

# Stunt News

Precision Aerobatics Model  
Pilot's Association

September/October 2008 \$5.00



F. K. K.

# contents

September/October 2008

## features

**6** **2008 CL World Championships**  
Dave Fitzgerald reports on this year's WC in Landres, France.

**10** **CL Nats 2008**  
Paul Walker offers day-by-day coverage of the 2008 Nats in Muncie, Indiana.

**25** **CLPA Beginner Event**  
Allen Brickhaus tells of the unofficial Nats event designed to give new and young fliers experience.

**28** **Sandberg's C-45**  
There's nothing like an empty workbench and an assortment of bits and pieces to inspire a Stunt Flier to something new and different.

**32** **Pete Bergstrom Interview**  
Pete Bergstrom, a Category Manager at Horizon, answers a few questions for the readers of *SN*.

**35** **Putty Fillets**  
Don Ogren shows us a new method for making fillets.



**On the cover:** Mike Keville's creative brush captures Orestes Hernandez's Yatshenko Shark on its way to a second consecutive Nats win.

**This page:** CL Aerobatics Nats 2008 in Muncie IN. Pyatt photo.

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.

## extras

- 31 Best Jack Sheeks Classic  
*Tom Niebuhr*
- 36 Charles Ash Memorial  
*Dale Gleason*
- 67 Contest Calendar
- 92 Contest Reports



53

## pampa news and reports

- 2 President's Report  
*Bill Rich*
- 4 Level Laps  
*Bob Hunt*
- 5 Starting Points
- 69 PAMPA Products
- 71 PAMPA Meeting Notes
- 72 Treasurer/Secretary
- 74 Vice President  
District Reports
- 76 District I
- 77 District II
- 77 District III
- 79 District IV
- 80 District V
- 81 District VI
- 82 District VII
- 84 District VIII
- 86 District IX
- 87 District X
- 90 District XI

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



25

September/October 1



85

## columns

- 23 We Have the Technology
- 26 Old Time Classic Stunt
- 44 History Column
- 48 Beginnings
- 50 Personalities
- 51 Electric Flight
- 53 International Scene
- 55 The Trailing Edge
- 57 Ask Ken
- 59 CLPA Rules
- 61 Crash Repairs
- 62 The Lighter Side
- 63 Safety
- 65 Why I Fly Stunt



54



55



28



# President's Column

By Bill Rich

McDonald, Randy Smith, Stan Powell, and Robert Storick. This committee will draft criteria and submit to the competition committee for their review and final edits. The new criteria will be announced in *SN* as soon as it is ready.

**Keith Trostle** has taken on a project to increase members' understanding and contributions to Control Line Rule Proposals. He will be detailing the current rule procedure in *SN*. He is working with Bob Krueger to add a link on the PAMPA website that will enable PAMPA members to discuss and comment on specific rule proposals. You will be seeing more from Keith on this initiative in the near future.

run again. Steve Fitton was nominated for District 4 Director. Your individual ballots will have a space for write in candidates.

**In each issue** of *SN* since its inception there has been a section that informs members of who and what we are. It reads: "PAMPA, an AMA approved Special Interest Group, founded July 1973. Objectives include a means of communications among CL Stunt fliers, voting on issues affecting CL Stunt, and administration of the CL Precision Aerobatics Event at the Nats and conduct of the FAI Team Selection Trials." PAMPA does not conduct the FAI Team Trials; this is a function of the

**A**s I'm writing this column I am in transit to Tampa from Muncie, Indiana. The AMA Nationals was another great experience. I'm sure it will be adequately covered in other columns. I did want to make just a few comments. Paul Walker did an outstanding job of organizing and directing this year's Nats. This was Paul's first Nats and it ran quite smoothly. Paul introduced a new system of seeding circles, drawing for flight order, and selecting judges for final events.

A special thanks to all the judges and volunteers that made this event run. I received an email from Linda Gleason and Shelly Tysor. These ladies ran the most efficient pit operation I have ever seen. Rather than paraphrase it I will include the note below:

"Linda and I would like to take this opportunity to say Thank You to all the pilots and their mechanics for the hard work during the 2008 Nats. It was a pleasure to see old friends and make new ones. Thanks for the stories, jokes, cooperation, and your friendship. We had a lot of fun pull testing all those guys' thongs.

"Fly safe and see ya' next year.

"Yours truly—'PN' Linda and Shelly"

**Jim Lynch and Charlie Reeves** completed another round of appearance judging, a thankless task with very few concrete guidelines to go by. Both Jim and Charlie have indicated this will be the last time they will appearance point judge the airplanes. Next year we will be looking for new appearance judges. To make their jobs—and the pilot's job—a little clearer I have appointed a committee to develop appearance point criteria for the pilots as well as the appearance judges.

The committee will be chaired by Frank McMillan. Frank will be joined by Gene Martine, Kenny Stevens, Bob

---

## Paul Walker did an outstanding job of organizing and directing this year's Nats.

---

**Tom McClain** had previously announced his plans to vacate the *SN* Editor's position on Dec. 31, 2008. Due to personal reasons Tom resigned effective July 22<sup>nd</sup>. I would like to take this opportunity to thank Tom for his service during his 2½ years as *SN* Managing Editor. Tom stepped up when he was needed and deserves all our thanks.

Fortunately, a new editor has been found. Bob Hunt was prepared to take over the reigns of *SN* on Dec. 31<sup>st</sup>. Bob has stepped forward and took over the duties of *SN* Managing Editor on July 22<sup>nd</sup>. This issue will be the first for Bob. Please remember the early announcement took all of us by surprise. Bob has done a fine job with overwhelming obstacles to get this *SN* into your hands.

Bob Hunt has a number of changes he will institute in regards to the format and content of *SN*. Bob brings a special dedication and experience in terms of Stunt as well as publishing and editing. We are indeed fortunate to have him as PAMPA *SN* Editor.

**The minutes from** the EC Meeting are now available on the PAMPA website. Elections for the odd numbered Districts, Vice President, and Membership Secretary will be held in Nov/Dec. All incumbents with the exception of Bill Little have agreed to

FAI Team Selection Committee and AMA. True, most of those who staff any United States FAI Team Trials are current PAMPA members, but they are not acting as PAMPA agents in that capacity. They are volunteers working for AMA and FAI. So this section of our "Mission Statement" is in error and needs to be re-worded. I have asked the EC to re-examine our Mission Statement and update it to reflect the goals, duties and long-term vision of PAMPA.

Your EC is currently working on a Proposed Mission Statement. Hopefully our resulting new Mission Statement will make this a more well-defined organization.

In addition to a new Mission Statement, there are a number of issues your EC will be working on in the coming months. One key issue will be how to get the majority of our renewals prior to the publication of the Jan/Feb *SN*. It is expensive to send back issues as members continue to sign up after the first issue, more on this later.

Other issues include a slight tweak in our Hall of Fame Procedures, additional PAMPA membership categories, and a completely updated *SN*. My goal remains a \$35 annual membership with a printed *SN*. Realistically, this may not be possible in 2009 but we are definitely making progress toward that goal. 2010 might be more realistic. *SN*

# Starting Points

**S**tarting Points is a new column in *Stunt News* that will be devoted to critical information and late breaking news. If you have important information that you think needs to be in the next issue, please forward it to Bob Hunt at [robinhunt@rcn.com](mailto:robinhunt@rcn.com), or send it to: Bob Hunt, PO Box 368, Stockertown PA 18083. He will try to fit all the pertinent information into the column as time and space allow.

## Contest scores

James Mills is the person who has taken on the responsibility of collecting and making ready for print all the contest scores. James has informed us that he has had a computer setback (haven't we all from time to time?) and has lost a portion of the scores that were sent to him. If you do not see your contest scores listed in this issue, get in touch with James and he will rectify the situation in the earliest possible edition of *Stunt News*. James' address is: 1206 S. 15<sup>th</sup> St., Ozark MO 65721. His email address is: [jamesmills@centurytel.net](mailto:jamesmills@centurytel.net).

## PAMPA Products

PAMPA Products is in a bit of a state of flux at this time. The responsibility for this important segment of PAMPA has been handled for the past five years by Curt Nixon. Curt is in the process of transferring the reigns of PAMPA Products to Jim Snelson. Until that transfer is complete, Curt will continue to fill the orders for shirts, hats, stickers, back issues of *Stunt News* and all other PAMPA Products.

We all need to send Curt a note of thanks for his service. That service

included having his entire garage filled to the brim with boxes and boxes of PAMPA-related products for the past five years. How many of us would be willing to endure that? If you get a moment, drop him a line and let him know how appreciative you are of his outstanding service. His address is 8836 Utah St., Livonia MI 448150, and his phone number is (734) 261-8134.

## An Invitation

*Stunt News* is your newsletter. It is, in fact, really a magazine. A magazine can be compared to a wood-burning stove in that it consumes a tremendous amount of material every month (or every two months in this case) and when it is used up, it is gone! It is necessary to find new material each time. It is imperative that we get enough material to fill these pages with meaningful articles each issue. To accomplish this we need for each and every member to think about what he or she can contribute. We need feature articles about all aspects of CL Stunt. If you feel that you cannot write an article, but have a desire to see an article about a specific subject, then let us know and we will try to find someone to write on that subject.

This format only works if we share our knowledge with

each other. Please do not hesitate to contact Bob Hunt with any thoughts on feature articles. And, please feel free to "think outside the box" when suggesting article ideas or when writing any contribution. We like that! **SN**

## Deadlines

### Ad and Editorial copy

Issue	Deadline
Jan/Feb 2009	November 20, 2008
March/April 2009	January 20, 2009
May/June 2009	March 20, 2009
July/Aug 2009	May 20, 2009
Sept/Oct 2009	July 20, 2009
Nov/Dec 2009	September 20, 2009

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

*Stunt News* (ISSN 1076-2604) is the official newsletter of the Precision Aerobatics Model Pilots' Association (PAMPA), a not-for-profit hobby association, and is published bimonthly at 209 Old Easton Rd., Stockertown PA 18083.

Annual membership dues are \$50.00, which includes a subscription to *Stunt News*. Periodical postage rate paid at Rockport IL.

**Advertising rates:** Page size and cost per issue (H) x (W)

1/8 page: 2.25 x 3.50 inches	\$10.00
1/4 page: 4.75 x 3.50 inches	\$35.00
1/2 page: 4.75 x 7.00 inches	\$70.00
Full page: 9.50 x 7.00 inches	\$140.00

### Send camera-ready ads and payment to:

Gene Martine  
11248 Martin Lakes Dr.  
Jacksonville FL 32220-3706  
Phone: (904) 786-8650  
[gmflying@bellsouth.net](mailto:gmflying@bellsouth.net)

## PAMPA Directors

### President

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

### Vice President

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

### Secretary/Treasurer

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

### Membership Secretary

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

### Stunt News Editor

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

### District I Director

Dave Cook

### District II Director

Windy

Urtnowski

### District III Director

Patrick

Rowan

### District IV Director

Bill Little

### District V Director

Dale Barry

### District VI Director

Allen

Brickhaus

### District VII Director

Crist

Rigotti

### District VIII Director

John Hill

### District IX Director

Carl Shoup

### District X Director

Dave

Fitzgerald

### District XI Director

Bruce Hunt

# Level Laps

By Bob Hunt

Where to start ...? I guess I should first say hello to you all as the “next” Editor of *SN*. I really had not planned to be the editor of *anything* ever again (Almost 30 years of editing model magazines was enough I figured), but when Bill Rich called and told me that a new editor would be needed to take over by December, 2008, I thought about just how much the CL Stunt event has meant to me and my family, and I found myself saying, “Put me in coach ...”

Obviously this is not the January/February issue you are reading. Very soon after telling Bill I would accept the post on the appointed date, I received a call telling me that the then existing editor had vacated the post five months earlier than expected. This, predictably, threw a good sized monkey wrench into my personal plans. As many of you may or may not know, I am a Site Coordinator and RiderCoach for the Pennsylvania Motorcycle Safety Program, and also a PA State Motorcycle Licenser. The Spring, Summer and Fall months are our busiest time and I teach an average of 24 hours a week (80-plus classes a year!) in addition to my duties as Editor Emeritus for *Model Aviation* magazine, my responsibilities as half owner of Shutterhawk Aerial Photography L.L.C. and my duties as sole owner of Robin’s View Productions L.L.C.

Somewhere in there I was trying to get in a little CL Stunt practice, some pleasure motorcycling and even a bit of guitar plunking and song writing. Oh yes, did I forget to mention that I took up Golf? (Thanks [?] go out to Buddy Weider for that...)

I took over the *SN* Editor’s duties just about at the deadline point for the next issue due out. Predictably all of this meant that there was no possible way to get the September/October issue (the one you are now reading) of *SN* out on schedule. We all regret the delay, but it was totally unavoidable given the situation.

The decision was made—since we were going to be late anyway—to make a clean break from the past policies and styles and go with a new graphic artist and totally re-style the “book.”

*SN* is really more than an organizational newsletter, and we want to augment that fact by trying to craft it

into a true CL Stunt magazine that also incorporates all the necessary and vital PAMPA organizational information. It is my intention to bring more pertinent content to *SN* on a regular basis. Our pages are too valuable to be filled with, well, “filler.”

This won’t happen overnight, and it won’t happen without your help. I need to know what information you desire. By communicating your needs, I can then assign feature articles to those who can best fill the needs. I have a whole bunch of ideas of my own, of course, and I’ve already begun assigning what I feel will be meaningful articles. But without your input, I’ll run out of ideas eventually. And, the articles presented in *SN* should reflect more than my somewhat narrow point of view.

---

“ ... I found myself saying, ‘Put me in coach ...’ ”

---

**I suppose this is the point** at which I should acknowledge the 500 pound gorilla in the room. It is no secret to anyone reading this that PAMPA and a good portion of the CL Sport and Sport Stunt community has recently emerged from what can best be characterized as a “Civil War.” Civil War ... now there’s an oxymoron! It was far from civil, but it was certainly a war. No, I won’t go into any of the reasons for it, or try to defend any point of view; everyone involved—on both sides—felt righteous in their own mind concerning the issues I’m sure. What I’m extending here is an olive branch. It is time to begin healing and time to once again try to get together in hopes of improving and extending this incredible sport. There are too few of us in the entire universe doing this CL Stunt/Sport thing to be at odds with each other. We can certainly do more by pulling together than we can by pulling apart.

To that end, I’m vowing to make this a magazine/newsletter that is devoted to all aspects of CL aerobatic flying. It’s true that PAMPA was originally formed to serve the needs of the competition aerobatic pilot, but we forgot that one of those needs is to indeed have an event/sport that would exist into the future. Without recruitment, education,



nurturing, and promotion of new fliers, there won’t long be CL Stunt competition. We, as a group, also need to expand our vision of the PAMPA concept to include those who—for what ever reason—might never compete. We must include all those who revere the models for their inherent beauty, those who simply enjoy performing sport aerobatics at a secluded field and those who desire to compete in the non-official events such as OTS and Classic.

Oh, I know that there has been much presented in *SN* for these groups over the years, but there has never been (to my knowledge) an official recognition of them as equals under the original definition of PAMPA. Winning a trophy by flying a model airplane at the end of two steel lines better than the next guy is not a qualification as a more involved or dedicated person in this hobby/sport. It simply means that competition is your thing. And I’m certain that the vast majority (if not all) of the competition fliers in PAMPA realize and agree with this. It’s important that those who choose not to fly in competition, and/or those who choose to fly in the provisional or fun events, feel equally important to the organization and the sport—*because they are!*

These are strong words, I know. And, I’m putting them out there just to clarify my current and future vision of PAMPA and *SN*. For me the Civil War is at an end, and I’m hearing from many others that this is also what they desire. This can be the beginning of a new era for PAMPA and for CL in general.

## The new *Stunt News*

Actually the re-styling of *SN* is a process that will take a few issues to complete. Our new graphic artist and layout person is my very good friend Liz Helms, with whom I worked at *Model Aviation* for the past seven years. Liz, as

many of you might know, is the person who prepares and lays out the daily *NatsNews* online feature for AMA. She's done a wonderful job with this for several years in addition to her many and varied duties as Executive Editor of *Model Aviation* magazine. Liz brings 16-plus years of experience with her and I'm certain she will craft the aesthetic look of *SN* to be one of which we can all be proud. What will not change is that *SN* will continue to be distributed in its current three formats—printed paper, compact disc, and as a downloadable Adobe PDF available from the PAMPA web site at [www.control-line.org](http://www.control-line.org).

