It was his leg with an artificial knee.

We hope to see him back in the circle this coming year.

Bob Robertshaw is refurbishing his current fleet and has joined the crowd moving toward the midsize power plants like the ST 46. A lot of people are going this way using hot 36s and 40s as well as the 46s.

Right now we are only planning two contests next year, mainly due to lack of administrators. We still need more CDs and judges.

The Mass Cup was flown in Lee,



## 2008 Mass Cup Winners.

Massachusetts to shorten the travel time for the New Jersey and New York fliers. It was not successful—for a lot of reasons—so it will probably be back in Wrentham for '09.

The contest and weather

were great but the attendance was down. But, in retrospect, there were an unusual number of individuals that had other personal commitments that interfered.

Will Moore had a good win in Expert at the Mass Cup with his Saito 62 four-stroke. Young Matt Colan was also very impressive in winning the Mass Cup.

This coming season has the potential for some good competition in Expert with Will Moore, Steve Yampolski, Rick Campbell and Bill Hummel in the mix.

**A Soap Box Comment:** Old Time Stunt is still being flown incorrectly by too many people and accepted by many judges. Some people still have a distorted idea of what OT Stunt was back then and what the rules say. They look at 10-foot-plus bottoms and 60 degree loops as being

the essence of OTS. This is very wrong and goes against even the current loose rules.

By the currently version of the rule book, 10 feet is the maximum bottom height, not the standard. Sixty degrees is the maximum size for a loop, not the standard.

The 6-foot minimum bottom height was put in by the AMA in the early 50s as a safety move. It was "knee jerk" reaction to an accident (makes sense, 6-foot altitude would get a 6-foot, 5-inch-tall guy right in the ear). These were not the standards back then and the rules were not adhered to.

Back in the "Real Good Old Days," ideal level flight was shoulder height, with the lines parallel to the ground, and 45 degrees was the normal loop size. If you looped over 60 degrees you got 0. If you put bottoms at 10 feet you were downgraded and over 10 feet was a joke.

I had a reputation of being a low flier (honest, only 4-foot bottoms, never below) and I developed that coming up through the real Old Time Stunt.

It is time for judges to quit giving good scores for 10-foot-plus bottoms and 60-degree loops. Better yet, let's bring it back to what it really was in the good old days.

Local CDs can do this, as we did then, by stating in the contest announcements that 5-foot bottoms and 45-degree loops will be called for in Old Time Stunt. *SN*

—Dave Cook

## New Jersey, New York

**W**hat a summer it was in 2008! All the local meets were well attended, the Brodak Fly-In set a new attendance record, and the Nats was one of the best I've ever been to. Thank you to everyone who makes this happen; it truly was a special year in every way.

Mike Cooper has gotten his Tempest with PA power flying very well after a few teething problems. He's moved to a new house and is retooling his new workshop, something I plan to do over the winter if all goes as planned.

Bob Lampione has contributed many photos to us through the Internet and SN, and I hope he'll continue the fine job he's doing with the camera. Our thanks go out to Bob. He has compiled CDs of his handiwork. Contact him directly if you're interested in copies of those discs. His Patternmaster flew in early August and looks like a well-trimmed ship right off the board. It should have a great future as a part of Bob's air force in the future.

Gene Martine visited us for the

Flushing meet. He flew Bob Lampione's Patternmaster and now feels a full inch taller. He said it pulled his arm off! It was great sharing time with Gene, who has several photo discs available. I just got his Nats 2008 CD. It has very nice camera work and contains good memories.

Bob Krug drove to the Middlesex meet in his Corvette with his Strega sticking out the back and the hatchback wide open. I'm amazed he didn't lose the ship. It was some sight to see him tool in with the Strega still in place—very cool. Bob is flying virtually every day, and it shows in his continued improvement.

Buddy Weider is enjoying his Ryan's Eagle with PA power and graciously donated his old ship to John d'Ottavio when John ran out of ships of his own. Both Buddy and John are two of the finest gentlemen in our sport.

Rich Walbridge is building an Adamusko Spitfire, and from the photos I've seen it is going to be a beauty in every way. He's also got a Strega ARF

flying in his air force and promised to visit us for a contest in District 2 in the near future.

The Lee, Massachusetts, meet was three days of the best fun I've ever had in modeling. We were blessed with beautiful weather in the Berkshire mountain area, and the field was mowed like a golf course thanks to Bill Hummel and his friends, who put on this great meet. Steve Yampolski flew his latest ship very convincingly, Rich Giacobone got his first Expert second place, and Billy Suarez outpaced everyone in the end for the Expert win. The cookout hosted by Bill and Ann Hummel was—as it always is—a great event where the fliers could kick back, have some homecooked food, check out Bill's amazing shop and air force, and watch the deer eat plants out of the Hummel garden.

I'm already planning my new ship, Tribute, in honor of my late shop bird, Chickie. I'll have more details and concept sketches for next cycle. *SN*

## District II

By Windy Urtnowski

## Ohio, Pennsylvania, West Virginia

**L**ots of Stunt flying going on in District 3 during July and August.

**July 13-18**, the US Nationals was held in Muncie, Indiana. Although not in District 3 it was close by. In Intermediate Rob Young of the Columbus area took fourth. Cincinnati's John Gladfelter placed fifth and Don Sopka from the Cleveland area took sixth.



Dan Banjock from the Philadelphia area with his four-stroke powered Vista. Dan Placed seventh in Open.



Mike Palko from the Philadelphia area took eighth in Open with his P-51 electric.



Scott Reynolds from the Dayton area holding his Cardinal 40, SuperTigre 46. Scott made it into the top 20 in Advanced.

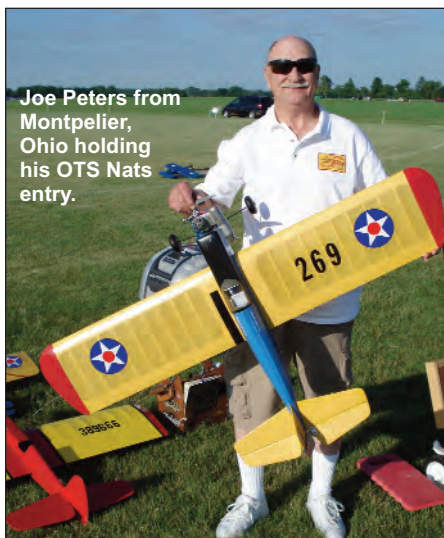


Les Byrd, a member of the Dayton Buzzin Buzzards club, holding his O.S. LA 46 powered full fuse Pathfinder. Les made it into the top 20 Advanced.

## District III

By Patrick Rowan





Joe Peters from Montpelier, Ohio holding his OTS Nats entry.

On July 19-20 the Skylarks of Sharon, PA had their fun fly.



Bill Stuart of Conneaut Lake, PA holding his Doublestar 54-powered Pathfinder. Nice combo.

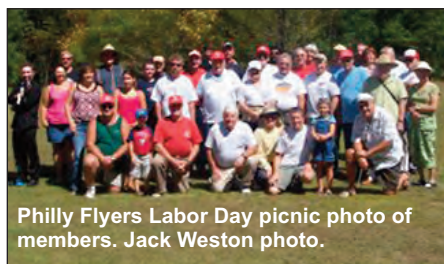
On August 3, the Bean Hill Flyers club held their club contest.



Dave Evar from Brooklyn, OH turned this Smoothie ARF into an electric-powered Stunter.



Patrick Rowan from Poland, Ohio holding his O.S. LA 40 powered Viking. The day after I got home from the Nats I learned I had won the Best Appearing OTS Plane. Thank you to Randy Smith for sponsoring the event.



Philly Flyers Labor Day picnic photo of members. Jack Weston photo.

On July 26 the Philly Flyers held their Stunt contest. They ran PAMPA classes and OTS.



Jerry Tarnofski's RO-Jett 40 piped Vector ARF. Jerry Tarnofski photo.



Mike Palko, who took first place in Expert, is launching second-place finisher Dan Banjock's Vista. Weston photo.



Dale Barry, Derek Barry and Orestes Hernandez hold Derek's new PA SV. Derek took third in Open and Orestes is now two-time US National Champion.



Mike Palko and Dan Banjock with their Nats plaques and beautiful Stunters. These guys can really fly. Weston photo.



My finished Destroyer C. Powered by a PA 40 UL piped. It handled the crazy high winds at the Cleveland contest pretty well.

Till next time, fly Stunt.SN

Visit the PAMPA Web site at [www.control-line.org](http://www.control-line.org).



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

**T**his will be my last column, as far as I know, in *SN*. About 10 years ago, I said goodbye as the Products Column writer. At that time, I did not expect to be having another regular column to write!

I decided to not seek re-election to the District Director position so I will be handing the reins over to a new Director in January. As of now, Steve Fitton is running unopposed for the position, and if it holds out, I wish him all the very best.

I know Steve very well, and look forward to seeing him around the Southeast. He flies Expert and goes to a lot of contests which will serve him well.

When I was asked to take over after Kent Tysor, I had no idea as to how long I would serve. I have been able to serve a few years and I am thankful for that.

I know it can be said that, "You can please some of the people some of the time, some of the people all of the time,

but not all of the people all of the time." This is true! LOL! There have been ups and downs, but it was all good.

I hope that in my retirement I can get to many more meets than before, and in more areas. Not much goes on, contest wise, in District 4. The two meets in Huntersville are about it! In a couple of weeks I will hopefully be at Huntersville for the last contest of the year for us.

I have my oldest son, Aaron, as my main flying partner, and his life is very busy right now. Two small children can cause that! We still enjoy seeing friends at the contests and flying as much as we can, which hasn't been much this year.

The major aspect in my decision to leave this post is a lack of participation on my part. I do not feel that I can give this district the effort it deserves as far as what I can do. I am sure my successor will do a much better job.

I feel blessed to have worked on the EC for this period. Having Paul take over

## District IV

By Bill Little

during a very trying time, then Bill Rich assuming the leadership, has brought us through a dark period. Without the work of the members of the EC, who knows where we would be today.

All those I have worked with over the short period of time have been true gentlemen. I have made friends that I hope will continue to be so for a long time.

To Mr. Robin ("Bob") Hunt, I extend my very best wishes as the new Editor of *SN* and I know that he will lead the newsletter in a great direction, upholding the tradition of excellence we have come to expect, and even surpassing it.

To Mr. Bill Rich, I say good luck, Buddy, you are doing a great job. To the other members of the EC, thank you.

I am sure I could take up a lot of print space here with my goodbyes, but I will just thank all those who were of help, and I hope to see as many of you as possible in the future!*SN*

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

**D**ale Barry's work commitments have interfered with his pleasure this issue, and he has asked me, Louis Rankin, to write the District 5 report. Since I was the only one with a contest going on in the district this issue, he thought I would be a good candidate.

**Well**, another Memphis Stunt Classic has come and gone. The MSC for the past couple of years has become one of District 5's premier contests. This year, however, Hurricane Ike discouraged all except the most dedicated from showing up. Last year's attendance was phenomenal at 38 attendees. This year we had 15 registered pilots, mostly from District 8. Considering the threatening weather, this was outstanding.

I want to personally extend my gratitude to those who did attend. Weather predictions were showing that Hurricane Ike was going to come right over us with extremely gusty wind on Sunday. Saturday was projected to be beautiful; however with a few gusts.

After everyone registered on Saturday I called the pilots' meeting and asked everyone if they were willing to fly all

the events in one day. Everyone agreed to fly everything in one day so they could have the opportunity to go home before the storm hit.

Because of some of our judges not being able to attend, I was recruited to judge. Jim Lynch and I judged OTS, Classic, and Expert. Mike Brooks and John Ashford judged Profile, Beginner, Intermediate, and Advanced. Because I was at circle two judging I did not get to see all of the highlights; however, I will relate what was going on in my circle.



John Ashford and Mike Brooks judging circle one.

## District V

By Dale Barry



Jim Lynch with his signature toothpick and yours truly judging circle two.

The most memorable highlight was the demise of Joe Gilbert's Mr. Hyde. If I remember right, Joe was starting the first inside of a horizontal eight when the plane just decided to fold in two and point itself in toward the center of the circle.

Luckily, Joe was able to avoid disaster and did not get hit by the still-running PA. Jim and I thought about running ... However, being the dedicated judges that we are, we remained in place to continue judging just in case the plane continued doing the pattern.



Another memorable moment was watching Dee Rice and his Ringmaster during his second official. Can't think of anything outstanding about his pattern; however, he did answer his cell phone in-between the inside and outside squares. He just stood out there spinning in circles for about eight laps while he talked to an old friend he had not heard from in six years. Only Dee!

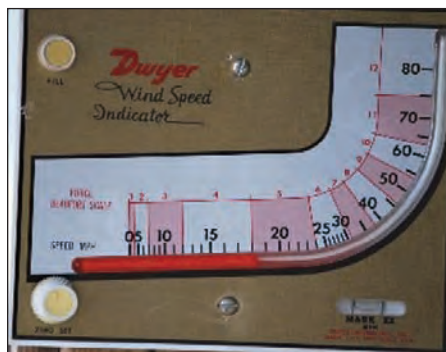


Mr. Hyde—RIP!!



Dee Rice just after his phone conversation in-between his square maneuvers.

For the most part the wind was below 15 mph, but there were some gusts that hit nearly 20 mph. My hats off to all those who manned up and flew in the face of the up coming storm. Of course the District 8 boys are used to wind and they mopped up most of the plaques.



My hats off to those who manned up and flew!!



The Boys from District 8: Joe Bowman, Joe Gilbert (Mr. Entertainment), John Ashford, Dee Rice, Norm Faith, Gil Causey.

I will list the winners; however, I am sure they will appreciate if I do not post the scores. The wind took a toll on the maneuvers and the scores did reflect that fact.

## Results:

### Beginner

1. Bryan Rahilly

### Intermediate

1. Ty Marcucci
2. Ryan Taylor
3. John Ashford

### Advanced

1. Mike Donovan
2. Norm Faith
3. Gil Causey

### Expert

1. Joe Bowman
2. Tom Dixon
3. Joe Gilbert

### Profile

1. Joe Gilbert
2. Dee Rice
3. Norm Faith

### Classic

1. Joe Bowman
2. Tom Dixon
3. Dee Rice

### OTS

1. Charles Reeves
2. Tom Dixon
3. Dee Rice

### Pilots' Choice

Joe Bowman's Road Runner



Bryan Rahilly's Vector 40.



Ryan Taylor getting his Bi-Slob ready for a demo.



Norm Faith's Thai Angel.



Tom Dixon's Pegasus proved to be an outstanding wind plane.



Joe Bowman's award winning Road Runner.

I can't promise that the weather will be perfect next year; however, I will try everything I know to make MSC 2009 a perfect contest. The dates for next year are the 12th and 13th of September 2009. Make your reservations early.[SN](#)



## Illinois, Indiana, Kentucky, Missouri

# District VI

By Allen Brickhaus

**T**he Nats was our main event for District 6 and I thought I would include a compilation of shots of attendees at the July, Muncie Indiana Nationals. **SN**



[Dave Tribble, from the Kansas City area, brought a very nice rendition of a Stunt P-40 Precision Aerobatics model to the 2008 Nats.



Terry Bolin (R) wins Open Beginner Stunt during the AMA Nationals in Muncie.



Mike McHenry of Speedway, Indiana lost his PAMPA model and flew his copy of his father's A-7 Corsair Classic Stunter.



Steve Moore of Dexter, Missouri took to his first Nats like a duck to water. He jumped in with both feet and flew Old Time Stunt and Classic. He is shown with his ARF Smoothie.



Scott Condon brought his beautiful version of Bill Werwage's Ares to Classic at the Muncie AMA Nats in 2008.