Liz is preparing a document that we will publish in *SN* and also make available on the PAMPA website that will detail how we would like materials for consideration presented and prepared. Some things will change from past practice and some will undoubtedly remain the same. Until that document is complete, please call me with any questions about article preparation.

I intend to be an editor who is easily accessible to answer questions; to listen to comments; to accept and consider criticism; and, well, to just chat with any and all about anything concerning the vast field of CL Stunt building and flying. To that end, here is my contact information: My phone numbers are: (610) 746-0106 days and (610) 759-8813 evenings. My email address is: [robinhunt@rcn.com](mailto:robinhunt@rcn.com). Please understand that I am not always home, but I will endeavor to get back to you at my earliest convenience if you call or email.

This is not a commercial magazine; it is the house organ of a non-profit organization and as such it does indeed belong to its members. I intend to embrace that thought and I vow to make it a publication that reflects the thoughts, opinions and desires of the entire membership. If you need something from *SN* that you are not at this point receiving, then it is important that you contact me or your PAMPA District Director about addressing your needs. We will do our level best to accommodate you. In other words, don't complain—communicate!

I have asked Bill Rich to appoint a Publications Committee. This committee will exist as a sounding board for the editor on subjects that might be inflammatory or questionable in nature. If I have any feeling that something that is submitted for publication is contrary to the overall good of PAMPA, then I will pass it by the Publications Committee and their decision will be final on that

piece. I want to be totally fair with anyone and everyone who writes for this publication.

I am also forming a Technical Committee for *SN* that will be comprised of the best technical CL Stunt minds that I know. I'm not a math guy, and much of what will be presented will undoubtedly have formulas and equations connected to it. I want to insure that everything that is printed in these pages is as technically accurate as possible. I'm pretty confident of my building and flying skills, but even when it comes to these issues I will routinely pass construction, finishing and flying articles by the Technical Committee for a consensus opinion when I feel it necessary.

---

## “In other words, don't complain— communicate!”

---

### **In this issue**

Most of the content contained in this issue is material that was already submitted and scheduled for publication before I “took office.” Paul Walker is the new Nats CLPA Event Director and he provided a complete report of the proceedings at Muncie upon his return from the World Championships. Talk about a busy man!

It seems appropriate here to once again thank Warren Tiahr, the retiring Event Director for his 13 years of service. There is also a nice write up about the Nats in Brett Buck's Vice President's report. Patrick Rowan and Rickii Pyatt have stepped up to the plate and supplied a bunch of great photos to run with Paul's report. We'll make our best effort to get the caption information correct ...

**I have asked** Pete Bergstrom of Horizon Hobby, Inc. to submit to an interview for *SN*. Horizon has seen fit to begin supporting CL and CL Stunt in specific with some serious new product, and I thought the reasons behind this decision might make for interesting reading. Pete lays it on the line in his interview and gives us a challenge at the same

time.

Don Ogren has contributed a neat How-To on making fillets using “Split Second” glazing putty, and Keith Sandberg gives us an up-close and personal look at his amazing C-45 twin engine Stunter.

And this is just in! As I was writing this piece at the eleventh hour to make the production schedule, the new World F2B Champion, David Fitzgerald called and said that he'd just emailed me a short story about the United States F2B team's victorious trip to France. I'd asked Dave to do this just a couple of days ago and he came through. There will be a much more in depth look at the World Championships and, hopefully, individual reports from the team members in the next issue.

I think it's appropriate here to heartily congratulate Orestes Hernandez for his second-in-a-row Open Nats and Walker Fly-Off wins, David Fitzgerald for his Gold Medal performance in France and the winning United States F2B Team of David Fitzgerald, Orestes Hernandez and Paul Walker for their incredible World Championship performances. A special nod also goes out to Paul Ferrell for an excellent first appearance on the US Team as a Junior F2B participant. He's going to be a good one! We are super proud of them all!

### **In closing ...**

That's it for the first installment of “Level Laps,” which is the name I've chosen for my editorial. It's time to begin a new pattern. **SN**

### *Stunt News* Publication Policy and Disclaimer

Materials submitted to *Stunt News* are accepted on an unpaid voluntary basis. It is expected that the work product will be that of the author. By submitting material, the author authorizes its publication in *Stunt News* and represents that the work is his own, and that he has the sole right to distribute it and authorize publication of it. In the event of dispute about the source of any material, *Stunt News* reserves the right to print such retractions and notices about such

submitted materials as it shall see fit in its sole discretion.

**Managing Editor:** Bob Hunt: PO Box 368, Stockertown PA 18083; [robinhunt@rcn.com](mailto: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



# CL World Championships 2008

## Landres France

By Dave Fitzgerald

Well ladies and gentlemen, after 14 years and 7 different trips to World Championships, I was finally able to bring the title back to the United States. Bob Hunt asked me to say a few quick words about our trip to Landres this time around. The last time the World Champs was in the SE of France was in 2000. That trip was windy, cold, wet, and miserable. This trip was different; it was at times windy, cold, and wet. The miserable part was in the eye of the beholder. Kevin and Paul Ferrell along with Dave Gardner will give a longer blow by blow report in the next SN. But for now, I'll just hit the highlights.

Paul Walker and Orestes Hernandez were the other Senior team members. Paul Ferrell was our new Junior entrant. Since Paul W. and Orestes both attended the Nats, it seemed like a good idea to go there and practice a couple of days, then

leave for Landres from Muncie. Don McClave made a special trip out to Muncie at the end of the Nats just to coach our practice sessions. A huge thanks to Don, I think this strategy paid off handsomely. We had some cool weather, wind and rain. Just what France might be like; well, ok, so maybe not quite as cool. We all made some minor trim changes, and fixed some flying stuff courtesy of Don. Orestes and Paul W. were both flying extremely well after our sessions with Don. My plane was flying pretty well too. We finished up Tuesday July 22<sup>nd</sup> and packed the planes for the trip the next day.

On the way to Cincinnati, we had a few extra hours, and made a little side trip to the Air Force Museum in Dayton, Ohio. Earlier in Paul W.'s career, he worked on the B-2 program, and he is now working on the F-22 with Boeing. Both of these planes were in the

museum. Paul gave us a little extra history lesson on each of these individual planes. In other words, he explained exactly why each one of these particular planes was parked in the museum instead of out flying. Both had good reasons. This was my first trip there since the opening of the new third hangar. Most of the planes that had been outside were now housed in the new wing. The exception was the XB-70. It wasn't on display, I'm not sure why, but it may be in restoration.

Off to Cincinnati, where Delta Airlines decided that they were not going to allow me to check my model box as baggage. Same old story. However, I built the box to the size requirements of Delta's bag policy, but the agent just said, "No, it's too big, we will not take it. You are welcome to send it air freight, and it may arrive in about a week." I was not happy. Earlier, I had made a special



USA first, China second, and Slovakia third.

trip to San Francisco airport to make sure the box was acceptable, and the SFO agents said it was fine. Also, they couldn't really explain how I got to Cincinnati from SFO without checking it previously. They would not listen to reason, so I ran for a United Airlines flight that was leaving for Chicago, then there just happened to be a flight leaving for Frankfurt an hour after my arrival in Chicago. Talk about luck—and there were seats. UAL had no problem with my model box. I beat Paul W. and Orestes to Frankfurt. I was sitting in my seat in the plane in ORD, waiting for departure, when a guy taps me on the shoulder, and says, "Hi stranger!" It was Dave Gardner. It seems this was also his ride to Frankfurt. Good thing too, as his cell phone worked in Germany, and the next adventure was finding Paul W. and Orestes in the Frankfurt airport. Orestes also brought his phone, so I called to find where they were; they were in the next terminal over.

We met the Ferrells at the airport, collected the baggage and planes, got the rental van and were off for a three hour drive to Landres. Each of us had a set of maps and directions. However, none of these matched the route that Betty chose for us. Betty is the name we gave the GPS that the Ferrells brought along. It chose the shortest route, which was along farm roads, and through small towns. Very scenic, but a bit off the beaten path, literally. Paul W. and I started to recognize some landmarks the closer we got, so finding the hotel turned out to be easy. The room situation however got a little dicey. AMA requested rooms with two double beds. This got translated to a room with a double bed for two people. Some of the guys had to share a double bed, the rooms weren't big enough for another cot, and the planes too. I bunked with Paul Ferrell.

We assembled the planes and



Orestes Hernandez is preparing his Legacy.

prepared for a practice session the next day, and had a good meal at our Hotel, Ibis, that night. In the morning, we were off to have Betty rediscover the way to the contest site. We got to the site only to discover that the organizers had decided to have a "World Cup" competition that weekend before the World Champs. No one could practice on the official site because of the contest. Not Combat, Speed, Team Race or F2B. So it was off to the practice site which was in a different town about a 15 minute drive away.

We practiced there the next couple of days. The practice site was interesting. It was surrounded by 30-40 foot tall trees on three sides. The mornings were deadly dead air. Then with the slightest of breezes, it became turbulent and deadly swirling air. The wind would hit you and the plane from three different directions. As is usual for a World Champs, early in the week, we could fly as much as we wanted.

The problem was, the conditions were so bad, we really didn't want to fly that



Former PAMPA president and team member Paul Walker.

much and risk the plane on every flight. The official circles in Landres weren't any better; in fact, the grass official circle was just plain dangerous to fly with the wind in one certain direction.

You have to understand, that for those who have not experienced a World Champs, this is a marathon to the finish, very intense, and focused competition. Orestes and Paul F., being the new members, handled themselves very well. In fact, Orestes was a big hit. If Paul W. and I blinked, Orestes had disappeared, and was talking to someone across the field. Wow, that man can talk. After a few days of dwindling practice opportunities, we were as ready as we would ever be. As more competitors arrived, practice flight opportunities grew to be few and far between. I would like to mention here, once again, Powermaster Fuels, provided us fuel for the competition. Different blends were provided for each of us, and in enough quantity to not worry too much about how much we flew, as well as some extra fuel for Combat and Speed. Thank you Powermaster.

Typically we would fly two or three practice flights in the morning, go to the official site for some socializing, and then maybe fly a flight or two in the afternoon before retiring back to the hotel for the night. Betty led our way on a few adventures to dinner or through the country side for short-cuts to the different sites.

Processing was a mad house. It was in a nearby town hall, or former theater. Way too many people to try to navigate a Stunt ship through without mishap. It got to the point where they were ready to process our planes, but we refused to go in until they cleared out some people. After the contest got started, there was more to do. As a team member, you have the responsibility to support your fellow fliers in their different events; Speed, F2A, Team Race, F2C, and Combat, F2D. If we weren't flying, we were talking, or there to support the US in the other events throughout the day. A good Team Race heat is something to watch. One of the best finishes ever by a US team was Tom Fluker and Rich Lambert, they finished overall seventh.

Carl Dodge also finished well in F2A, Speed, at ninth place. Combat is always exciting and you never know what will happen. The US had a strong set of competitors, including former World Champ, Mike Willcox. However, the story of the week was the Ukrainian Junior, Alexander Pokorskiy. He nearly won the whole lot.

Many F2D fliers are a bit, shall we say, overconfident of their own abilities, never fear anything or anyone, except this Junior. Andy Mears was overheard to say, "I'll fly anyone but the kid." Then Howard Rush informed Andy he had to fly the kid—Andy let out a short expletive. Many strategies were tried to defeat him, but the most innovative I saw—and most exciting—was our Canadian friend to the north—and sometimes F2B pilot, Pat MacKenzie. Pat got up on the kid by taking the whole streamer in the first few seconds of the

match. The problem is, he had 4½ minutes to go, and no one had survived that long against the kid for half that time. Pat started to fly inverted, whipping as fast as he could, at about 1 foot off the ground. The kid came down and still got him. Then Pat flew into the ground twice trying to avoid the cut, and Alexander won on air time.

Alexander flew the former 1984 World Champ, Loet Wakkerman. It was one of the most lopsided matches I've ever witnessed. One minute into the match, the kid was up 3 to 1 on cuts.



Paul Ferrell with his dad Kevin.



Orestes ready for another flight.

Alexander went on to fly the final match and place second. Not only did he seem invincible, but when he was practicing with the US team, he was asking

questions about how he could improve, and wanting them to critique his match. He was one of the best sportsmen ever at the Worlds. My congratulations to

Alexander Pokorskiy. These are the things that make going to a World Championships fun.

### The trip home

It always seems to happen to me. Orestes and I were booked on the same Delta flight home through Cincinnati. Orestes checked in just fine. However, they could not find my reservation. The Delta computer canceled my reservation because I did not fly the leg from Cincinnati to Frankfurt—because they wouldn't take my box. So now, I had paid \$1500 for a ticket but had no reservation on a full flight. That means, it was already booked full and there was no seat for me—even though *they* caused the problem. Now I had a \$1500 ticket that I couldn't use at all. My wife Kathy is just thrilled with this development. The model box was no problem this time, but I had no seat. So next thing I know, I am running down to United again. It just happened that there was a non-stop from Frankfurt to SFO an hour later, and I just happened to know the captain of the flight. So, I flew United home and arrived three hours early, with my model box, no problem. I will not be purchasing anything from Delta Airlines in the future.

Sorry, but this got a little longer than I planned. This is the gist of the trip, but not the contest. Often the trip is just as much of an adventure as the contest—which will be covered in the next issue of *SN* in more detail. To sum up my contest experience, the trip was fun; the weather and the contest were difficult at best. The rumor is that the next World Championships will be in Hungary. I will be returning as Defending Champion. This means that there may be a couple of spots open for new people to be on the team—which means new take-apart planes for the participants. Plan ahead. *SN*

**Left: The Japanese team poses with the Thunder Gazer.**

**Below: The Thunder Gazer at rest in the USA F2B tent.**



The USA Team at the closing banquet.



Paul Walker (L) gave everyone a lesson in aeronautics at the Air Force museum.



# Nats 2008



Left to right in back row: Brett Buck (2nd); Derek Barry (3rd); Bill Rich (4th); Windy Urtnowski (5th). Left to right in front row (kneeling): Ryan Young (Junior Champion); Orestes Hernandez (National Champion); Germanio Becerril (Advanced Champion); Pat Gibson (Senior Champion). That's Howard Rush's plane sitting in front. Howard finished 6th.



Patrick Rowan's "Viking" captured the "Best Appearing OTS Model" award at the 2008 Nats. Patrick Rowan photo.



Let's hear it for the judges! Pyatt photo. Rickii Pyatt photo.

The 2008 Nationals was held from July 13<sup>th</sup> through the 18<sup>th</sup>. This year there was a new ED. It's hard not to think of Warren Tiahrt when thinking of the Nats, but this year was run under "new management"! Paul Walker has taken the reigns for the time being from Warren, and now fully understands what it takes to make this event happen.

If just taking over the running of the Nats wasn't enough, it was also decided to generate new software to run the Nats. The previous program wasn't flexible, or easily editable. It served the Stunt world well for many years, but it was time to update to a format that everyone else can work with. Howard Rush decided he could help out by providing the programming necessary to put this in Microsoft Excel. This is Howard's second hobby, and side benefit of the knowledge gained from working at Boeing! The only significant difference was the method of circle assignment and the flight order draw. This process was shown in the pilots' meeting for all to see. The flight order was a draw of numbered Ping Pong balls. When the pilots' meeting was over, the pilots knew their circle assignment for all of qualifying, and their flight order for those days as well. This process allowed the pilots to "set" their clocks for the following days.

The new software had some cutting of teeth. It would lock up at times for no apparent reason. It was discovered later in the week that the auto save function was causing the problem, and the auto save time was reset for a week, and all the lock up issues ceased. The ED also discovered at the pilots' meeting that the AMA had to be carefully checked. It turns out that the "official" entry list I was given at noon on Sunday was short twelve people who had actually entered. This was discovered when the circle assignments were made. Some of these people noticed their names were missing. All came to a halt while these twelve names were added to the "official" list. Then the circle draw was done, and flight orders were drawn. Note to self: Don't trust the AMA in this matter again, and make the software flexible enough to handle that situation!