Walter Brownell electrifies the crowd with his Gemini twin electric motor-powered model. Walter is from Wentzville, Missouri.



From left to right: Larry Lindburg, Crist Rigotti (District 7), Michael Schmitt and Dennis Vander Kuur enjoy the Nats.



Other District 6 Stunt fliers were (back row left to right): Eric Taylor, Matt Neumann, Roger Wildman and Allen Goff. The front row gentlemen were Wes Eakin and Kenny Stevens.



Steve Smith and Michael Schmitt take in the shade of a great 12-foot x 12-foot shelter on the "L" pad in Muncie.



Charlie Reeves passes on the Old Time Stunt torch to Keith Trostle. Keith also won Classic in a duo win.



The Lexington Contest finds Wynn Paul, Byron Barker, James Spurlock, Paul Wells and Randy Hancock watching the action.



# District VII

By Crist Rigotti

Iowa, Michigan, Minnesota,  
Wisconsin



I hope everybody is doing well now that the flying season is over for our district. Bring on the building season! I, for one, have several projects that I'd like to get done this winter. I'm

planning on building an electric Jamison Special.

The electric Barnstormer went well for me and so I have decided to go with some electric planes for next year as well. Besides the Jamison I'm going to build an electric stunter of about 560 square inches and try to keep it under 48 ounces. At this time I'm not sure if it will be a profile or a full fuselage ship. I'm leaning toward a full fuselage ship though.

I haven't heard from too many people from our district lately so there isn't much to report on others activities. Let me know what you're building or even an interesting story concerning Stunt.

I'm including some pictures of the local contests picking up with the Chicago contest at the end of May. The Milwaukee contest was stormed out. We got there and rolled out our lines and had a pilots' meeting. Pete Mick was ready to get things going when the storm clouds opened up and the rain just poured down with thunder and lightning.

We hung around and ate our sub sandwiches then headed for home. Too bad, I always like flying with the Milwaukee group.

The final set of pictures is from the SIG contest. In the next issue there will be more from SIG as I continue down the flying season.

Hope everyone has a happy building and a holiday season.*SN*



A close up of my electric Barnstormer. I have since changed to a Scorpion 3014 motor.



At the Chicago contest. L - R are Mike Schmitt, Russ Gifford, Crist Rigotti. I'm sure there is a caption there somewhere! Schmitt photo.



Grace Paris's Buccaneer 740 at Chicago.



Michael Paris readies his ride at Chicago.



John Paris shows off his SV-11 at Chicago.



Michael Paris collects his hardware! Nice job, Mike.



Grace Paris does likewise.



John needed a trailer to carry home all the trophies from Chicago. In reality the Paris family is a joy to be around and they work at flying Stunt together.





Yup, I even got a trophy at Chicago.



Alan Hahn seems to be explaining his electric Nobler to Russ Gifford at the SIG contest.



Jeff Welliver converses in the tent area at SIG.



Pete Mick conducts a pilots' meeting at the Milwaukee contest.



Glen Peterson, John Christensen, and Keith Sandberg enjoying dinner at the SIG contest.



The Milwaukee group at SIG enjoy themselves at dinner!



Chuck Zellermyer and Jim Krueger at Milwaukee.



Pete Mick signals before he starts his Legacy. Marvin Babcock assists.

Visit the PAMPA Web site at [www.control-line.org](http://www.control-line.org) to download the 2009 Control Line Precision Aerobatics' Nats schedule.



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# District VIII

By John Hill

Arkansas, Louisiana, New Mexico, Oklahoma, Texas

A lot of things have happened since the last column with all them not being good. We had a little visit from a storm that came in from the Gulf named Ike. This was a huge storm and had wide ranging effects not only on the Gulf Coast but up through the Midwest. All of the District 8 members that I have been able to contact were fortunate and did not have any real damage other than trees down and loss of power.

Here on the coast we were without power for several weeks which really put a cramp in being able to get any building done or columns written. One thing I did learn while living like a Neanderthal is you don't try and shave by candle light. You know, you could actually bleed to death before you could get to an emergency room. I did finally figure out that if you shaved before the sun went down you could make it through the day without looking too much like a hobo.

The Nats has come and gone and we are into the fall building season. Most of us should be out in the shop working on our new creations for next year's flying season. At least that is where I would like to be rather than building a new fence.

Thanks to David Russum and Dee Rice for sending along some pictures of the Southwestern contest held in Dallas. There was quite a field of fliers in Expert this year with the likes of Frank McMillan, Al Rabe, Richard Oliver, Doug and Steve Moon, Frank Williams, Bill Wilson, Dee Rice and yours truly. It was real tough in Expert.

Louis Rankin and Jim Lynch showed up to do battle in Classic with some of the local fliers. Jim was flying a beautiful Super Ares powered by a PA40 Lite. He did real well for an Old Guy ... Just kidding, Jim, you are a bit younger than I am and don't qualify for Medicare yet.



Jim Lynch putting his beautiful Super Ares through its paces.



Doug Moon with his new Furaits with four stoke power.



Frank Williams flying his new Astro with PA75 power. Notice the constant chord flaps and the use of slats. Frank is always an innovator.



Al Rabe on an inverted pass during one of his official flights. Al still has what it takes to be at the top.



Al Rabe, Frank McMillan, Richard Oliver and yours truly taking a break between rounds.



Dale Gleason, Jim Lynch and Louis Rankin waving at the camera with dinner in the background. Well this is Texas, you know.



Frank McMillan, Dee Rice, Gaylord Elling, Louis Rankin and Roger Olsen proudly holding up their Old Time entries, all Ringmasters.



Louis Rankin's Shark 45 in the Wingover.



More Brothers of The Ring with what else? Ringmasters.

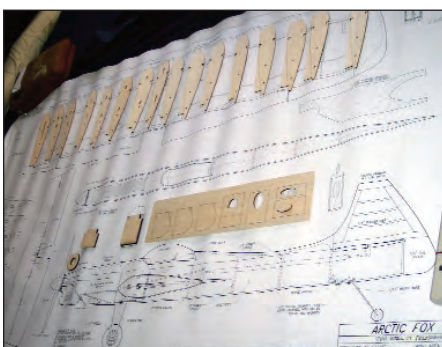
Sorry to make this so short but I hear the fence calling me. Till next time, Fair Winds and Tight Lines.*sn*



I received a letter from Glen Schmig from Sioux Falls SD and he asked me show some photos of an airplane recently acquired and wanted to know if any one could tell him what it is and if it would be Old-Time legal. The wing span is 38-inches; the wing cord is 7.25 inches; fuselage length is 25 inches; nose to end of elevator is 28 inches; and the stabilizer/elevator is 14.5 x 4.75 inches (see photos below).



I received this from John (Doc) Holliday here is where I am at on the winter project it is called Arctic Fox by Leo J. Mehl. I am still trying to get the shop organized.



Doc Holliday's Arctic Fox.

**Keith McMahan** sent in a note about the Rocky Mountain Control Line Championships.

## Old Time

1<sup>st</sup> Keith McMahan  
2<sup>nd</sup> Dave Myer  
3<sup>rd</sup> Chris Jacobson

## Classic

1<sup>st</sup> Dave Myer  
2<sup>nd</sup> Keith McMahan  
3<sup>rd</sup> Chris Jacobson

## Profile

1<sup>st</sup> Keith McMahan  
2<sup>nd</sup> Dave Myer  
3<sup>rd</sup> Chris Jacobson

## Intermediate

1<sup>st</sup> Mark Gerber  
2<sup>nd</sup> Mark Gritz

## Advanced

1<sup>st</sup> Jerry Higgins  
2<sup>nd</sup> Chris Jacobson  
3<sup>rd</sup> Jerry Chambers

## Expert

1<sup>st</sup> Keith McMahan  
2<sup>nd</sup> Chris Brainard  
3<sup>rd</sup> LeRoy Black

I have been helping a father and son learn the Old Time Stunt pattern. Don Dubie and Steven are doing very well and will be ready for Tucson this spring.