The week didn't start well for some. John Leidle drove all the way from Seattle for the Nats. On the way, he stopped in Minnesota to get in some practice before arriving at Muncie. Unfortunately, he had an accident with his PA plane, and proceeded to place it in a landfill there. Undaunted, he continued on to Muncie to fly Classic on Monday. Jim Aron, on his first practice flight, had the lead-out cable break "near" the bellcrank. It happened just after release, and proceeded to do the tightest outside loop imaginable. This accident eliminated him from competition. He was seen later in the week autographing the divot that he left on the L-Pad. Check it out on circle 3 next time you are there. Dan Banjock had a low inverted "landing" that took his prop and scraped his vertical tail. He was able to recover from this incident and finish a personal best placing.



Left: Bill Rutherford's colorful Legacy in flight. Gene Martine photo.

Below: Roger Wildman pull tests his original design Davis Special. Pyatt photo.





Following the appearance judging, competitors and spectators were free to walk around the floor and enjoy the superb workmanship. Rowan photo.

The appearance judging and the pilots' meeting took place on Sunday in the 180 building. Once again, there were many beautiful planes on display. On the front row, with 20 points, was Phil Granderson. During the appearance judging, the pilots' meeting was held. As discussed earlier, there were exciting times getting things straight. Once the pilots' meeting was finished, the pilots reviewed all the planes and voted for their favorite plane for the Concours trophy.

Sunday was also Beginner and Intermediate day. Allen Brickhaus and Bob Brookins were the respective event directors. The entry was down this year, perhaps due to the high cost of gas. The flying was completed early in the afternoon as a result. Of note here is the fact that the AMA made a significant effort to have the grass field prepared and ready for the competition. It was in nice shape, and was cut short and the ruts were gone. Thanks AMA.



Loius Rankin poses with his MonoKoted Geo-Jr. With this ship he placed 6th in Advanced. Pyatt photo.



The Classic Stunt appearance point line-up. Martine photo.

“Monday was Classic and Old Time Stunt. Event Director Mike Keville announced that he will not be the ED next year. We’ll need another ED if this event is to continue at the Nats.”



Here’s Keith Trostle’s OTS winning Big Job. Rowan photo.



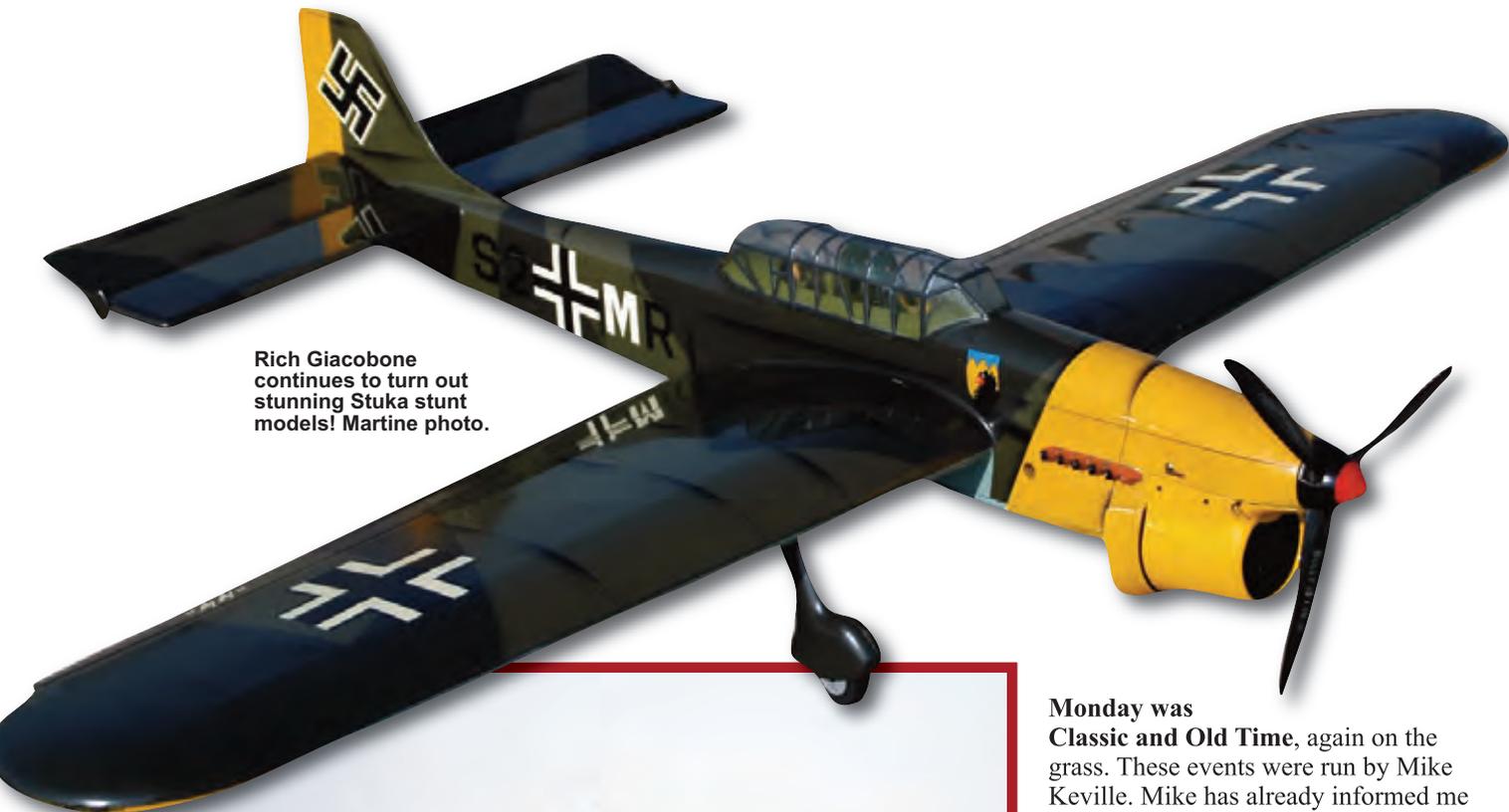
A number of vendors were on site to provide needed—or wanted—supplies. Pyatt photo.



Pat and Mike Gibson with Pat’s Senior Championship-winning Ringmaster. Pyatt photo.



Reed Young, his Mom Nancy, and brother Ryan pose here with Ryan’s Junior Championship winning Buccaneer 746. Pyatt photo.



Rich Giacobone continues to turn out stunning Stuka stunt models! Martine photo.



Grace Paris prepares to launch dad John Pairs' SV II 'Bout Time. Rowan photo.

**Monday was Classic and Old Time**, again on the grass. These events were run by Mike Keville. Mike has already informed me that he will not be the Event Director for this event next year. We will need another ED if this event is to continue at the Nats. Similar to Beginner and Intermediate, the entry level of these events was down. The side benefit of this is that flying was done by early afternoon.

The major administration task Monday was the preparation of all the qualifying score sheets. The PAMPA dot matrix printer that has been used for so many years would not talk the same language with the Excel program. This forced a change in direction. Once again, thanks to the AMA for stepping up and helping us with the solution. The solution was to print the score sheets on the laser



Dale Gleason performs some maintenance on his Classic Skylark. Pyatt photo.



Kent Tysor and Strega. Pyatt photo.

printer, and once the judges applied their scores, they were copied prior to the addition. The AMA supplied the printer, right out of the Nats headquarters. This slowed things a bit for the tabulators.

**Tuesday was the first day** of Open and Advanced qualifications. Flying started on time, and went smoothly. During this first day, the tabulators took several hours to get into their rhythm. This, unfortunately, got them behind and the scores lagged as a result. I have no concept what happened during the flying this day, as I was busy trying to do anything I could to help get the scores out as soon as possible. I want to give everyone a huge “thank you” for your extreme patience with our efforts to get the scores out on Tuesday. That evening, I evaluated where the problems were and found several options to allow the scores to be processed faster. These three options were presented in the PAMPA



Joe Peters with his OTS entry. Rowan photo.

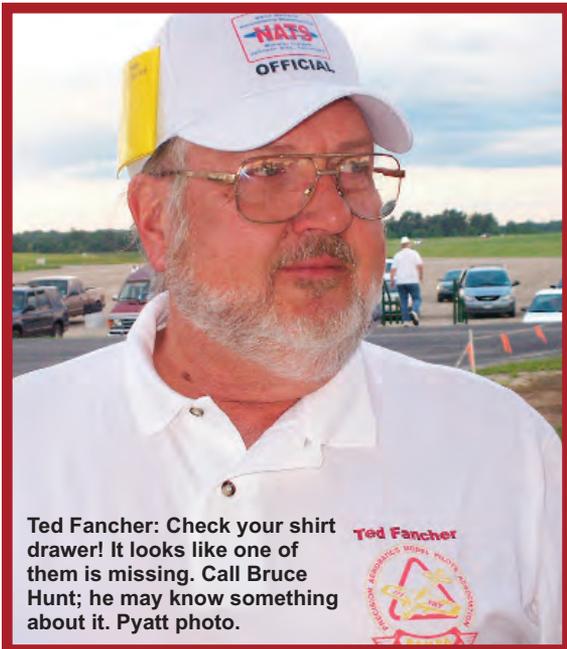


The Champ, Orestes Hernandez, keeps the Walker Trophy for another year! Martine photo.



Darrell Harvin loves his new Stiletto 660. Pyatt photo.

meeting that evening, and the pilots agreed overwhelmingly to one option. That option was to have a sign-up sheet at the trailer for pilots who wanted copies of their score sheets. This allowed the score sheets to be added immediately, and the scores to be posted quickly.



Ted Fancher: Check your shirt drawer! It looks like one of them is missing. Call Bruce Hunt; he may know something about it. Pyatt photo.



Les Byrd and his full-fuselage Pathfinder. Rowan photo.



Brett Buck signals the judges for the start of one of his Finals flights. Martine photo.

Wednesday's scores came out *much* faster, and were done about a half hour after the last flight was in. This allowed the next day's draws to happen at the field. Marilee McMillan helped out the tabulators by manning the copy machine for the score sheets that needed copying. Watching what happens in the scoring trailer that caused slowdowns, I noticed that the biggest problem was when the two tabulators didn't arrive at the same score. Since one was on a calculator, it was difficult to find where the difference occurred. They would have to re-add the scores at that point. Next year, both tabulators will have laptops and the difference will be much easier to discover, thus increasing their speed.

In reviewing the four qualifying Open circles, there seemed to be a good balance of pilot skill. There were several great scrambles for the top five in each circle. It wasn't decided until nearly the last flight of the day. Shortly after the last score was up, the draws for the Advanced finals and Open semi-finals was done. Once again, the pilots left the field knowing when and where they were to fly the next day.

Thursday saw the Advanced Finals, and the Open semi-finals. This is by far, the toughest day at the Nats, as two flights are flown, and both are added together to determine the results. This day requires a quick mind and a good memory to count all the maneuvers done. I know it's happened to most of us at one time or another and this year there was a pilot in the Open semi-finals who managed to do four loops on his first flight, and thus lost pattern points and a chance to move on. Sorry about that, Phil!

In Advanced, Germanio Becerril scored an impressive 1057.67 for the win. This required two quality scores, and he got them. Welcome to Open next year Germanio! For



Randy Smith prepares to pull test his Katana prior to a flight. Pyatt photo.



Buddy Wieder poses proudly with his Ryan's Eagle design. Pyatt photo.



the first time I am aware of, this year there was a tie for fifth place in Open. There was much discussion, all options discussed, and it was decided to bring all six to the Top five Flyoff! The Top five finalists were Orestes, Brett, Windy, Bill, with Derek and Howard tied for fifth.

The finals went off without a hitch. There was lots of good flying, as the weather was near perfect. After the second round was complete, Brett was in the lead and

Left: Bill and Scott Reynolds' Cardinal 40. Rowan photo.

looking good and with Orestes lurking in second. By Friday the tabulators were on top of their game and I could devote more time to watching the flying. That I did in the final round. Brett flew before Orestes, and could have closed out the contest with a great flight. However, there were a few “misses” here and there, and he opened the door for Orestes. Well, more like unlocked the door, and opened it a crack. Seeing Brett’s flight, Orestes collected himself, and knew he could put in a great flight for the win. And that he did. It was a very nice flight and he scored enough to win by 1.25 points. Congratulations

Orestes. In the battle for the “new” title, Howard was the first to finish sixth in the Top five. A feat that will likely not happen again for some time!

The competition closed out, and the PAMPA banquet was held Friday evening. The highlight of that event for me was the presenting of the Concours trophy to Phil Granderson. Congratulations Phil. We all said our goodbyes, and headed home.

**I would like to thank** all the people who helped during the week. Without their sacrifice, the Nats wouldn’t happen. Please give them a thanks next year! At

this time, I would like to put in my pitch for judges for next year. I also need two new appearance judges. If you have a desire for that, please let me know, and we can make a deal.

I would also like to make note of the super weather conditions that we had this year. The Saturday before we started had an evening thunderstorm come through and blew at the AMA facility up to sixty miles per hour! The next day it was fine, and stayed fine until we were finished. The next day, there were thunderstorms and wind! We couldn’t have fit it in any better. Let’s hope next year goes as well. We’ll see you then. **SN**



Roger Wildman launches Don Ogren’s Cardinal. Martine photo.



Morning practice. Pyatt photo.



Appearance judging. Martine photo.



Lining up for appearance judging at the 180 Building Sunday morning. Rowan photo.

# AMA National Championships, 2008

## Event 322 (Open) Qualifications

Tuesday, Circle 1

Wednesday, Circle 3

Total Score

Contestant	Round 1		Round 2		Round 1		Round 2		Best score from day 1 + best score from day 2	Place
	Flight Order	Score								
Brett Buck	3	562.67	6	566.67	7	561.00	5	566.67	1132.33	Q
Matthew Neumann	4	559.67	1	565.67	3	555.00	6	564.00	1129.67	Q
Howard Rush	1	552.00	7	556.33	1	550.00	9	563.67	1120.00	Q
Bill Rutherford	5	545.67	3	542.00	2	531.00	4	547.67	1093.33	Q
Robert McDonald	8	530.33	4	533.67	8	541.33	8	553.33	1087.00	Q
Frank Williams	6	483.33	8	542.67	9	543.33	3	537.33	1086.00	24
Jose Modesto	7	530.00	9	248.33	5	517.00	2	—	1047.00	25
Larry Robertson	2	500.33	2	522.67	4	518.67	1	484.33	1041.33	26
Wesley Dick	9	492.33	5	505.33	6	517.67	7	507.67	1023.00	29

## Event 322 (Open) Qualifications

Tuesday, Circle 2

Wednesday, Circle 4

Total Score

Contestant	Round 1		Round 2		Round 1		Round 2		Best score from day 1 + best score from day 2	Place
	Flight Order	Score								
Orestes Hernandez	3	556.33	8	560.00	8	560.33	4	560.67	1120.67	Q
William Rich	2	543.00	6	543.67	4	554.00	2	549.00	1097.67	Q
Mike Palko	8	542.67	5	542.00	5	550.33	7	549.33	1093.00	Q
Josias Delgado	4	535.33	4	518.33	3	535.00	6	543.67	1079.00	Q
Allen Goff	7	496.00	3	509.00	2	520.00	8	535.33	1044.33	Q
John Wright	6	497.00	2	501.33	7	509.67	3	528.67	1030.00	27
James Lee	5	489.67	1	481.00	6	488.67	5	489.67	979.33	32
John D'Ottavio	1	431.33	7	472.33	1	—	1	—	472.33	33