Steven is building a RSM Ringmaster and has it ready to cover and is working on a second Ringmaster so he will have a back up this time.

He is flying a ARF Flite Streak and few weeks ago we were out flying with Steven's sister's boyfriend, Devon, who years ago had tried Control Line with a Cox airplane and had problems, so he was talking to Don and wanted to fly RC.



Steven is hand-launching for Devon.



Steven flying his Flite Streak.

We had to change this. Steven had bought his old Carl Goldberg Shoestring this day I helped Devon on a couple of flights and showed him how to do inside loops and wingovers.

On his third flight he soloed and after his flight Steven flew his old Shoestring better than he had been flying his Flite Streak. On Devon's next flight I was talking with Steven about how much better he flew the old airplane and was giving him a hard time about how well Devon was flying. I told Steven that Devon would kick his butt if he was not careful.

Steven's next flight with his Flite Streak was so much better that his dad asked what had got into him. The last time that Don, Steven, and I were out flying, Steven did his first Figure 8 and by the end of the day he only has three maneuvers left. I think that it will not be a problem.

Don gave Devon a Flite Streak ARF and he has it ready to fly. Devon is also planing to go to Tucson with Don and Steven.



Don helping Steven start his engine.





Don hand-launching for Steven.



Don flying a low pass.

Please send me photos of your projects and building hints. If you do not want District 9 to only be about Colorado, send me something.<sup>SN</sup>

## District X

By Dave Fitzgerald

Arizona, California, Guam,  
Hawaii, Nevada, Utah

The Hurl is over for 2008. Yes, this is my important lead story for the end of Summer, 2008. We must strive to keep perspective in our all consuming sport. We need to remember that we are in this to have fun.

Larry Fernandez, as usual has a small report on the Fox 15 Hurl. Larry was nice enough to grant small consideration to me and the kids. We were only able to attend on Saturday; normally the Hurl is on Sunday. He granted us a waiver and we Hurlled on Saturday after the contest. Larry said, "It's my event, I decide the rules."

Thanks Larry. So here are the words of the wise one, Larry Fernandez:

### Fox .15 Hurl Results

The "World Famous Fox .15 Hurl" was held between rounds at the "World Famous Meet & Meat BBQ and Stunt Extravaganza" September 21<sup>st</sup>. This year's conditions favored the "Hurlers" with a slight tailwind to assist in the air distance and a fairly firm ground to promote a good bounce.

I found it interesting to observe Brett surveying the area to find the harder ground in which to maximize his roll. (Smart guy, that Brett.) However, Brett put up a couple of decent Hurls, but never got the bounce he needed to put him on top. He did finish fifth with a 150-foot Hurl.

Fourth place went to "Big Fred Staley." His 137-foot Hurl and his added Geezer points netted him a total of 152 feet.

Third place went to Defending Hurl

Champ and this year's favorite, Phil Juarez. Phil had a disappointing 150-foot Hurl, plus 5 Geezer points for 155 feet total. Phil opted for the high trajectory strategy, hoping to use the tailwind to his advantage, but the useless Fox plugged into the ground with a minimal roll.

From out of nowhere, Chris Fickes (Carter's son) turned heads with a strong 163-foot Hurl to capture second place. Chris is a newcomer to the event and we will be watching him closely in future Hurls. He displayed good form and a strong arm. (I see him as a Champion Hurler one day.)

And the big surprise this year was Robert Harness of Rosamond, California. With back to back 169-foot Hurls, Robert showed consistency and smart Hurling tactics. His air distance wasn't the best but he got a decent bounce/roll on both Hurls to get him over the top. Add 10 Geezer points (which I might point out, he didn't need) and Robert finished with a total Hurl of 179 feet!



Bob Duncan's Tucker.



Now Christiana, this is a handle.



Rachael Fitzgerald, 3<sup>rd</sup> place Beginner.



Dizz?





Christiana solos.



David Huesman's Giseke Nobler



Your CD, Jim Aron.



Boogalooser with FULL grunt. (Jim has installed a PA 75.)



Appearance judging.



Sergey Belko's Stunt Special (Sergey built the special .75 too).

Congratulations Robert and thanks to all the participants who made this the biggest Hurling event yet! I would like to also point out, that World CLPA Champ David Fitzgerald had a disappointing 138-foot Hurl. (All glory is fleeting. — Ed.) Dave vows he will be better trained and better prepared for next year's Hurl.

Also, a million thanks to my hero "Uncle Jimby" for all of his efforts to put on the best contests in the world. (You can never be thanked enough Jim!)

—Larry Fernandez, Hurl Director and Unofficial World Record Holder

**The Meet & Meat X** contest at Mavis Henson field in Woodland is the last contest to be held at the current flying site. The city of Woodland has taken back the field and will develop it with residential housing.

Doug Barton and the Woodland Aeromodelers have a promising lead for a new site just a few miles away. It is not finalized yet, so you know, it ain't over yet.

This is really an opportunity for a

first-class sporting complex, but it is still sad that once again, development and commercial interests have trumped a healthy and growing club site for both CL and RC.

**Another** annual event run by Jim Aron is in the books. The Aarooooone Cup .020 racing event in Truckee, CA is complete. Once again, I was able to attend with all three kids. I think they are getting to like this model plane thing. Rachael is very serious when it comes to trophy girl duties, and Michael seems to be as competitive as Eric in all things.

The junior and senior winning speeds were over 70 mph. Notable attendees were Lannie Shorts, former Nats ED, and Jerry Rocha, Speed flier. Our family had a personal record of over 63 mph.

The reason I mention this event here is the family link. This is a place I can take the kids, and let them be kids. They can run, play, and fly as long as there is not much spilled blood and no broken bones. Every person there keeps an eye out for everyone's kids. There was more than once when Jim Aron said, uhh, maybe yelled, "OK Fitzgerald kids! Out now or I call your dad!"

The moral to my story: There are not many events we can take the family to these days and be totally content in everyone's safety while at the same time having fun. Everyone looks out for everyone else. The modeling community is a bunch of very wonderful people.



Meet 'n Meat Trophy...Hmmmm, beer.





Larry Renger.



Lunch.



Robert Harness' winning hurl.



Mikayla Devlin (Maddie) Walsh, daughter of Christiana Tran.



Howard Rush: "I WIN...I WIN!"

**Life** is slowly returning to normal after the summer mayhem. We only have a few contests left in the season. I'm slowly getting used to my name on the World Champion Cup.

I'm afraid I've slacked off a bit on practice. I've been taking a break, working on computers and my 1974 Capri front end and brakes—again. I've lost track of the number of times I've had to re-build it.

Thinking I may have to retire my venerable Veco 19 Ringmaster from Classic flying, and be more fair to the rest of the field.

Kathy and I were invited down to Brazil by Thomas Case while I was in France. I look forward to a relaxing time in Brazil by a wonderful host. I hope to have some good pictures from that in the next issue.

Both boys are playing football for their first time, and Rachael is cheerleader for Michael's Scout football team. Football parents are a lot different than Little League parents.

On an aside, I think I am running unopposed again for the District 10 representative. I'm glad to serve, but I think this should be my last term.

We need some new blood, so if you are thinking you could write a bi-monthly column, and represent the people out west, maybe you too could help out PAMPA. *SN*

*David Fitzgerald  
2063 Monticello Rd.  
Napa CA 94558-2001  
(707) 259-0626  
DavidLFitzgerald@sbcglobal.net*

## District XI

By Bruce Hunt

Alaska, Idaho, Montana, Oregon, Washington

I'll let the pictures tell the story for the Northwest's last two contests. The TEAM Country Classic was a great event once again and keeps getting better each year. There is a tradition developing at the Evergreen Aviation Museum (location in McMinnville, Oregon) contest where all the campers come early and fly from dawn to dusk. Good weather and good friends make for a great contest.