## Event 322 (Open) Qualifications

Tuesday, Circle 3

Wednesday, Circle 1

Total Score

Contestant	Round 1		Round 2		Round 1		Round 2		Best score from day 1 + best score from day 2	Place
	Flight Order	Score								
Winfred Untrowski	1	536.33	4	541.00	1	565.33	2	564.67	1106.33	Q
Kenton Tysor	7	527.33	5	538.00	3	552.67	5	550.00	1090.67	Q
Dan Banjock	5	227.67	2	529.33	5	554.67	8	560.67	1090.00	Q
Randy Smith	3	536.33	7	534.00	6	539.67	7	551.67	1088.00	Q
R Steven Moon	4	522.67	1	531.67	2	538.00	3	543.33	1075.00	Q
Robert Storick	6	521.67	3	529.00	8	544.33	6	541.00	1073.33	21
Keith Trostle	8	532.00	6	540.00	4	530.67	1	529.00	1070.67	22
Gene Martine	2	511.33	8	535.33	7	534.67	4	522.33	1070.00	23

## Event 322 (Open) Qualifications

Tuesday, Circle 4

Wednesday, Circle 2

Total Score

Contestant	Round 1		Round 2		Round 1		Round 2		Best score from day 1 + best score from day 2	Place
	Flight Order	Score								
Derek Barry	8	527.67	1	542.00	6	567.33	3	555.33	1109.33	Q
Frank McMillan	4	517.33	3	540.67	4	560.00	6	551.67	1100.67	Q
P. T. Granderson	1	521.00	7	520.00	3	526.67	4	554.33	1075.33	Q
Kenny Stevens	5	516.33	2	517.67	7	554.33	5	552.00	1072.00	Q
Alberto Haber	3	517.67	4	522.67	2	528.67	8	530.00	1052.67	Q
Michael McHenry	6	409.33	8	485.67	5	527.00	7	524.00	1012.67	28
Allen Brickhaus	7	471.33	5	488.00	1	491.00	2	513.00	1001.00	30
David Tribble	2	485.67	6	472.67	8	507.00	1	493.67	992.67	31

## Event 322 (Open) Semi Finals

Contestant	Thursday				Total Score	Place
	Circle 3		Circle 4			
	Flight Order	Score	Flight Order	Score	Sum of 2 flights	
Brett Buck	11	554.33	7	573.67	1128.00	QF
Winfred Untnowski	14	570.00	10	556.67	1126.67	QF
Orestes Hernandez	19	560.33	1	557.67	1118.00	QF
William Rich	3	548.00	13	567.67	1115.67	QF
Derek Barry	18	551.67	3	561.00	1112.67	QF
Howard Rush	1	550.67	15	562.00	1112.67	QF
Dan Banjock	20	556.67	8	548.33	1105.00	7
Mike Palko	9	549.67	18	555.00	1104.67	8
Kenton Tysor	8	545.33	11	559.00	1104.33	9
Kenny Stevens	5	537.00	20	561.33	1098.33	10
Matthew Neumann	6	555.67	19	540.00	1095.67	11
Frank McMillan	16	542.33	2	545.33	1087.67	12
R Steven Moon	10	536.33	17	545.00	1081.33	13
Randy Smith	13	532.00	6	547.33	1079.33	14
Robert McDonald	12	540.67	5	536.67	1077.33	15
Alberto Haber	7	526.33	12	543.33	1069.67	16
Bill Rutherford	2	522.33	14	544.33	1066.67	17
Allen Goff	15	538.00	9	526.33	1064.33	18
Josias Delgado	4	521.00	16	537.67	1058.67	19
P. T. Granderson	17	543.33	4	487.33	1030.67	20

## Event 322 (Open) Finals

Contestant	Round 1		Round 2		Round 3		Total Score	Final Place
	Flight Order	Score	Flight Order	Score	Flight Order	Score		
Orestes Hernandez	4	550.25	2	563.75	5	574.75	1138.50	1
Brett Buck	3	557.75	3	568.75	2	568.50	1137.25	2
Derek Barry	5	543.25	5	557.75	4	566.75	1124.50	3
William Rich	6	545.00	4	548.25	1	557.75	1106.00	4
Winfred Untnowski	2	537.25	6	548.25	3	556.25	1104.50	5
Howard Rush	1	540.25	1	548.75	6	541.75	1090.50	6

### Event 322 (Junior) Finals

Contestant	Round 1		Round 2		Round 3		Total Score	Final Place
	Flight Order	Score	Flight Order	Score	Flight Order	Score	Summation of highest 2 rounds	
Ryan Young	2	494.67	1	pass	2	pass	494.67	1
Reed Young	1	76.67	2	pass	1	pass	76.67	2

### Event 322 (Senior) Finals

Contestant	Round 1		Round 2		Round 3		Total Score	Final Place
	Flight Order	Score	Flight Order	Score	Flight Order	Score	Summation of highest 2 rounds	
Pat Gibson	1	326.67	1	342	1	48.67	668.67	1

## AMA National Championships, 2008

### Event 325 (Advanced) Qualifications

Contestant	Tuesday, Circle 1				Wednesday, Circle 3				Total Score	Place
	Round 1		Round 2		Round 1		Round 2			
	Flight Order	Score	Flight Order	Score	Flight Order	Score	Flight Order	Score	Best score from day 1 + best score from day 2	
Louis Rankin	7	518.00	4	523.00	4	516.67	2		1,039.67	Q
Johnny Paris	1	496.33	8	508.33	1	495.33	1	512.67	1,021.00	Q
Mike Greb	6	507.33	2	509.67	5	493.00	6	477.00	1,002.67	Q
Ronnie Thompson	8	471.00	1	484.33	8	471.00	4	471.33	955.67	Q
R Lesley Byrd	5	451.00	7	470.00	3	468.33	7	446.00	938.33	Q
Robert Brookins	3	434.67	5	452.33	6	436.00	3	449.33	901.67	28
Francisco Fontenelle	4		3		7		8			31
Stephen Pagano	2		6		2		5			31

### Event 325 (Advanced) Qualifications

Contestant	Tuesday, Circle 4				Wednesday, Circle 2				Total Score	Place
	Round 1		Round 2		Round 1		Round 2			
	Flight Order	Score	Flight Order	Score	Flight Order	Score	Flight Order	Score	Best score from day 1 + best score from day 2	
Germanio Becerril	3	506.67	6	508.67	2	521.33	3	525.67	1034.33	Q
Ryan Young	7	496.33	1	504.33	4	505.00	4	513.00	1017.33	Q
Dennis Vander Kuur	4	477.33	7	481.33	7	510.00	5	492.67	991.33	Q
Scott Reynolds	9	474.33	2	472.67	8	484.33	6	475.33	958.67	Q
Crist Rigotti	2	204.67	5	455.67	9	476.00	9	481.33	937.00	Q
Patrick Rowan	8	451.67	8	462.33	6	473.00	1	483.33	935.33	25
Will Hinton	5	439.67	3	447.67	1	459.33	2	293.67	907.00	27
Neal Thompson	6	239.00	9		3	340.00	7		579.00	29
Mark Hughes	1		4		5		8			31

### Event 325 (Advanced) Qualifications

Contestant	Tuesday, Circle 2				Wednesday, Circle 4				Total Score	Place
	Round 1		Round 2		Round 1		Round 2			
	Flight Order	Score	Flight Order	Score	Flight Order	Score	Flight Order	Score	Best score from day 1 + best score from day 2	
Bud Wleder	1	485.33	5	515.67	8	519.00	3	513.00	1034.67	Q
Richard Giacobone	5	493.00	2	499.33	2	499.67	7	530.67	1030.00	Q
Mike Schmitt	2	466.33	6	485.33	3	420.67	4	488.67	974.00	Q
Dale Gleason	8	485.33	8	484.33	5	475.33	8	487.00	973.33	Q
Larry Lindburg	3	467.33	7	483.00	6	447.67	2	481.33	964.33	Q
Donald Ogren	7	470.67	1	413.00	1	472.00	5	477.33	948.00	24
Wesley Eakin	6	469.67	3	393.00	4	463.67	1	462.00	933.33	26
Larry Maltman	4	349.67	4	443.00	7		6		443.00	30

### Event 325 (Advanced) Qualifications

Tuesday, Circle 3

Wednesday, Circle 1

Total Score

Contestant	Round 1		Round 2		Round 1		Round 2		Total Score Best score from day 1 + best score from day 2	Place
	Flight Order	Score								
Paul Lagan	6	418.00	4	507.33	4	525.33	7	532.67	1040.00	Q
Darrell Harvin	5	500.33	8	509.33	6	522.00	8	525.67	1035.00	Q
Adrian Dominguez	3	490.67	5	505.00	2	512.67	1	524.00	1029.00	Q
Roger Wildman	7	501.33	1	508.00	7	514.00	3	505.33	1022.00	Q
Enrique Diez	2	496.67	6	497.67	1	483.67	5	514.00	1011.67	Q
Eric Taylor	1	486.67	2	485.33	8	498.00	4	508.00	994.67	21
Jim Rhoades	4	485.67	7	482.67	5	497.00	6	493.67	982.67	22
Walter Brownell	8	482.33	3	480.67	3	474.00	2	487.00	969.33	23

### Event 325 Advanced Finals

Thursday

Total Score

Contestant	Circle 1		Circle 2		Total Score Sum of 2 flights	Place
	Flight Order	Score	Flight Order	Score		
Germanio Becerri	8	526.00	16	531.67	1057.67	1
Adrian Dominguez	12	514.33	10	517.67	1032.00	2
Richard Giacobone	1	512.00	17	515.67	1027.67	3
Enrique Diez	19	529.00	5	496.00	1025.00	4
Paul Lagan	13	525.33	7	498.00	1023.33	5
Louis Rankin	4	503.00	12	516.67	1019.67	6
Darrell Harvin	3	500.33	19	516.33	1016.66	7
Mike Schmitt	20	500.33	9	515.00	1015.33	8
Bud Wieder	17	529.67	4	484.33	1014.00	9
Dennis Vander Kuur	7	496.67	15	517.33	1014.00	10
Johnny Paris	10	494.00	13	515.00	1009.00	11
Mike Greb	18	502.67	8	494.00	996.67	12
Ryan Young	9	500.33	11	496.33	996.67	13
Scott Reynolds	2	485.67	14	504.00	989.67	14
Larry Lindburg	6	481.67	18	503.33	985.00	15
Dale Gleason	14	497.67	3	487.00	984.67	16
Crist Rigotti	11	483.00	1	480.67	963.67	17
Ronnie Thompson	16	487.00	6	469.00	956.00	18
R Lesley Byrd	15	464.00	2	467.00	931.00	19
Roger Wildman	5	433.67	20	317.67	751.34	20

### AMA National Championships, 2008

#### Walker Cup Flyoff

Contestant	Round 1		Round 2		Round 3		Total Score Summation of highest 2 rounds	Final Place
	Flight Order	Score	Flight Order	Score	Flight Order	Score		
Jr. Ryan Young	1	514.25	2	512	2	pass	1026.25	2
Sr. Pat Gibson	2	335.25	3	341	3	377.25	716.25	3
Open Orestes Hernandez	3	543	1	540.5	1	531	1083.5	1

# We Have the Technology

By Noel Drindak

## Nats 2008 Technology Report

This is the ninth annual technology report detailing the equipment used by the Open and Advanced fliers at the Nationals. As usual, we passed out questionnaires at the pilots' meeting, and almost everyone responded. A few notes on the data:

- 1) The Open and Advanced classes are combined and listed alphabetically. If you want to look at the Open fliers, the top 20, or some other grouping, the information is there. Sorting it is left as an exercise for the reader.
- 2) There was a space on my questionnaire for fliers to list any unusual or innovative features of their models. Some commented at considerable length, others left the space blank. I tried to reproduce

their comments with as little editing as possible. Mostly I fixed spelling (we all spell better with a computer).

As before, I'm not going to analyze the data for you. It's more fun to do it for yourself. I'll confine myself to a few comments:

Our friends from Brazil weren't at the Nats this year. Without them, the number of four-stroke engines dropped sharply—there were two four-strokes. Virtually everyone else used two-stroke glow engines with two exceptions. Walt Brownell and Mike Palko had electric planes. Mike was the pioneer of electric Stunt at the Nats, and he continues to improve his equipment and his flying—he finished seventh.

It was almost ten years ago when I first advocated the use of ball links (or spherical bearing rod ends) in control

systems. At the time, there was considerable opposition to their use (I was attacked as a heretic for advocating their use at a GSCB Stunt Forum). However, times have changed. Tom Morris led the way by producing special horns and pushrods for ball links. Today many fliers use them. I was curious to know the numbers, so I asked about ball links on my survey. *Two thirds of the fliers in the survey are using ball links.*

I also asked fliers whether they were using hard tanks or plastic tanks. I'm using plastic tanks because with engines (and tanks) getting bigger, and noses getting shorter, I don't have room for hard tanks any more. I'm not alone. *A third of the fliers in the survey are using plastic tanks.*

Have fun analyzing the data. I hope it helps you decide what to build next.

Good luck with your next plane. *SN*

### NATS 2007 Technology Survey (Open and Advanced)

NAME	DESIGN	DESIGNER (S)	WING AREA (sq in)	WT (oz)	ENGINE	PROP (Number of blades in parenthesis)	EX-HAUST	LINE LENGTH DIA & TYPE	FUEL	GLOW PLUG	SPECIAL FEATURES
Banjock, Dan	VISTA -39	Dan Banjock	750	65	Saito 72	13.2x5.2 Eather (3)	Muffler	66x.018 Braid	Powermaster 10%	OS F	
Barry, Derek	Dreadnaught	Randy Smith	694	61	PA61RE	12x4 Bolly (3)	Pipe	64x.014 Solid	SIG Champion 7.5%	Thunderbolt	
Becerril, Germanico	Yatsenko	Yurey Yatsenko	690	60	PA65	13x4.9 Bolly		63x.018 Braid	SIG 10%		Good-flying airplane in gusty in high winds.
Brickhaus, Allen	Rayette	Bob Gialdini	600	42	OS40FP (Byron Barker)	10.2x4 Bolly (3)	Muffler	58x.015 Braid	Mark Smith Excalibur 10%	Thunderbolt R/C Hot	
Brookins, Bob		Lew Woolard		43	Silver Foxx OS 46	11.5x5 APC	Muffler	62x.018 Braid	Powermaster 10%	Thunderbolt 4-stroke	Side mount engine in a full fuselage, scratch built w/balsa, light ply, silkspan, CA glue & epoxy. Brodak Dope.
Brownell, Walt	Gemini	Walt Brownell	660	65	Twin Electric	9.6x6.0 APC (2)	NA	61x.018 Braid	NA	NA	1 Thunder Power 14.8v battery - 4000 mAH capacity, 2 Castle Creations 35A ESC's set for Heli High governor mode, 1 JMP timer set for 1.285 PW. Traditional balsa/plywood/silkspan with Brodak Dope. Molded balsa fuselage skins.
Buck, Brett	Infinity	Brett Buck	560	62	RO-Jett 61	12.5x3.8 Eather (3)	Pipe	64x.018 Braid	Powermaster 15%	Thunderbolt 4-stroke	
Byrd, Les	Rebuilt Pathfinder	Les Byrd/ Gordon Delaney	620		OS46LA	11x5 BY&O (2)	Muffler	63x.018 Braid	Powermaster 5%		Crashed Pathfinder ARC, rejoined/reinforced wing w/carbon-fiber tow top & bottom on rebuilt spars. Copied Pathfinder moments and layout with 3D Razorback fuse. A little heavier, but flies well.
D'Otavio, John	Longhorn	John D'Otavio	720	75	RO-Jett 76	14x5 Rev-Up (2)	Pipe	64x.018 Braid	RO-Jett 10%	Thunderbolt	Same old stuff.
Delgado, Josias	Shark	Andrey Yatsenko	680	59	Discovery Retro 60	13.5 Discovery Universal (2)	Muffler	64x.018 Braid	FAI 0%	Thunderbolt	Kit built, flies well.
Dick, Wes	Velvet	Wes Dick	600	62	PA61RE	13x4 PA (2)	Pipe	66x.018 Braid	Powermaster 10%	Thunderbolt	Removable flap system.
Diez, Enrique	Shark	Andrey Yatsenko	680	61	Discovery Retro 60	13.5x5.9 Discovery Universal (2)	Muffler	64x.018 Braid	Omega 0%		Kit built.
Eakin, Wes	Katana	Randy Smith			PA61RE	12x3 Bolly (3)	Pipe	65x.018 Braid	SIG Champion 5%	Thunderbolt	
Giacobone, Rich	Stuka	Rich Giacobone	720	68	RO-Jett 76	13x4.5 Bolly (3)	Pipe	67x.018 Braid	Powermaster 10%	Thunderbolt	Carbon-fiber fuel tank, remote glow driver.
Gleason, Dale	Skylark	Ed Southwick	600	54	ST 51	12x5 Rev-Up (2)	Muffler	62x.018 Braid	Powermaster 10%	Thunderbolt RC Long	Rare-earth magnets for cowl hold-downs, Rev-Up 12x5 target-drone propeller (maple), Lightweight sponge pilot (female).
Goff, Allen	Petra 6	Allen Goff	680	67	PA75RE	13.8x4.5 Bolly (3)	Pipe	66x.018 Braid	SIG 5%	Thunderbolt	
Granderson, P.T.	Zealot	P.T. Granderson	690	61	OS40VF	11.5x4 Bolly (2)	Pipe	65x.015 Braid	SIG 10%	Thunderbolt	Dynamic airfoil - Granderson design.
Greb, Mike	Strega ARC	Windy Urtnowski	750	72	RO-Jett 76	14x5 Zinger (2)	Muffler	65x.018 Braid	66x.018 Braid	McCoy M-59	ARC.

NAME	DESIGN	DESIGNER (S)	WING AREA (sq in)	WT (oz)	ENGINE	PROP (Number of blades in parenthesis)	EX-HAUST	LINE LENGTH DIA & TYPE	FUEL	GLOW PLUG	SPECIAL FEATURES
Haber, Alberto	Classic	Yurey Yatsenko	690	65	PA61RE	13x4.5 Bolly (2)	Muffler	RO-Jett 40	SIG 5%	Thunderbolt	Good plane!
Harvin, Darrell	Stiletto	Les McDonald	660	62	RO-Jett 61	12x5 Zinger (2)	Muffler	61x.018 Braid	Powermaster 10%	Thunderbolt	See Stunt News about painting plane.
Hernandez, Orestes	Shark	Andrey Yatsenko	680	62	Discovery Retro 60	13.5x5.9 Discovery Universal (2)	Muffler	64x.018 Braid	Omega 0%	Thunderbolt Four Stroke	Kit-built, take apart model.
Hinton, Will	Crosswind	Will Hinton	665	62	PA65RE	13.2x4.2 Bolly (3)	Pipe	66x.015 Solid	Rich's Brew 10%	Thunderbolt	
Lagan, Paul	Classic	Yurey Yatsenko	650	54	Discovery Retro 60	13.8x6.2 Yatsenko (2)	Muffler	68x.018 Braid	SIG 3%	Nova Rossi #5	Take-apart model flown at 2004 and 2006 World Championships.
Lee, James	Sunflyer	James Lee	668	54	OS46FS	12x4 (2)	Muffler	66x.018 Braid	SIG 10%	SIG	1994 technology.
Lindberg, Larry	Vector 40 ARC Elite	Randy Smith	520	48	Double Star 50	11x6 Graupner (2)	Muffler	62x.018 Braid	SIG 10%	SIG	
Maltman, Larry	Legacy	Allen Brickhaus		64	PA65RE	13x4.2 PA (3)	Pipe	66x.018 Braid	Coopers Liquifire 10%	Merlin	
Martine, Gene	SV-11	Randy Smith			PA61RE	12.2x4.7 Bolly (3)	Pipe	64x.018 Braid	SIG 5 to 7.5%	Thunderbolt Big Bore	SIG paint, 4 coats of clear finish.
McDonald, Bob	P-47E Superbolt	Wewage/McDonald	730	64	PA75RE	13.5x4.4 (3) Own	Pipe	66x.018 Braid	SIG 7.5%	Merlin	Pin and knuckle hinge lines act like seals. Molded shell fuse top and bottom. Painted with automotive Deltron color with urethane clear topcoat.
McHenry, Mike	Avenger C/L	Mike McHenry	670	63	PA65RE	13.8x4 Eather (3)	Muffler	66x.018 Braid	SIG 5%	Thunderbolt	Tom Morris control system, Dan Winship gear, SIG paint and clear, all lettering inked by hand, Rigotti foam wing.
McMillan, Frank	Super Cauldron (SW)	Frank McMillan	740	64	PA75RE	13.5x4.5 Bolly (3)	Pipe	63x.018 Braid	Own Mix 10% Klotz/castor 3/1	Hobby Shack Big Bore	Ten-year-old plane refinished with Brodak Dope.
Moon, Steve	Saturn	Bob Hunt	650	62	OS52FS	11.8x5.5 Eather (3)	Muffler	65x.018 Braid	Powermaster 20%	OS F	Same as last year, carbon-fiber blade spars in stab (after tail flip).
Newmann, Matthew	Stuka 2007	Matthew Neumann	690	65	PA75RE	14x4.5 Bolly (3)	Pipe	66x.018 Braid	Rich Brew 5%	Thunderbolt	
Ogren, Don	Cardinal	Windy Urtnowski	576	50	OS40FP	11x4 APC Sport (2)	Muffler	59x.015 Braid	Powermaster 10%		Elevated bellcrank, Ultracote wing and stab, painted fuse and trim.
Palko, Mike	P-51 Mustang	Bob Hunt	675	69	NEV ORK 1907/2Y	12.8x6 Eather (2)	NA	66x.018 Braid	NA	NA	Motor -- NEV ORK 1907/2Y, Battery -- Thunder Power Pro-Lite 5S2P 4000 mAh, Schultze 18.46K F2B ESC, Z-tron V4 timer, Z-tron BEC, Lost-Foam wind, SIG and lacquer paint.
Paris, John	SV-11	Randy Smith	635	61	Stalker 51	12x6 Master Aircrowd wood (2)	Muffler	64x.018 Braid	SIG Champion 5%	Tower Hobbies	Titebond III polyurethane glue for wood to foam, Brodak Dope over carbon-fiber veil base.
Randy, Smith	Katana	Randy Smith	670	59	PA51RE	12x4.2 Bolly (3)	Pipe	64x.018 Braid	Homemade 7%	Thunderbolt	Many carbon-fiber parts and structures --pipe, prop, stab spar, BC spar.
Rankin, Louis	Geo Jr.	Wewage/Rankin/Armstrong	608	47	PA40 U/L	11.5x4.2 Bolly (2)	Muffler	62x.015 Braid	Lou's Brew 10%	SIG RC Long	
Reynolds, Scott	Cardinal	Windy Urtnowski	600	53	ST46	11x6 BY&O (2)	Muffler	64x.018 Braid	Brodak 5%	Thunderbolt	Reyco handle, graphics printed on silkspar and doped in place.
Rhodes, Jim	Classic Acrobat	Eugevny Yakovley	700	56	Discovery Retro 60	13.4x6.3 Discovery Universal (2)	Muffler	67x.018 Braid	Excalibur 0%		Model built by Yakovley. All balsa construction, full take-apart. Paint over plastic film.
Rich, Bill	SV-11	Randy Smith	690	62	PA65RE	13x4.2 Bolly (3)	Pipe	65x.018 Braid	SIG Champ 50/50 7.5 %		Built exactly to plan.
Rigotti, Christ	Harbinger	Christ Rigotti	615	55	ST 51	13x4.5 Bolly (2)	Muffler	62x.018 Braid	SIG 25%	Thunderbolt RC Long	Monocote wings, flaps, stab, and elevators. 0.2 oz. CF on fuse, fin, and rudder. SIG dope.
Robertson, Larry	Caravel	Larry Robertson	655	65	PA65RE	13x4.5 Bolly (3)	Muffler	65x.018 Braid	SIG 5%	Glow Devil	Older, proven technology with own innovations such as: side-hatch tank removal/access, own design LG blocks for removable LG, own slider leadout guide.
Rowan, Patrick	Destroyer	Patrick Rowan	615	44	OSLA46	12x4 Bolly (2)	Muffler	63x.018 Braid	S&W 10%		Silkspar covering, Brodak dope, Dupont Nason two-part auto clear topcoat, Randy Smith muffler.
Bill								Braid	10%		
Schmitt, Michael	Encore	Allen Brickhaus	560	52	OSLA 46	12x4 Bolly (2)	Muffler	62x.018 Braid	Wildcat Fox Mix 10%	Thunderbolt	Formed/molded balsa LE with no Leading edge spar.
Stevens, Kenny	SV-22	Randy Smith	695	62	PA61RE	13x3.6 Bolly (3)	Pipe	65x.018 Braid	65x.018 Braid	Enya 3	Se-through finish, Winglet on fuse top, called a side force generator, adds overhead stability.
Storick, Robert	Continental XL	Robert Storick	700	69	PA75RE	13.5x3.5 Bolly (3)	Pipe	65x.018 Braid	SIG 10%	Thunderbolt	Modern numbers in a classic design.
Thompson, Neal	Gieseke Nobler	Bob Gieseke			Brodak 40	12x5	Muffler	60x.015 Braid	Omega 5%		Backup plane -- contest plane crashed. Well worn (on third paint job), no special features.
Trible, Dave	P-40	Dave Tribble	640	61	RO-Jett 40	11x4 APC (2)	Pipe	64x.015 Braid	Byron 10%	Glow Devil	
Trostle, Keith	Focke Wulf Ta 152	Keith Trostle	610	55	PA40 Lite	10.8x4.6 McDonald (2)	Muffler	62x.015 Braid	Powermaster 15%	Thunderbolt	This is the design published in MAN Dec 68. Fifth at 68 Nats, Walker Cup at 70 Nats. Now available from RSM. Uses modern features -- Adjustable tip weight, adjustable elevator trim, adjustable flap/elevator ratio, ball links, 4" bellcrank, long horns. Classic legal.
Tysor, Kent	Strega	63x.018 Braid	740	66	RO-Jett 76	14x4.4 Eather (2)	Pipe	64x.018 Braid	Powermaster 10%	Thunderbolt	
Urtnowski, Windy	Spitfire-Squadron 41	Downey/Adamusko/Urtnowski	750	67	RO-Jett 90	16x4.5 Rev-Up (2)	Muffler	65x.021 Braid	Powermaster 10%	RO-Jett Hot	Carbon-fiber tank, cowl, and small parts. Brodak Dope, custom wheels, removable cockpit details, shaded ink work detailing.
Vander Kuur, Dennis	Legacy	Allen Brickhaus		59	PA65RE	13x4.5 Bolly (3)	Pipe	65x.018 Braid	SIG Champion 10%	Thunderbolt	
Weider, Bud	Ryan's Eagle	Bud Weider	651	54	PA40RE	11.8x4.8 Bolly (3)	Pipe	65x.015 Braid	SIG Champion 5%	Thunderbolt	Lost-Foam wing, balsa-covered foam flaps, and elevators, Molded balsa top and bottom.
Wildman, Roger	Davis Special	John Davis	670	64			Muffler	66x.018 Braid	SIG 5%	Thunderbolt	Molded top and bottom, canopy removable for control adjustment, built-up stab, flaps and elevators solid balsa.
Williams, Frank	Slot Machine	Frank Williams	700	72	PA75RE	13x4Eather (2)	Pipe	65x.018 Braid	65x.018 Braid	Glow Devil 300	Slots and slats
Wright, John	SIG Magnum	Mike Pratt		63	Merco 64	12.5x5.5 Mejelick (3)	Muffler	64x.018 Braid	Homebrew 9%	Glow Bee	Merco .61 bored to .64, intake opened up, Enya spray bar in a brass tube venturi.
Young, Ryan	Buccaneer 746	Allen Brickhaus	646		PA65RE	13.5x4 Phelps (2)	Pipe	62x.014 Solid	Powermaster 7.5%	Thunderbolt	

# Nats 2008: CLPA Beginner Event By Allen Brickhaus

The AMA unofficial CLPA Beginner Event came to fruition on Sunday, July 13, 2008. This marks the 25<sup>th</sup> year of Beginner at the Nats. The only year Beginner was not flown was at the 1992 Nats in Massachusetts. This year's Open Beginner winner is Terry Bolin from Neosho, Missouri. The Junior/Senior winner is Grace Paris of Clio, Michigan.

The Peoria Wyreflyers started this event 25 years ago to give young fliers (in age and experience) the opportunity to attend the Nats and fly an unofficial event. Bill Zimmer and the Wyreflyers intended this to be a stepping stone, and indeed some of the names on the plaque(s) have flown in the Advanced and Open CL Stunt events at the Nats in later years.

The Peoria members still support the

Open Beginner:					
	Name	Residence	Model	Engine	Scores
1	Terry Bolin	Neosho MO	Legacy	ST 51	230/258
2	Mike Skulalek	Grand Rapids MI	P-40	ST 46	209/184
3	Harry Crespo	Donora PA	Bell X1	O.S. 40	196/166
4	Jerry Norin	Metropolis IL	Cardinal	O.S. 40	096/115
Junior/Senior Beginner					
1	Grace Paris	Clio MI	Buccaneer740	TT 40	244/241
2	Michael Paris	Clio MI	SkyRay	O.S. 25	128/110
3	Joshua Kedziora	Abilene TX	Twister	Fox 29	122/118
4	Reed Young	Houston TX	Banshee	O.S. 40	044/065
5	Zackery Stein	Abilene TX	Banshee	Fox 29	040/065
6	Bo Walker	Abilene TX	Banshee	Fox 29	048/000

Beginners event, but the New Albany Skyliners and the Paducah Aero

Modelers have given assistance for many years.

The Peoria Wyreflyers started this event 25 years ago to give young fliers (in age and experience) the opportunity to attend the Nats and fly an unofficial event.



Left: Shown are the vast groupings of prizes for the Beginner event. This is only made possible due to the generosity of so many modeling friends. Please donate if you have any modeling stuff to pass along.

Right: The twin perpetual "Eagles' Nest" trophies only get to see each other once a year.



This year Byron Barker took on the Pit Boss duties with Jo Ann Lynch and Jane Barker assisting with tabulation. Don Ogren "Ran" score sheets from the circle while Louis Rankin worked the Pull Test effort. Jim Renkar and Steve Smith acted in the stead of critique personnel by going to each flier after each flight and gave him or her suggestions as to how to better their next flight. Mark Overmier, Eric Taylor, Wes Eakin and Bill Marvel judged the event.

The "Eagles' Nest" twin perpetual trophies were sponsored by the Bob



Left: The Junior/Senior Beginner winners, shown left to right, top row first: Zackery Stein, Joshua Kedziora, Bo Walker, Reed Young and Michael Paris. Kneeling is our top winner Grace Paris.



Jim Renkar and Steve Smith assisted as critique personnel for the Beginners.



Jo Ann Lynch and Jane Barker worked as tabulators.



Don Ogren on the left, worked as our "runner" during Beginners. The shot shows Kenny Stevens helping Don for an earlier flight.

Howard family (Designer of the Pegasus) and built by Harry West of Paducah, Kentucky. Harry has since passed, but his skills live on in the nice woodwork of the trophies. Many modelers have donated prizes to the Beginner event and those were chosen by each winner one at a time. If you have any kit, new or used engine, lines, handles, plans, controls or similar that you would like to donate to the Beginner event for 2009, please contact Allen Brickhaus. *SN*



Above: Shown (left to right) are the Open Beginner winners: Harry Crespo, Mike Skulalek, Terry Bolin and Jerry Norin.

Left: Louis Rankin "Pull Tested" fliers for the Beginner Event.

## Nats Results: Old Time and Classic Report

Despite high gas prices and a shaky economy, OTS entries at this year's Nats were up. There were 23 entrants this year versus 13 in 2007 and 19 in 2006. Classic had a few less, with an identical 23 versus 27 last year and 26 in '06.

Dual winner Keith Trostle showed some real perseverance in OTS, coming back from a Zero in Round One (two attempts; one for dropped parts) to take the win by one point over New Zealand's Paul Lagan.

Once again the events ran like clockwork, thanks to an outstanding team of volunteers. The grass circles were much improved. (Thank you, AMA grounds crew!) Thanks also go to Nats CL Category Director Brenda Schuette, whose instant and excellent liaison was much appreciated. The weather was almost perfect. It was a bit breezy at mid-day but settled down soon after. In fact the entire week's weather made us wonder if we were really at Muncie! When the mud, er, dust settled (inside joke for those who were there), this is how it looked.