**The next** contest has moved its location once again. The Raider Round-up moved to Chehalis, Washington this year. Flying on the remaining end of an old WW II runway that was underwater from this last spring's flood, the two-day contest went off without a problem. Special recognition was given to Howard Rush for cleaning off the flying site when the circle was named in his honor, "The Howard Rush Flying Circle," in appreciation for his work to

blow off the dust and dirt left from the spring flood. Local fliers complemented Howard on a great, er, ah, clean up job ...

**As always**, you can get an excellent report on everything going on in the Northwest by checking out the news on the Web site: <http://flyinglines.org/.SN>

*Bruce Hunt  
2237 Joseph St. S.  
Salem OR 97302  
(503) 361-7491;  
bhunt@swbell.net*



Pat Johnston brought his air force of personal designs to McMinnville.





Jack Pitcher puts up an excellent flight at McMinnville OR.



Bruce Hunt's Lark puts in another good flight to take second in Classic and third in PAMPA Expert at McMinnville.



[With a great turnout at McMinnville models had to wait along the fence for their turn in the pit.



Scott Riese, flying his Cobra in Classic at McMinnville, took first place with consistent skilled flights.



Paul Walker gives Howard Rush a launch on his second-place flight.



Lee Uberbacher's Tempest in flight. McMinnville was the Tempest's maiden contest.



[The Raider Round-up was at a new site this year. Halfway between Salem, OR and Seattle WA the contest was held at the Chehalis WA airport.



Rick Cochrun was flying Dan Rutherford's Impact upgraded with a few teeth. Rick has been practicing with Dan and was flying well at Chehalis.



Mike Haverly had his latest, a Randy Smith Shrike, flying well.



Pat Johnston gets a pull test on his Shark 35. Pat flew his Shark to first place in Classic.



Dave Gardner warms up his engine as Mark Scarborough holds. Dave won Don McClave's Skylark in a raffle at the Team Country Classic in McMinnville a couple week before.



Dan Rutherford upgraded his Wimpact to, you guessed it, a 20FP on a pipe! It flew with much more authority and well enough to win the Profile event at Chehalis.



Paul Walker had his electric working very well for a convincing win in less than ideal conditions in PAMPA Expert at the Raider Round-up.



New and improved PAMPA Oil had the old-timers Keith Varley and Leo Mehl dancing in their grass skirts.



# 2009 AMA Control Line Aerobatics National Championships July 5-10, 2009

*By Paul Walker*

The CLPA portion of the 2009 AMA Nationals will be held from July 5 through July 10. The summer of 2009 will be a very busy one for the AMA. The last full week of June the AMA site will host a weeklong RC fun fly. That event will be followed by the start of the Nationals with the RC Scale Aerobatics event. These are the very large aircraft, and the road that goes to the "L" pad will be closed, for safety reasons.

Following that will be the CL events, along with RC Combat, RC Pylon, and RC Helicopter, during the week of the 5th through the 11th. The following week is RC Pattern, using all three sites. The week following that will be RC Sailplane, again utilizing all the sites in Muncie. The week after that will be RC Electric, using three of the four sites. Along with them will be Free Flight. Following that, during the first week of August will be the Helicopter World Championships. That ends August 11th. It is immediately followed by the IRCHA Jamboree, concluding on August 16th. It will be a long two months for the crew working the site, and for the Nats personnel on site.

This schedule is important because there are some who like to get to the Nats early and practice ahead of time. The site will be closed to anything other than the event flying at that time. You may start flying on site on Friday, July 3, on both the "L" pad and the grass field. If there is not enough practice area for your liking, there are many sports fields around Muncie that are available. For practice, I have used the baseball fields in Anderson, just north of the high school, with welcome arms. There are also many large playfields in the New Castle area (south from Muncie on Highway 3). The unofficial events start on Sunday. Bob Brookins will be the ED for Beginner and Intermediate on Sunday. The next day, Old Time and Classic will be held on the grass circles, and again the ED will be Bob Brookins. Registration for these events will be on the grass circles where Bob will be located.

This year, the pilots' meeting and appearance judging will be held at the 180 building, Sunday July 5th, at 2:30 p.m. From the steep learning curve last time, things will go smoother this year. When checking in this year for appearance judging, there will be an assistant at the door with

a computer checking off your name, and recording your engine size or plane weight, for electrics. This data will then be crosschecked against the "official" entry list from AMA, before the draws start. In the pilots' meeting, there will be a roll call verifying the list is correct.

Tuesday starts the official flying for Open and Advanced. The flights will start at 8:00 a.m. Please be on time if you are the first to go. Wednesday is the second day of qualifying, again starting at 8:00 a.m. Thursday is the finals day for Advanced, and the format will be the same as 2008. Friday will be the semi-finals flights for Open, and we will select the top 5. Friday is the Open flyoff, and the Junior and Senior flyoff. After these two events will be the Walker Cup flyoff between the top placing Junior, Senior, and Open pilots.

You will notice two differences on the entry form this year. One is the addition of the Banquet fee up front. It is \$25 at the time of early entry, or \$30 collected at the Nats. Last year there were people who signed up, but did not attend. This cost PAMPA some money to make up. Please sign up early, so we can get an accurate count to the Horizon Convention Center. In addition, there is an increase to the late entry fee. It is now \$50. I was shocked to find out that this is a relatively small fee compared to some of the RC events. Theirs exceed \$100 for some events. Please sign up early, so we can maximize the amount that can be spread to the workers supporting you. There are at least 18 volunteers there to make your experience enjoyable.

Following is the hotel information for the 2009 Nats. Please support the following hotels, as they support the AMA with monetary donations:

Signature Inn: (765) 284-4200

Days Inn: (765) 288-2311

Best Western: (765) 282-0600

Be sure to mention you are with AMA to get the discount rate.

If you have any questions, feel free to e-mail me that question at [go\\_stunt@comcast.net](mailto:go_stunt@comcast.net).

We will see you in Muncie in July! *SN*



# 2009 Schedule

## Sunday, July 5

6:30 a.m. Control Line Precision Aerobatics Practice  
 8:00 a.m. Beginner & Intermediate Stunt Registration\*  
 8:30 a.m. Beginner & Intermediate Stunt Pilots' Meeting\*  
 9:00 a.m. Beginner & Intermediate Stunt Event\*  
 12:00 noon Old Time and Classic Stunt Registration\*  
 12:00 noon Jr./Sr./Open/Advanced entries close  
 2:30 p.m. Open/Advanced Models Presented for Appearance Judging  
 3:00 p.m. Pilots' meeting/Forum  
 4:30 p.m. Concours Voting  
 6:30 p.m. Judges' Seminar Review

L-Pad, Grass Circles  
 Grass Circles  
 Grass Circles  
 Grass Circles  
 Grass Circles  
 Nats Headquarters  
 180 Building  
 180 Building  
 180 Building  
 TBD

## Monday, July 6

6:30 a.m. Control Line Precision Aerobatics Practice  
 8:00 a.m. Old Time & Classic Stunt Events Pilots' Meeting\*  
 8:30 a.m. Old Time & Classic Stunt Events\*  
 9:00 a.m. Judges' Seminar Phase II (Flight, may move earlier)  
 6:00 p.m. Judges' Seminar Review

L-Pad, Grass Circles  
 Grass Circles  
 Grass Circles  
 L-Pad Circle 4  
 TBD

## Tuesday, July 7

6:30 a.m. Control Line Precision Aerobatics Practice  
 8:00 a.m. Open/Advanced Qualifications Rounds 1 & 2

L-Pad, Grass Circles  
 L-Pad

## Wednesday, July 8

6:30 a.m. Control Line Precision Aerobatics Practice  
 8:00 a.m. Open/Advanced Qualifications Rounds 3 & 4

L-Pad, Grass Circles  
 L-Pad

## Thursday, July 9

6:30 a.m. Control Line Precision Aerobatics Practice  
 8:00 a.m. Open Top 20  
 8:00 a.m. Advanced Finals