Thanks to all who participated!

*"Uncle Mikey"*  
—OTS/Classic E.D. *SN*

### OLD TIME STUNT:

**Sponsors:** Randy Smith (1-5), Mike Keville (6-7); **Judges:** Gene Mills, Steve Smith; **Pit Boss:** Bill Marvel; **Pull Test:** Larry Lindburg; **Runner:** Rickii Pyatt; **Tabulators:** Elaine Brookins, Karyn Urtnowski

Name	Rd. 1	Rd. 2	Model	Engine
Keith Trostle	0	289.5	Big Job	Double Star 60
Paul Lagan (NZ)	288.5	271.0	Jamison Special	Aero Tiger 36
Dale Barry	287.0	101.5	Barnstormer	Fox 35
Burt Brokaw	285.0	249.5	Jamison Special	Brodak 40
Charles Reeves	278.5	280.0	Big Job	Fox 59
John Wright	274.0	256.5	Flying Clown	O.S. Max-S 15
Allen Brickhaus	266.5	258.5	Barnstormer	Fox 35
Jim Lee	266.5	235.5	Humongous	Madewell 49
Patrick Rowan	266.0	246.5	Viking	O.S. 40LA
Dale Gleason	221.5	262.0	Madman Senior	K&B Torp 32 (Ign.)
John Paris	260.5	259.0	Viking	Fox 36 Mk. V
Mike Schmitt	254.0	222.0	Jamison Special	O.S. 40FP
Crist Rigotti	253.0	Pass	Barnstormer	Scorpion 3014 (Elec.)
Mike Greb	244.0	231.5	Ringmaster	Thunder Tiger 25
Scott Condon	238.5	239.0	Stuntwagon 58	Como 51
Wes Eakin	239.0	222.0	Super Clown	O.S. 25FP
Bob Gieseke	232.0	Pass	Humongous	PA 51
Gene Martine	220.5	231.0	All American Senior	Fox 29
Bob Brookins	227.5	Pass	Ringmaster	Brodak 25
Steve Moore	176.5	Pass	Vampire	Enya 19RC
John Skukalek	DNF	DNF	Smoothie	O.S. 40
Mike Skukalek	DNF	DNF	Super Clown	Fox 35
Joe Peters	DNF	DNF	Super Zilch	O.S. 40LA

**Spirit of '52:** Dale Gleason—Madman Sr.  
**Best Appearing:** Patrick Rowan—Viking

**CLASSIC STUNT:**

Sponsors: Randy Smith (1-5), Howard Rush (6-7); Judges: Brett Buck, Bob Parker; Pit Bosses: Linda Gleason, Shelly Gordon; Pull Test: Louis Rankin; Runners: John Leidle, Jim Aron; Tabulators: Elaine Brookins, Karyn Urtnowski

Name	Rd. 1	Rd. 2	Model	Engine
Keith Trostle	<b>525.5</b>	358.0	Focke-Wulf Ta 152	PA 40 Lite
Jim Lynch	507.5	<b>524.0</b>	Super Ares	PA 40
Mike McHenry	<b>514.0</b>	503.5	A7A Corsair II	Aero Tiger 36
Gene Martine	<b>512.0</b>	492.0	Mackey Lark	Aero Tiger 36
Allen Goff	495.0	<b>511.5</b>	Mackey Lark	Aero Tiger 36
Roger Wildman	<b>509.0</b>	Pass	Caprice	Aero Tiger 36
Paul Lagan (NZ)	486.0	<b>498.0</b>	Jamison Special	Aero Tiger 36
Allen Brickhaus	<b>497.5</b>	492.5	Rayette	O.S. 40FP (Barker)
John Paris	<b>495.5</b>	488.5	Profile Oriental	Tower 40 (Woolard)
Eric Taylor	<b>494.0</b>	Pass	Super Master	PA 40 Lite
Dale Gleason	491.0	<b>493.0</b>	Skylark	ST 51
Scott Condon	<b>481.0</b>	477.5	Ares	Magnum 36
Carl Lovins	462.0	<b>480.0</b>	Tucker Special	Brodak 40
Mike Schmitt	<b>468.5</b>	451.5	Jamison Special	O.S. 40FP
Les Byrd	449.5	<b>461.5</b>	Gieseke Nobler	O.S. 40FP
Wes Eakin	436.0	<b>454.5</b>	Veco Chief	O.S. 40FP
Steve Moore	404.5	<b>428.0</b>	ARF Smoothie	Thunder Tiger 42
John Lindberg	<b>426.0</b>	Pass	Excalibur	O.S. 46LA
John (Doc) Holliday	399.5	<b>423.0</b>	Sheeks Spitfire	Fox 35
John Leidle	300.0	<b>402.5</b>	Skylark II	Magnum 53
Bob Brookins	<b>393.5</b>	Pass	Ringmaster	Brodak 25
Vince Bodde	328.0	<b>376.5</b>	Oriental	Brodak 40
Mike Greb	99.5	<b>288.5</b>	Ringmaster	Thunder Tiger 25

**Spirit of '64:** Eric Taylor—Super Master

**Best Appearing:** Jim Lynch—Super Ares



Paul Lagan, from New Zealand, flew this colorful Jamison Special in OTS. Martine photo.



This very clean OTS Yates Madman belongs to Dale Gleason. Martine photo.



Allen Brickhaus flew this Lou Andrews designed-Barnstormer in OTS. Martine photo.



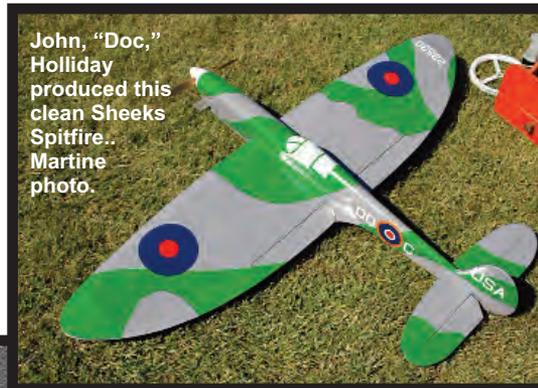
This Classic Gieseke Nobler is the work of Leslie Byrd from Eaton, Ohio. Martine photo.



Josh Condon flew in OTS with his deBolt Stunt Wagon. Martine photo.



Jim Lynch's Super Ares performs a wingover. Martine photo.



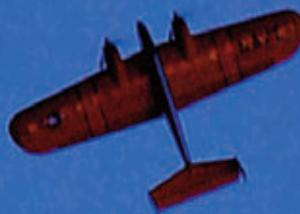
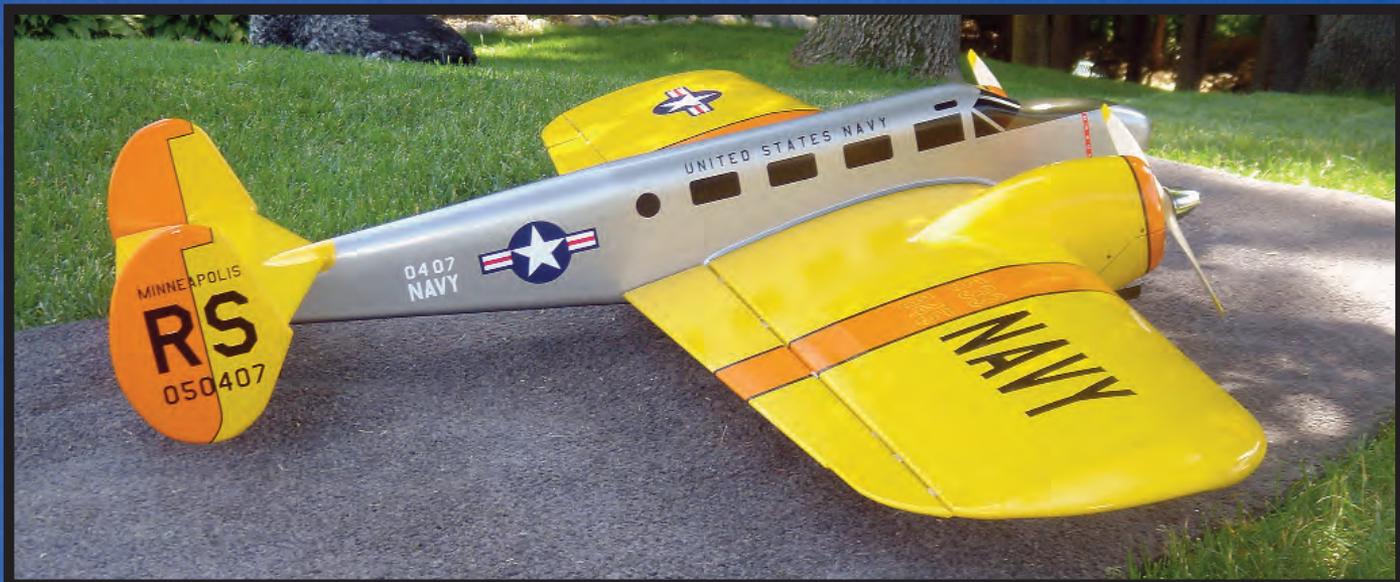
John, "Doc," Holliday produced this clean Sheeks Spitfire.. Martine photo.



Keith Trostle took OTS with his Big Job. Rowan photo.



Bob Gieseke contemplates his next flight. Martine photo.



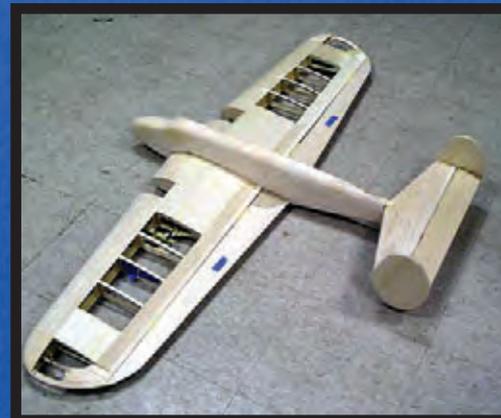
## Keith Sandberg's C-45 (Beech 18)

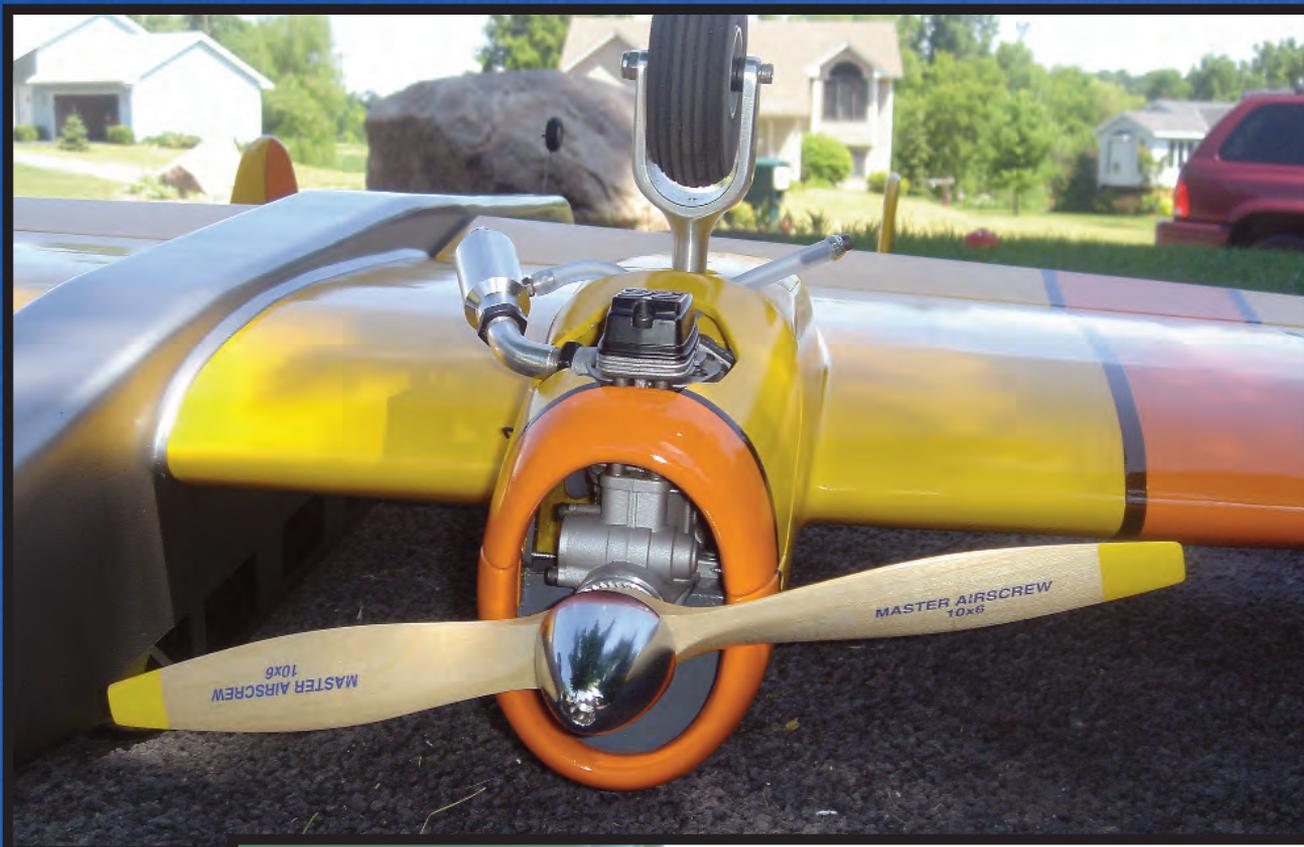
There's nothing like an empty workbench and an assortment of bits and pieces to inspire a Stunt flier to something new and different, especially when a pair of O.S. .30 4-cycles are at the top of the pile. So it's last October, the start of the building season here in Minnesota and time for some genuine madness.

Few airplanes offer the variety of interesting color schemes available on the C-45. With the weight of two 4-strokes up front the CG shouldn't be too bad of a problem. Since the goal is to create a *serious* Stunter here, it needs to be scale-like but not actually scale, so why not build it as a kind of a thickened profile rather than with a full round fuselage and nacelles?

What you see is the result of nine months' building, lots of frustrations, and lots of suggestions. The biggest obstacle was the controls, since the leadouts would go right through the inboard nacelle and tank. Thanks to Dad (Jim Sandberg) it was decided to mount the bellcrank on the inboard side of the nacelle with a link and pushrod in the rear arm of the bellcrank running to another link and to the pushrods. It works fine and has been pull tested past 55 pounds.

Another great help was fellow flier and Master Machinist Tony Kubers, who made the beautiful one-piece aluminum main landing gear legs/yokes. These are absolute masterpieces. At this time (late July) it has a dozen or so flights. The third flight was a cautious full pattern.





Above; The two O.S. .30 4-stroke engines fit very snugly into the balsa nacelles. Each engine spins a Master Airscrew wooden 10 x 6 propeller. Note the beautiful and robust, one-piece aluminum landing gear yoke. Master Machinist, Tony Kubes made two of these for Keith.



Above: The distinctive twin rudders of the C45 (above) are adorned with tail numbers that match Keith's daughter, Rachel's birth date!



Left: Note the clean and neat execution of the elevator control horn (left). See the text for an explanation of the unique bellcrank and pushrod system.



Above; The massive wing is obvious in this overall bottom view of the C-45.



Right: Keith test runs the two O.S. .30 4-stroke engines. Note that he has secured the model with a robust restraint cord and is using an electric starter. Safety first!

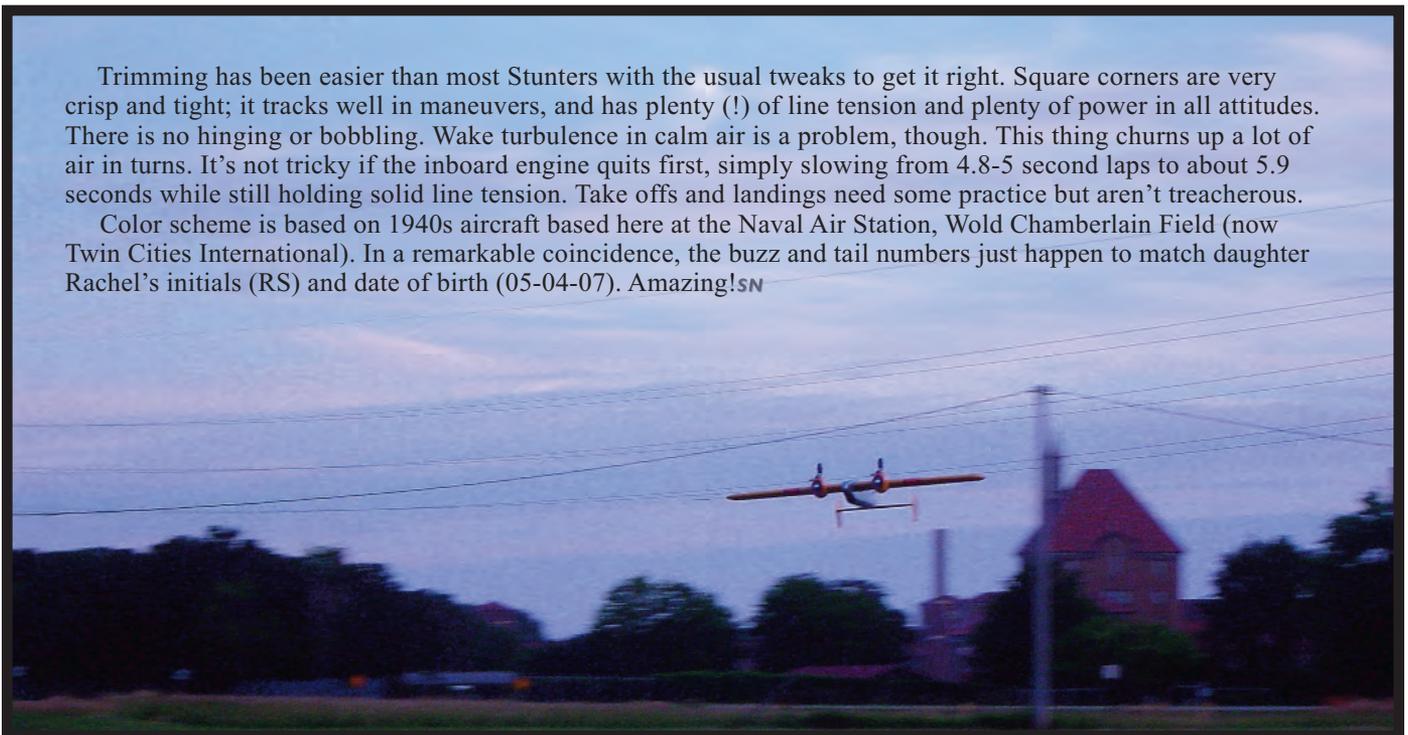
### C-45 Specifications:

- Wingspan: 62 inches
- Length: 37 inches
- Wing area: 720 square inches
- Weight: 74 ounces
- Power: 2 O.S. .30 4 strokes



Trimming has been easier than most Stunters with the usual tweaks to get it right. Square corners are very crisp and tight; it tracks well in maneuvers, and has plenty (!) of line tension and plenty of power in all attitudes. There is no hinging or bobbling. Wake turbulence in calm air is a problem, though. This thing churns up a lot of air in turns. It's not tricky if the inboard engine quits first, simply slowing from 4.8-5 second laps to about 5.9 seconds while still holding solid line tension. Take offs and landings need some practice but aren't treacherous.

Color scheme is based on 1940s aircraft based here at the Naval Air Station, Wold Chamberlain Field (now Twin Cities International). In a remarkable coincidence, the buzz and tail numbers just happen to match daughter Rachel's initials (RS) and date of birth (05-04-07). Amazing!<sup>SN</sup>



# BEST JACK SHEEKS CLASSIC STUNTER



It's time to start building. John Miller and I are again coordinating plans to present the perpetual award for the Best Jack Sheeks Classic Stunter starting at the Vintage Stunt Championships, VSC-XXI, starting March 17<sup>th</sup>, 2009. We are hoping that Jack will be available to be the judge.

In addition there will be an award for the highest placing Jack Sheeks airplane!

Jack Sheeks is perhaps the most prolific designer of Stunt, Scale and RC airplanes of our lifetime. In addition he is one of the nicest people on the face of the earth.

During the Classic Era (1953 to the end of 1969), Jack published, designed, approx. 20 CL Stunt airplanes. From that time to the present, Jack has published 27 more airplanes in *Flying Models* alone!

Following is a list of Sheeks airplanes that are eligible for Classic Stunt. This list will be updated if more information becomes available. I want to thank Jack Sheeks, and Frank Fanelli of *Flying Models*, for their help in compiling this information. Special thanks also to Robin Sizemore, and the Cholla Choppers.

We hope that we will see many Sheeks airplanes at VSC-XXI. 

Tom Niebuhr  
Blue Sky Models  
7173 FM 1377  
Blue Ridge TX 75424  
(972) 736-3780

## Jack Sheeks' Classic Stunters:

(Ref. *Flying Models*, PAMPA Classic Plans Directory, Wilkes Classic CD)

\* Designates those in the current *Flying Models* Plans Directory

M/Yr	Magazine	Airplane	Plan #	Notes
8/63	FM	Stuka		Semi-scale, I-Beam
2/64	FM	La Donna		I-Beam, Booms
6/64	FM	Beech Staggerwing		I-Beam, Bipe
8/64	FM	F5F Skyrocket		I-Beam, Twin Engine
6/65	FM*	Sheik	CF024	I-Beam, Gull Wing
10/65	FM	Stuntliner		I-Beam, Swept Wing
4/66	FM*	Sea Vixen	CF033	I-Beam, Swept wing, booms
8/66	FM*	Demon	CF049	I-Beam, Swept wing
1/67	FM*	Swinger	CF067	I-Beam, Swept wing
7/67	FM*	Ryan SC	CF087	I-Beam
1/68	FM*	Focke-Wulf 190	CF106	I-Beam
5/68	FM*	Freedom 45	CF121	"C" tube, Swept Wing
9/68	FM*	Spitfire	CF134	I-Beam, Elliptical
1/69	FM*	Torino S	CF149	I-Beam, Swept wing, booms
2/69	FM*	Scottsman	CF153	"D" tube, Swept Wing
6/69	FM*	Knight	CF164	I-Beam, T-tail

4/70 FM\* ME-109 CF185 Designed before 1970

7/70 FM\* Stuka JU-87 CF212 Designed before 1970 Update of earlier Stuka.

Note: also eligible is the ME262 built and published by Jim Vornholt, *Flying Models* March 1967.

FM plan #CF210. Jack Sheeks aided with the design of this airplane.



# Peter Bergstrom Interview

By Bob Hunt

It's certainly no secret that a few of the "majors" in the model airplane hobby/sport market have supported CL, and CL Stunt in particular, over the years. Most of us have been in this long enough to remember Carl Goldberg Models, Consolidated, Midwest Models, Sig Manufacturing, Sterling and Top Flite. A large part of the product line of each of these concerns was CL oriented. Of course this was, for the most part, during the heyday of CL in the 1960s and 1970s. A few of these companies have continued to serve our interests through the years while the CL community was in a bit of a decline and RC was on the rise. And, we need to thank them all for their continuing support.

More recently a few new significant companies have emerged specifically to satisfy the needs of the now smaller, but well focused, CL market. The names Aero Products, Brodak Manufacturing and RSM Distribution certainly come to mind here. They have each done a wonderful job of keeping us in the many and varied products we require.

And, there are many cottage industry suppliers that turn out specific needed items from control system hardware to finishing materials. They are too numerous to mention here, but they are invaluable in keeping our hobby/sport going.

In recent years a new type of company has emerged. Among these are the new majors. In some cases these "super" companies are in part made up of older major hobby companies that were absorbed. They carry virtually everything needed to build, finish and fly almost any type of model airplane. Until recently that list of items did not include much for the CL enthusiast. That is changing! More and more we are seeing lines of CL ARF models, hardware items and even a few kits being offered in the huge mail order catalogs of these hobby super stores. They are starting once again to see the value in the CL hobby/sport and are willing to put their development and marketing dollars where their vision is.

If you haven't noticed, one of these large hobby companies has started advertising in *SN* in a big—and

colorful—way. Horizon Hobby, Inc. has been advertising their new line of CL ready Saito 4-stroke engines and their Evolution 36CL 2-stroke engine. I can tell you now that this support is not only going to continue, but it is about to grow in a big way. I don't want to steal any of our guest's thunder here, so you'll have to read on to find out what's on the way.

I have asked Pete Bergstrom, who is a Category Manager at Horizon, to answer a few questions for the readers of *SN*. Many of you already know of Pete, as he was an active and popular competitor in CLPA throughout the 1980s. I think we have a shot at getting him back too!

Pete paints a pretty rosy picture for the future of CL, but those roses need some nurturing from all of us. Pete gives it to us straight in this interview, and I hope we are all listening; his insights are born not only from his own wisdom, but also from that of a pretty impressive marketing group within Horizon. If they are interested in us, then we are probably on the verge of some significant growth. We will need to do our part to make this happen.



**PB:** Everybody we hope! The bedrock of all of model aviation is the sport flier. Our Evolution 36 release was geared to providing great and reliable performance for everyday flying that is reasonably priced and accessible. And I think once the current experts in Control Line take a look at what we are doing they'll find a quality reliable product that provides surprising performance, belying its lower prices.

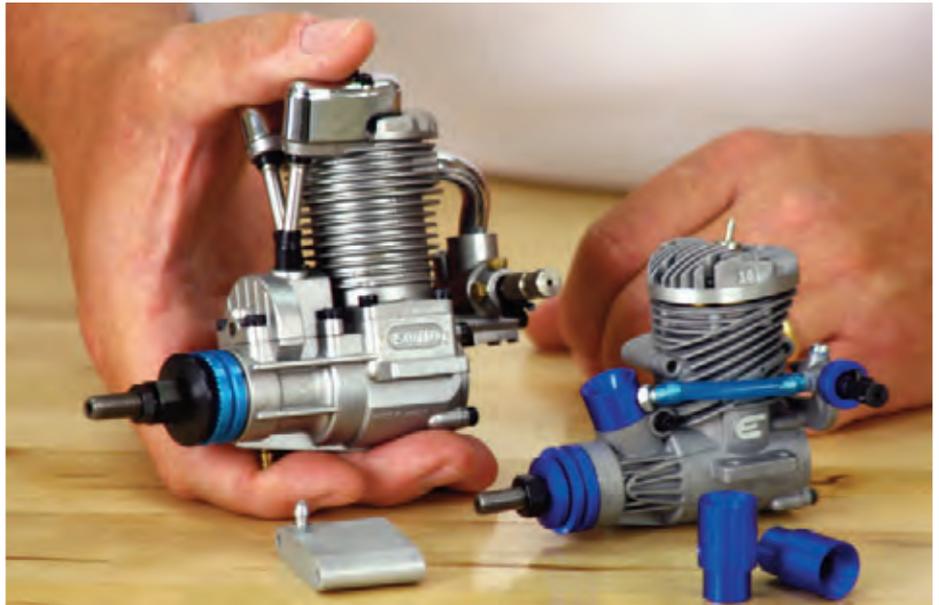
with his airplane again. The basics of the sport haven't changed a lot since I was actively involved 20 years ago ... which is a good thing, and a bad thing at the same time. Stagnation in the items available and processes used generally equates to an eventual decrease in participation and activity. Thankfully there are new choices and advances in power systems, but unfortunately some of the old suppliers have fallen by the wayside. In all of our latest engine releases we have intended to put a ready to use product in each box (i.e. multiple muffler options with the .36, multiple venturi size choices with the .36CL and

**SN:** What has spurred Horizon's recent interest in CL?

**PB:** We took a look around our own product development department and realized that 90% of us were in our mid 40s and had all grown up around Control Line in some way or another. As most modelers will, conversations occasionally turn to nostalgic "I remember when ..." thoughts of the good times of yore. Oft remembered were tales from our teenage years usually involving friends at a local school yard with a Control Line airplane or two. With my strong background in Control Line Precision Aerobatics (yes—I still call it Stunt), the seed was planted to provide a nostalgia type product for the active Control Line guys as well as soon to be "retreads."

As a previous hobby shop owner and general manager myself, I know how hard it can be to find a store that stocks anything for Control Line. The CL marketplace has had to find its own way of supplying themselves and satisfying their needs and wants outside of the typical hobby shop channels. One of the first products that we introduced was to convert some of our more often used Saitos for CL use to make it easier to take our product from the box to the airplane. We thought that if we could make this process a little bit easier and make Control Line more visible inside the shops that carry Saito that we might be able to influence the market a bit. We've since followed that up with our successful EVO 36CL project.

**SN:** Who is the audience for Horizon's CL products?



By the time you read this we will have announced our new Hangar 9 Control Line PT-19 Profile ARF to our dealers and customers. At a 54 inch wingspan, this was designed around our EVO .36CL engine, and in one of the two versions we include the engine in the box with the airplane. We also threw in a set of lines and a handle to make it easier for the "retreads" who probably haven't picked up a handle in 20 years (and might not be able to find their old handle); just bring your typical RC fuel and glow starter for an afternoon of fun. We hope to encourage current RC fliers to remember their youth, grab one of these and their kids, and head to the local schoolyard.

**SN:** What have you learned about CL through your recent R&D projects?

**PB:** I discovered that a 40+ year old can still have a glint in his eye and smile on his face as he enjoys being reconnected

all the Saito's)... no longer is there the need to call two or more people to gain all the parts to make the engine work. Simple, effective, and convenient power systems. There are many different paths to travel as we work to develop new and exciting products for this marketplace ... not the least of which is the future of electric powered CL flight. Future experimentation in control-line will most certainly revolve around electric power systems ... this new, simple power source will also be an important part of our R & D process.

**SN:** What is it about CL that gives it its longevity? Why is it still popular today despite the advancement in technology that has made RC so accessible?

**PB:** I think the very thing that makes it hard to participate in, the lack of accessibility, is also the very thing that gives it longevity. Simply by the fact that Control Line operates generally out of

view of the typical hobby shop network, it takes personal connections and interaction to learn of it, about it, and to participate in it. RC, being as accessible as it is, lends itself more readily to being able to buy, build (?) and fly all alone, with no interaction needed in many cases. What gets people hooked is the physical connection to the model ... never being more than about 60 feet from your airplane ... that adds the last of your 4 senses into the experience. (Sight, hearing, smell ... and now touch!)

**SN:** What do you see as the future of CL?

**PB:** I imagine the days where a couple of twelve year olds can head to the local schoolyard or park to fly their electric CL airplane without Mom and Dad worrying that they will fly the thing through their neighbors windows like the could an RC plane ... it is pretty much constrained to a fixed circle after all.

We now have an entire generation of RC sportsman/modelers who have never in their life ran a glow powered engine, and the thought of doing so strikes either fear or disdain in their hearts. This is a great opportunity for them to learn as we did, but with easier to start, and easier to fly airplanes than we had growing up.

**SN:** How can individuals help to grow the CL hobby?

**PB:** I would like to see the men in our society taking the responsibility to mentor other men and boys around them (nothing against women here, it is just that I personally know only 5 women modelers and I've been doing this for 37 years!), and use model aviation as a vehicle for doing that. Control line, because of the small space it takes and the generally low entry costs, can be an integral part of that relationship and bonding. If your primary interest is control line, you are

limited only by your imagination and your desire to work with others and share the fun of the sport.

Support your local dealer! I'll be real honest here ... the longevity of any product in business is based on the financial success of that product. And the hobby industry is no different than the car industry in that regard.

Here at Horizon Hobby Inc., our main customer is our hobby shop base. We always have, and always will maintain that there would be no hobby at all without the local hobby shop. While we do sell direct to our consumers, we are in way trying to compete with the larger mail order houses in the world. Our purpose is simply to service the end consumer in the way you want to be best served. If we (control line modelers) want more visibility in the hobby world, we need to have more visibility in the hobby shops. If we want more visibility in the hobby shops, we need to support your local shop. We have to make it worthwhile for the dealer to invest his space and money, and to share his expertise. Without his store providing us added visibility, we will forever rely on word of mouth growth (or decline) for our sport.