L-Pad, Grass Circles  
 L-Pad  
 L-Pad

## Friday, July 10

6:30 a.m. Control Line Precision Aerobatics Practice  
 7:30 a.m. Jr./Sr. processing and Appearance Judging  
 8:00 a.m. Jr./Sr. Finals  
 8:00 a.m. Open Finals  
 12:00 noon Walker Cup Fly-off  
 6:00 p.m. PAMPA Reception  
 7:00 p.m. PAMPA Banquet

L-Pad, Grass Circle  
 L-Pad  
 L-Pad  
 L-Pad Circle of choice  
 L-Pad Circle of choice  
 Horizon Convention Center  
 Horizon Convention Center

\* Unofficial Event

If you are flying only unofficial events, you must register with Nats Headquarters as a mechanic. *SN*

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## REGISTRATION AND PAYMENT: VSC-XXI (21) March 17 – 21, 2009 (Five Days)

Please complete ALL sections including AMA #, EMail Address, Banquet Choice, and Signature (required)

NAME: \_\_\_\_\_ AMA # \_\_\_\_\_

STREET: \_\_\_\_\_ CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ Zip \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_ License Plate # and State: \_\_\_\_\_

Needed if you would like entry conformation

(Only if staying in park overnight)

FOR ANY AND ALL EVENTS: I hereby certify that I have read all information accompanying the entry form, and that the model(s) entered by me will be built by me (if required) and flown in compliance with the current Competition Regulations (both AMA and PAMPA), and will previously have been successfully flight tested and proved to be airworthy in accordance with the Official AMA Safety Code.

Signature: \_\_\_\_\_

### EVENTS ENTERED:

OTS @ \$15.00 \_\_\_\_\_ (Tues. 17<sup>th</sup> – Wed. 18<sup>th</sup>)

IGN @ \$15.00 \_\_\_\_\_ (Tues. 17<sup>th</sup> – Wed. 18<sup>th</sup>)

CLS @ \$15.00 \_\_\_\_\_ (Thru. 19<sup>th</sup> – Sat. 21<sup>st</sup>)

ARF's. ARC's. Purchased, or Borrowed models are allowed in all event, but, models entered in Classic receive a zero (0) for appearance points. For details refer to the Cholla Chopper web site; [www.ccmaonline.org](http://www.ccmaonline.org) (See Item #1)

BANQUET (Top Sirloin) \_\_\_\_\_ @ \$28.00 \_\_\_\_\_ (Sat Night the 21<sup>st</sup>)

DESSERT CHOICE: 1) Chocolate Torte \_\_\_\_\_ or 2) Cheese Cake \_\_\_\_\_

BANQUET (Sauteed Chicken) \_\_\_\_\_ @ \$28.00 \_\_\_\_\_ (Sat Night the 21<sup>st</sup>)

DESSERT CHOICE: 1) Chocolate Torte \_\_\_\_\_ or 2) Cheese Cake \_\_\_\_\_

BANQUET (Vegetarian Lasagna) \_\_\_\_\_ @ \$28.00 \_\_\_\_\_ (Sat Night the 21<sup>st</sup>)

DESSERT CHOICE: 1) Chocolate Torte \_\_\_\_\_ or 2) Cheese Cake \_\_\_\_\_

BANQUET (Salmon Filet) \_\_\_\_\_ @ \$28.00 \_\_\_\_\_ (Sat Night the 21<sup>st</sup>)

DESSERT CHOICE: 1) Chocolate Torte \_\_\_\_\_ or 2) Cheese Cake \_\_\_\_\_

**Entry Must be Received Not Later Than Wednesday March 6, 2009**

**Make Checks Payable to JIM HOFFMAN (EMail [windswept4@cox.net](mailto:windswept4@cox.net))**

**Mail to: 2658 W. Montgomery Drive, Chandler, AZ 85224**

**(Cholla Chopper Web Site: [www.ccmaonline.org](http://www.ccmaonline.org))**

1) All contestants entering VSC are required to sign the entry form where indicated. A builder of the model rule, as it applies to VSC, is included in the current Competition Regulations for VSC and is posted on the Cholla Chopper Web Site. Please read it if you have not already done so. Pull Test for Old Time and Classic Stunt will be per the Displacement Chart in the 2007 – 2008 rules for Control Line Precision Aerobatics. Scoring for Classic will be per the 2007 – 2008 rules for Control Line Precision Aerobatics. This means pattern points will be included in the scoring.

2) During the two official flight days for Old Time and Old Time Ignition (March 17 & 18), the two unused grass circles will be reserved for Old Time and Old Time Ignition practicing until 11:30AM. No Classic practice flights will be permitted on these two circles (at the contest site) before 11:30AM the two days of Old Time competition (Tuesday & Wednesday) unless the ignition stunt competition ends early. If ignition stunt ends early, that grass circle is open for practice to any and all competitors. The asphalt circle not used for Old Time competition (the new one) is reserved for Classic practice both days of Old Time Competition until 11:30AM. After 11:30AM all the unused circles are open for practice to any and all competitors. The rules for Old Time Stunt are unchanged.

3) There will be three days of Classic competition at VSC 21; one round each day using all three asphalt circles. The two highest scores will be added together for the final score and placing. Classic Stunt official flights will start no later than 7:15AM each day (Thursday - Saturday; March 19 & 21) with the pilots meeting taking place at 6:45AM each day. Because of the early start the Classic flight order will be posted at the Riverpark Inn during appearance judging Wednesday March 18th.

4) The Dinner and Awards Banquet will take place Saturday night March 21<sup>st</sup> at the Riverpark Inn located at 350 S. Freeway (I-10 at 22<sup>nd</sup> Street). Cash Bar at 5:00PM; Dinner is scheduled for 6:30PM.

5) The Cholla Chopper web site is: [www.ccmaonline.org](http://www.ccmaonline.org). Additional important information is posted there and can be printed, downloaded, or both. You should visit the web site and carefully read all the information provided. Please line to the site and download a full copy of the VSC 21 Flyer. Call Robin Sizemore (520-749-4434), Lou Wolgast (520-749-1812), or Jim Hoffman (480-897-0630) if you do not have internet access.

6) If you plan to stay in Christopher Columbus Park over night, fill in the State and License Plate number of your RV, Camper, etc.; the State if different from the address. We need to know this information so that we can provide it to Tucson Parks and Rec. which will keep the authorities from knocking on your camper door at 11PM.

# Contest Reports and Scores

## 2008 Carolina Criterium Contest Stunt Results

**A**fter a rainy Friday practice session the weather was perfect for the Saturday and Sunday Fall Contest of Metrolina Control Line Society. It was a little cool for some, but there was no rain and the mostly cloudy conditions kept the fliers out of the Sun for their flights during the day. After the flying on Saturday, most of the fliers met at the local Fish Camp (Seafood Restaurant) and then went to eat Homemade ice cream in their motel rooms. The fun never ends at the MCLS contest...

One of the bummers of the weekend was that Dan Banjock's Vintage MiG 15 suffered some damage during a demonstration flight. It can be repaired, and, knowing Dan, it will be back better than ever.

We had a guest visitor at the contest. H.A. "Humpy" Wheeler, recently retired president of Charlotte Motor Speedway, was seen checking things out for a few hours on Saturday afternoon.

Congratulations go out to Willis Swindell for winning Advanced and getting his name on the Ringo Trophy. I am sure it was special to Willis since he knew Mr. Ringo. The Trophy originated in Virginia and now goes back home.

Thanks go out to all the Judges and support people who make this contest possible. A special thanks to James Duckworth who took care of the contestant registration, collected the fees and then tabulated all of the stunt scores. He also gave the blessing on Sat. and Sun. as well as a moving talk about military history on Sun. **SN**

—Howard Shenton, Contest Director

### Old Time Stunt

	Terry McDowell	Judge		
	Neville Montagriff	Judge		
1	Charles Reeves	Big Job	Fox 59	299.0
2	Dan Banjock	Ringmaster	Fox 35	288.5
3	Bob Zambelli	Viking	OK 60	279.0
4	Tom Hampshire	Ringmaster	Fox 25	277.5
5	Gene Martine	All American	Fox 29	264.5
6	Allen Brickhaus	Barnstormer	Fox 35 LJ	245.0
7	Jim Williams	Nobler	O.S. 46LA	218.5
8	Bill Mandakis	Thunderbird	O.S. 46	218.0
9	Thomas Weedman II	Barnstormer	Fox 35	195.5
10	Don Thibault	Adams Special	Fox 35	187.0
11	Larry Fulwider	Smoothie	O.S. 35FP	175.0

### Profile Stunt

	Pat Robinson	Judge		
	William Davis	Judge		
1	Tom Dixon	Primary Force	Fox 35	469.5
2	Dan Banjock	P 40 Warhawk	O.S. 46LA	466.5
3	Curtis Comer	Tutor	O.S. 46LA	464.0
4	Allen Brickhaus	Rayette	O.S. 40FP	462.0
5	Thomas Weedman II	Primary Force	O.S. 40FP	441.0
6	John Tate	P 40 warhawk	Royal 46	435.5
7	John Rakes	Cardinal Profile	O.S. 46LA	435.0
8	Willis Swindell	P 40 Warhawk	O.S. 46SF	429.0
9	Tom Morris	Cavalier Profile	AT 36	421.5

#### Contest Support

Howard Shenton  
Contest Director  
Wayne Foster  
Assistant CD  
James Duckworth  
Registration - Tabulator  
Larry Fulwider  
Score Sheet Runner  
Gene Guffey  
Score Sheet Runner

#### Carolina Spirit Award

Allen Brickhaus  
Continuous Support

#### Basic Flight

Dale Campbell  
Judge  
Rodney Pitman  
Judge

1 Garvin Barry  
Smoothie  
B 40 200.0

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10 Alan Buck	Cardinal	O.S. 46LA	419.5
11 Jim Welch	Thunderbird	DS 40	411.0
12 Clayton Berry	Original Profile	O.S. 46LA	410.5
13 Artie Jessup	Cardinal Profile	DS 50	391.5

#### Nostalgia 79 Stunt

	Bob Zambelli	Judge		
	Bill Mandakis	Judge		
1	John Simpson	Cavalier	AT 36	537.5
2	Steve Fitton	Nakki	DS 50	529.5
3	Gene Martine	Stelletto 660	ST 51	515.5
4	Allen Brickhaus	Reyetta	O.S. 40SP	510.5
5	Tom Hampshire	ARFS	AT 36	492.5
6	Tom Dixon	Pegasus		
		DS 40Classic		490.5
7	John Tate	Oriental	O.S. 40	477.5
8	Artie Jessup	Nobler	Magnum 36	460.0
9	Thomas Weedman II			
		52 Nobler	O.S. 35S	456.5
10	Alan Buck	Twister	O.S. LA40	455.5
11	Larry Fulwider	Nobler ARF	B 40	443.0
12	Tom Morris	Cavalier Profile	AT 37	331.0

#### PAMPA Beginner

	Watt Moore	Judge		
	Pat Robinson	Judge		
1	David Smith	Bislob	Fox 35	235.5
2	Dennis Hastings	Snootie	ST 46	226.5
3	Ray Copeland	Flightstreak	O.S. 25LA	216.0

#### PAMPA Intermediate

	Pat Robinson	Judge		
	Watt Moore	Judge		
1	Artie Jessup	Nobler	Magnum 36	439.5
2	Jim Welch	Magnum	Saito 62	407.5
3	Alan Buck	Staris	PA 40	394.5

4	Larry Fulwider	Nobler	B 40	388.5
5	Bill Mandakis	Viking	B 40	387.0

#### PAMPA Advanced

	Ed Ruane	Judge		
	Dale Barry	Judge		
	Willis Swindell	Prepetural “John Ringo” award		
1	Willis Swindell	Phoebus	Saito 50	471.5
2	Thomas Weedman II			
		Vector 40	O.S. 46LA	460.0
3	John Rakes	Strega	RoJet 76	454.0
4	John Tate	P-40 Warhawk		
			Royal 46	452.0
5	Everett Shoemaker	Cardinal	OS 46LA	435.0
6	Terry McDowell	Vega	RoJet 65	426.5
7	Tom Morris	Cavalier Profile		
			AT 36	372.5

#### PAMPA Expert

	Curtis Comer	Judge		
	William Davis	Judge		
1	Dan Banjock	Vista 39	Saito 72	513.5
2	Allen Brickhaus	Envoy VI	PA 61	495.0
3	Steve Fitton	Time Machine	DS 60	490.0
4	Ed Ruane	Tempest 40	ST 46	486.5
5	Tom Dixon	Pegasus	DS 40 Classic	482.0
6	Gene Martine	Stelletto 660	ST 51	477.0
7	Tom Hampshire	Vector 40	OS 40VF	475.5
8	Clayton Berry	Original Profile		
			OS 46LA	409.0
9	John Simpson	Cavalier	AT 36	315.0

#### Vendors

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Randy Smith	Engines

### T&L SPECIALTIES CATALOG

#### TOM LAY

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

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

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

**Super Tigre G21/.40&.46** Rework includes: 1. Re-hone cylinder, 2. Install a hardened “Bowman” piston ring, 3. Upgrade bearings, 4. Install a conventional type Stunt venturi, 5. Make several internal Stunt mods. These motors are very powerful, and have lots of torque, and an excellent 2-4 break! If you supply the motor it is \$85. If I supply motor = \$225

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

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

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

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

# Cleveland Area Stunt Championships

It was a Viking day in OTS. I wonder if Phil's Viking has dried out yet!

It rained all day Saturday. Every flight got rained on and only one round was flown. Sunday Hurricane Ike blew threw with big winds. Still it was a lot of fun.

PA Intermediate was the best shoot out. Grace, Don, and Nelson were very close after the first round. They braved Ike and flew in the second round with Grace winning. In Grace's first flight, two Turkey Vultures flew across her circle forcing her to take evasive action. They are rather large birds.**SN**

## Saturday 9-13-08

### Classic:

1	Bob McDonald	Strathmoor	PA.40 UL	594.5
2	John Paris	Profile Oriental	Tower .40	562.5
3	Phil Spillman	ARFSmoothie	LA.46	493.5
4	Nelson Erbs	Shoestring	LA.25	377.0
5	Ray Rowh	Smoothie	FP.35	DNF

### Old Time Stunt:

1	Dave Johnson	Viking	FP.35	341.5
2	Patrick Rowan	Viking	LA.40	324.0
3	John Paris	Viking	Fox .36 Mk8	317.5
4	Phil Spillman	Viking	Enya .45	277
5	Ray Rowh	Viking	LA.40	260.5
6	Eric Keller	Viking	LA40	197.0
7	Clyde Richey	Barnstormer	Fox 35	150.0

### Profile Stunt:

1	John Paris	Profile Oreintal	Tower.40	485.5
2	Patrick Rowan	Stunter 131	LA.46	478.5
3	Phil Spillman	Model Air	LA.46	449.5
4	Eric Keller	Primary Force	LA 40	415.0
5	Clyde Richey	Profile Nobler	Fox 35	295.5

### ARF/ARC Stunt:

1	John Paris	Vector 40 ARF	Brodak .40	486.5
2	Phil Spillman	Smoothie ARF	LA 46	409.5
3	Eric Keller	Primary Force	LA.40	321.5

### Judges:

Gary Tultz  
Tom Klingensmith

## Sunday 9-14-08

### PAMPA Beginner:

1	Bob Hudak	Akrobat	Enya .35	212.5
2	Michael Paris	Super Clown	O.S. .20	171.5
3	Ray Rowh	Flight Streak	LA.25	DNF

### PAMPA Intermediate:

1	Grace Paris	"Sluggo" Buccaneer	FP.40	431.0
2	Nelson Erbs	Vector 40	LA .46	402.0
3	Don Sopka	Nobler	FP.40	379.5
4	Eric Keller	Primary Force		364.0
5	Clyde Richey	Nobler	Fox	346.5
6	Dick Hodge	Sukhoi	A.46	341.5

7 Wayne Buran Pathfinder ARF LA.46 227.5

### PAMPA Advanced:

No Entries

### PAMPA Expert:

1	John Paris	SV-11	Stalker .51	539.0
2	Patrick Rowan	Destroyer	PA.40UL Piped	518.5
3	Phil Spillman	ARF Smoothie	LA.46	476.5

### Judges:

### Expert:

Gary Tultz  
Dave Johnson

### Judges:

### Beginner/Intermediate:

Bob McDonald  
Phil Spillman

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# The Appearance Point

By Buddy Wieder

**R**yan's Eagle is my first attempt at building an airplane with a fair amount of modern technology. I was out of flying for 45 years (my last contest was the 1962 Nats at Glenview Illinois) and the first two planes that I put together after getting back were typical stick built planes.

Ryan's Eagle (with lots of help from Bob Hunt) features Lost Foam wing construction. The flaps and elevators have foam cores and are covered with .077 balsa. The top and bottom of the body are molded .077 balsa.

The only blocks used in the construction were in the front of the wing tips, the front couple of inches of the cowl and the last couple of inches behind the tail wheel. The airplane that I flew in the 60s was a J.D. Falcon, designed by John D'Ottavio and the influence of that design is apparent in the wing tips, elevator/stab, and rudder.

The control system is by Tom Morris with adjustable carbon fiber push rods and ball links. The entire air frame is covered with .2 carbon fiber cloth, The carbon was removed from the open bays on the wing prior to covering with Polyspan Lite.

Brodak dope was used for the color scheme with one coat of two-part automotive clear applied with the help of Joel Constantino. The power plant is a PA.40 on pipe by Randy Smith. A 6-ounce plastic clunk tank was used.

The finished weight for the 651-square-inch model is 54 ounces and it flies on 65-foot lines. **SN**



**Name:** Ryan's Eagle  
**Designer:** Bud Wieder  
 (Adapted from Bob Hunt's Saturn design)  
**Construction:** Built-up Lost-Foam wing, foam core elevators and flaps  
**Wing span:** 58.50 inches  
**Wing area:** 651 square inches  
**Length:** 44.50 inches  
**Moment arms:** Front 10.25 inches; Rear 17.50 inches  
**Dry weight:** 54 ounces  
**Power package:** Aero Products' PA .40 with Smith/Werwage carbon tuned pipe  
**Tank:** Sullivan RST style plastic 6 ounce (Part #426)  
**Prop:** Bolly 3-blade 11.5 x 3.8  
**Finish:** Dope colors with automotive two-part clear  
**Lines:** Tom Morris .015 x 65 feet

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# The Appearance Point

Gordan Delaney's

## Pathfinder LE



This design came about after fighting the larger planes, with their line tension, in the winds that seem to blow in during most contests. I found I was having to hang on tightly because of the tension, and was unable to finesse the plane.

For years, Bobby Hunt has been lecturing me about flying planes with too much line tension. I finally, after flying Phil Granderson's Diva, understand what he meant. I can now finesse my plane in the maneuvers, easier with the lessened tension when the winds come up.

This design, at 650 square inches is about what many seem to have settled on, for the most popular engine sizes. The Cad drawn plans show several features used to make the wing self jiggling on a flat surface. The best use of these features is most easily achieved with the use of laser cut parts. This is easily

done with the CAD file. The ribs have a removable tab, that when used with the notched trailing edge shear web keep the wing flat and true.

There are also two spacing jigs, one for the inboard, and the other for the outboard panels, that help set the rib spacing at the front of the wing. The wing is built upside down, so the gear mount blocks are easily accessible during construction. The wing is entirely constructed, including the leading edge and the trailing edge sheeting while jiggled. You do have to finish the top center sheeting after the wing is removed from the jiggling though.

There are currently three Pathfinderers LEs constructed. Two have been flown, and the third, belonging to Jim Tichy, is finished but unflown at this time. Mine weighs in at 59 ounces, the other one flying belonging to John Miller, weighs in at 65 ounces. Even at our altitude of 4600

ASL, both handle the turns very well, and exhibit very similar, and excellent flying traits.

The Pathfinder LE is designed to use most of the modern stunt engines. There is a simple pipe tunnel that can be left open, for a pipe, or closed in for a muffled engine. *SN*

**Cad work:** by John Miller

**Construction:** Laser cut balsa. Built up wing with molded leading edge.

**Wingspan:** 57 inches

**Wing Area:** 650 square inches.

**Length:** 49 inches from the back of the spinner.

**Moment arms:** Nose moment, 10.5 inches from the back of the spinner to the leading edge. Tail moment, 17.5 inches flap hingeline to elevator hingeline.

**Dry weight:** 59 ounces

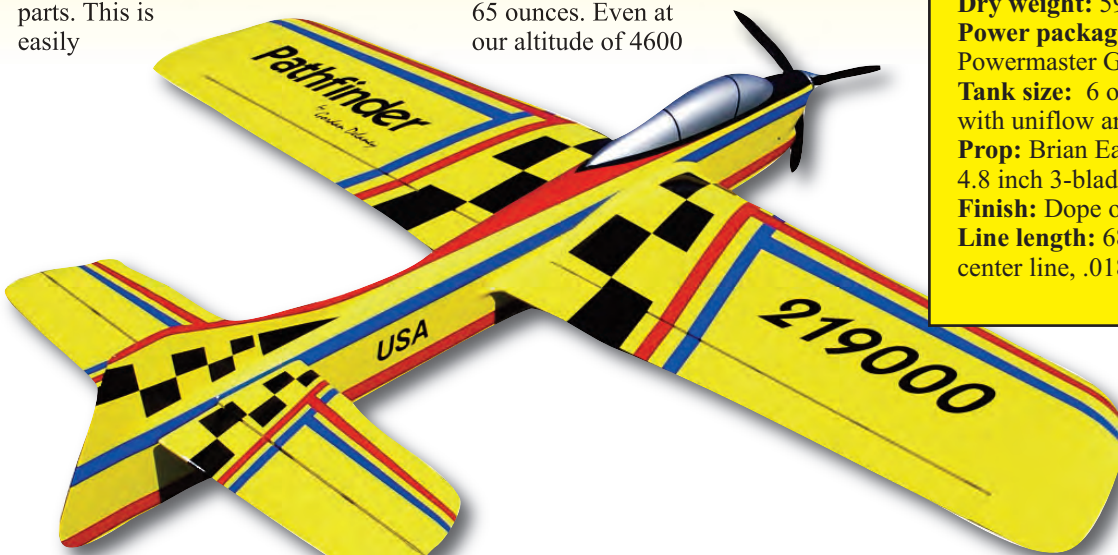
**Power package:** Super Tiger .51, Powermaster GMA 10/22 fuel.

**Tank size:** 6 ounces RC plastic, with uniflow and muffler pressure.

**Prop:** Brian Eather CF 11  $\frac{5}{8}$  inch x 4.8 inch 3-blade.

**Finish:** Dope over Polyspan.

**Line length:** 68 feet center line to center line, .018 diameter stranded.





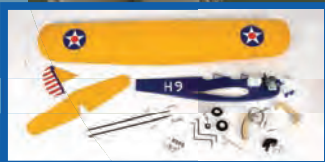
# GENERATIONS OF *Control Line Fun*

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So come back to flying control line, it's easier now than ever with this one-box purchase.



The PT-19 Profile CL ARF (HAN0115) comes equipped with Evolution's .36CL engine. This smooth-running 2-stroke control line engine features a purpose-built cylinder and venturi, making it usable right out of the box. The PT-19 is also available as an ARF (HAN0100) with the Evolution .36CL engine sold separately (EVOE0365). This kit comes highly prefabricated and with fewer parts, meaning there is not much work to get flying.

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