**SN:** What is it about CL that you personally enjoy?

**PB:** I got into CL when I was 11 years old after finding a copy of *Model Airplane News* at the school library when I was in 6<sup>th</sup> grade. I was so taken by George Aldrich's article about his Nobler that I pilfered the magazine from the school and went home to draw my own plans from the drawing in the magazine. There was just something about the idea of doing the "Pattern" that grabbed my imagination, and to this day that fascination is still there. Although life has interfered, and I have taken opportunities to explore other worthwhile aspects of model aviation, I use the design, building, trimming and flying skills I honed in CL Aerobatics everyday in my job and hobby. I still love the throb of the engine through the lines, the pull of the airplane, the life of the beast at the end of the lines. While not as active as I would like to be, I still very much treasure the time I can steal away and put in a couple of patterns ... always trying to do better than I did the last time, with only myself as the judge.

If I may, I'd like to take a few moments here and thank a few very special people who have helped me in my Control Line endeavors: I owe Paul Walker, Don McClave, Bob Parker and Randy Schultz more than they will ever know for their teaching, time and camaraderie on the practice circles as I worked my way up the PAMPA ranks in the 80s. (I don't remember a single contest flight, but I remember many a practice critique from this crowd ... ) Every step of the way in my modeling hobby and career path is filled with memories of the people. It's just about the people ... *SN*

*Pete Bergstrom  
Category Manager - Air Team  
Horizon Hobby Inc.  
(217) 403-3202  
pbergstrom@horizonhobby.com*



# Putty FILLETS

While re-building my Cardinal this past winter (due to a “pilot error” in May, 2007) I wanted to do part of this project with paint or dope, instead of the UltraCote that has been my practice for several RC years. So I called my mentor and confidant, Allen Brickhaus for assistance.

Allen has always come through with good suggestions, answers to questions, and recommendations for what has worked for him in the past. This time was no different.

First, he suggested Rust-Oleum. I had used Rust-Oleum spray on home projects, but had never tested it for fuel resistance. My bench tests showed it would resist at least 15% nitro fuels, once it was allowed to cure for 12 to 24 hours. So far, so good.

For fillet material, Allen recommended micro-balloons and epoxy as he had used on his “Begin the Beguine.” He also suggested a 3M auto body putty. So, off to the car shops I went. One of the best and most popular body shops in Spring Hill was very helpful, and I had a very nice chat with the manager about how I would be using automotive body putty on a model airplane. He was more than fascinated. His shop had not used a 3M body putty product for a few years, but he recommended another glazing putty product called “Split Second.”

He called his source to check on the availability for me, and while we were waiting for the call to be returned, he took me to meet his body shop manager. This experienced body man showed me a can (like an over-sized Simonize can) which had a small amount of the putty left in it. After having had the conversation with the owner/manager earlier, he knew that I didn’t need an awful lot, and not even an entire new can. He surprised me, and gave me the remains of the can! For this, I was grateful, and thanked him.

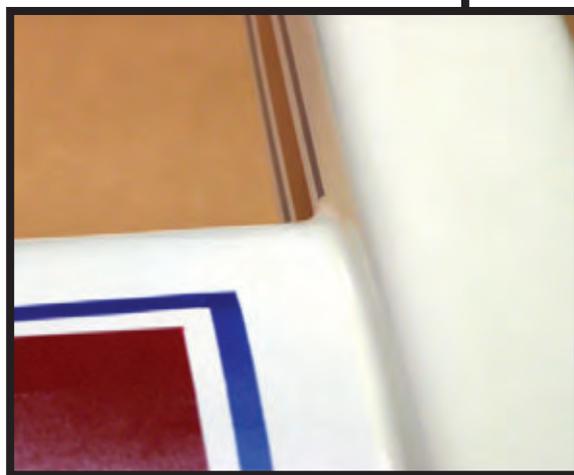
I have used micro-balloons with epoxies in the past, and I believe this material is a much better choice, with the ease of mixing being a big plus. (My use of micro-balloons has usually been a guess as to how much micro-balloons needed to be mixed with the epoxy, and I usually didn’t get a mix that I liked. Also, the epoxy-balloon mix never sanded easily for me.) The only difficulty I had with the “Split Second” was with

the ratio of the mix, which is 37:1, according to the can’s instructions. But this problem quickly resolved itself. Measuring this ratio accurately was a pure guess to start with, so I mixed a sample batch, and it hardened before I could spread it. The next sample was better, as I used a smaller amount of the catalyst paste. The third sample was OK, after which I mixed small batches for each of the eight needed fillets, doing only one fillet at a time; four each for the wing and tail.

I placed masking tape about  $\frac{3}{16}$  of an inch from the fuselage on each wing and stabilizer surface to contain the fillet edge, and then used a small round-tipped spatula and finger, to finish the job. The material fully hardened in 24 hours, and sanding with #220 grit paper finished it off prior to the first primer. I must also add that the wing and tail had already been covered with UltraCote, and the adhesion of the glazing putty and plastic is very good. I cleaned the covering with alcohol prior to forming the fillets.

The product worked just beautifully. And the fillets were better than I had expected, not having ever done a fillet job before. Here’s what the glazing putty is: “Split Second” glazing putty. (See accompanying picture.) It is a “filled,” light yellow polyester with hardener/catalyst (light blue paste). It is light weight and sands and feathers easily and smoothly. The mixed color is pale green.

The material is available via auto paint distributors, according to the shop manager. I have not tried to purchase an additional can yet, as my next plane is a year away. A web site listed it as a “U.S. Chem Product,” and it is available either in a “squat quart” can of 1.2 pounds, or



in a wide opening squat can of 1.9 pounds. You may wish to take a look at the product line that this manufacturer has at: [www.tcpglobal.com/autobodydepot/uschem.aspx](http://www.tcpglobal.com/autobodydepot/uschem.aspx).

There are a lot of putties available, and I think I was lucky to be steered to this particular mix. Hope this bit of info helps in your next project.

Keep 'em circling. Don Ogren, Spring Hill, FL 

# Charles Ash Memorial

By Dale Gleason



## Southwestern CL Championships 2008

### Some History

The “Southwestern Champs” harken back to the ‘Fifties” and was the venue for huge CL contests during the heyday of the “Sixties” and “Seventies.” The large number of events: Carrier, Racing, Speed, Stunt and Combat, and the large turnout of contestants and spectators would make an interesting study for CL historians.

In those days, sponsors for trophies were easily found; local banks, merchants, dairies, car dealers, all were eager to gain advertising by sponsoring awards at those ever-so-popular model contests. This year’s “Southwestern Champs” meet was an attempt to reconnect with those happy days.

### Day One

OTS is popular all over the country, the old-time planes have been found to be quite nimble compared to what they once seemed to be. Probably the most often used weapons of choice have been the Jamisons, Madmans, and Barnstormer-type ships. But there is big surge toward Matt Kania’s ubiquitous Ringmasters. They are everywhere, which includes the Southwesterns. And they win consistently.

In the hands of Gaylord Elling, Dee Rice, Roger Olsen, Frank McMillan, (yes, Frank has a very nice and light one!) or anyone for that matter, they are capable of amazing performance.

World Champion Bob Gieseke, however, opted for the Humongous, how wonderful to see him flying a big red plane again!

Beautiful Classic ships were in abundance. Joe Bowman’s Roadrunner, Jim Lynch’s Super Ares, John Cox’s Shark, and Robert Compton’s Cobra, come to mind, along with, of course, more Ringmasters. Robert recently purchased a new van, the

kind with the automatic sliding doors. Unfortunately, the door shut on his plane’s wing, automatically crushing it. (This scribe thought he heard the sound track from “Jaws” in the distance). Poor Robert toiled with that plane, tape, and CA all day. He landed inverted on his first official flight, and on the very last flight of

the day, edged out Jim Lynch’s Super Ares.

“Perseverance pays,” is what they say! Not to be out done, Jim’s Ares won the Pilots’ Choice.

### Day Two

On the Stunt Circles, Al Rabe, Jim Lynch, Frank McMillan, Frank Williams, Tom Farmer, and Dee Rice—all of whom had competed back when—returned to the same circles they flew on decades earlier.

Excitement was in the air as show time approached. Some *younger* guns, Richard Oliver, John Hill, Bill Wilson, the Moons, and



Photographer, flier, and winner David Russum.



Richard Oliver gives Frank McMillan's Caudron a perfect launch.



Ringmasters by McMillan, Rice, Elling, Rankin, and Olsen.



Nan Beavers and Rachel Wilson are trying to stay cool in the shade.

Robert Compton were on hand to display their talents—both building and flying. The stage was set.

Some big guns came armed with weapons that were *not* seen in days of yore. Radio Control conversions to Control Line of Giles ARFs were flown by Oliver and Williams. Perhaps you may recall the wind tunnel Frank Williams has in his garage? (Being a Houston Space Center engineer, of course he has a wind tunnel in his garage!)

His Giles had some spades and articulating flap thingies that are beyond the scope of this report, or perhaps *any* report! Oliver's ship was straight forward, except for the take-apart feature. At the other end of the spectrum was the Easy Two Sugar Mustang from Al Rabe's workbench. Lacking in power in the seventies with its Tigre46, it now growls around with ample horses from a ROJett 76 swinging a 15-inch blade.

To this observer, Al was a little low on some of his bottoms, about three feet, six inches too low. A laughing Jim Lynch told me Al always flies like that! The crowd

watched closely as that cute pilot in the cockpit selected a smooth spot to touch down, yet still kept his neck swiveled, ever alert for bogies. When the tail wheel settled down in front of the judges, an appreciative audience clapped hands in approval and the world resumed its rotation.

So where was the modern stunter? Something that was neither a "component" ship nor a "Classic" from the past? At the end of Doug Moon's lines of course. Doug's "Furias," is propelled by a Randy Smith 75 "Merlin." Words like "Bear" and "GeoBolt" have something to do with this ship's ancestry. I don't know exactly what all that means, but it is one heck of an airplane in Doug's hands.

How about a carbon-composite-molded ship with a radial cowl reminiscent of a Spartan Executive running a carbon fiber piped Fox Eagle 60? (Think in terms of rpm/horsepower/torque-curve stuff. Bill Wilson has an rpm/horsepower torque



A healthy Bob Gieseke on the pipe.



Al Rabe is airborne again.



converter in his garage). That's what Bill Wilson brought, and it is the seventh in his Hunter series.

Go to your local Hobby Shop and ask for a header for a Fox 60 that will fit inside a radial cowl. Sorry, you'll have to make it, and that's what Bill does best, he makes anything and everything he needs. Bringing 35 years experience in the car painting profession to bear, his superb finish and craftsmanship gained him the Pilots' Choice Trophy.

### It's Not All Stunt

Although 200 contestants were not registered, 37 were. There were three Stunt categories, five Racing events, five Carrier categories, and Balloon Bust for a total of 60 trophies. Close heats and finals kept Bill Lee, John McCollum, Mike Greb, Dave Ek, Patrick




---

Above left: Jim Lynch and the Super Ares.

Left: The Dallas Model Aircraft Association sponsored the Charles Ash Memorial.

Below: They're all winners!

---





Above left: Louis Rankin's MonoKoted Geo Jr.



Above right: Thai Angle by Norm Faith, USAF, retired.

Hempel, Tom Hamblett (Tom was the "Man" in Rat Racing in the "Sixties") and others sweating it out in close Racing. Under ED Bill Bischoff's tutelage, Phil Dunlap center-judged.

The USS Fogerty left port and launched its missions to the aroma of high nitro and the tune of high revving mills. The crowds of old weren't there, but the sounds and smells were! "Divebombing and Strafing," aka, Balloon Bust, was held over grass and balloons were cut down like cane in Thibodaux.



Above: Three of the four judges: John Grigsby, Darryl Gornto, and Les Demmet, and runner Jake Moon.



Robert Compton's Cobra.

Judges Les Demmet, Daryl Gornto, John Grigsby, Bill Lee, Bill Wilson, Joe Bowman, Dick Bryon, and John Ashford likewise deserve special thanks.



Jim Svitko's Time Machine.

Excitement and rubber were in the air as John Cox's Banshee, not a Ringmaster, made Dave Ek's BiSlob look like, well, ... a slob!

**In Closing**

This contest is the result of the work and planning of the Dallas Model Aircraft Association and its many supporters, without which there would be nothing. The weather was brutal for competitors and workers alike-near the century mark coupled with high humidity. Wisely, everyone stayed hydrated with ample liquids.

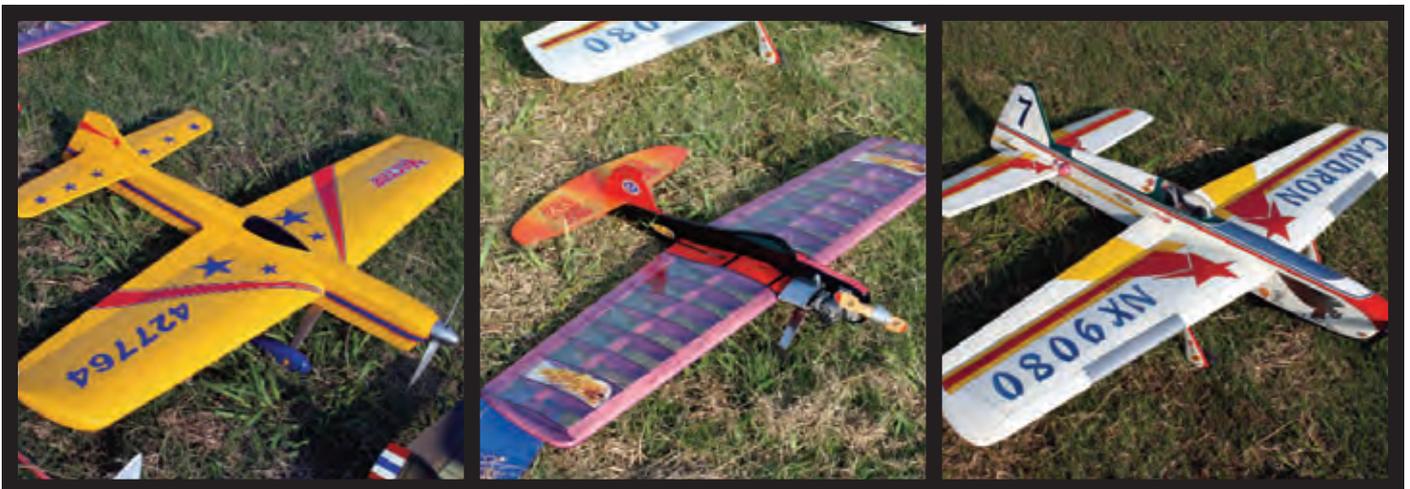
At contest's end, after awards were presented, contestants quickly helped dismantle and store the barriers, banners,

---

Below from the left: Mike Donovan's Vector; Scott Hartford's Transparent Ringmaster; and Frank McMillan's Caudron.



AMA Vice President Jim Rice presented Bill Lee with the District Service Award for his years of service to AMA District VIII and the Control Line community.





Al Rabe's E2S Mustang appears to be performing an inverted ribbon pick-up!



## Permit me to dedicate this meet to the memory of Bill Cummings.

scoreboards, trophy cases and tables. In the blink of an eye, it was over, the field left pristine and beautiful, ready for next time.

### The Nitty-Gritty

Competitors who drove in only to find themselves judging or pull-testing, such as Joe Bowman, Norm Faith, and John Ashford, deserve special thanks. Judges Les Demmet, Daryl Gornto, John Grigsby, Bill Lee, Bill Wilson, Joe Bowman, Dick Bryon, and John Ashford likewise deserve special thanks.

EDs John Cox, Norm Faith, David Russum, Emile Imberman, Bill Bischoff, and Jerry Luety kept the various circles active. Rachel Wilson and Nan Beavers worked tirelessly registering flyers, checking AMA cards, signing new members, adding and posting scores, establishing flight orders, conducting Pilots' Choice.

Jake Moon ran scores and Daang Faith walked scores. Bill Bischoff teamed with Phil Dunlap to keep Carrier sailing on smooth seas. Mike Greb served double duty as Ass't CD and ED for Racing. Linda Bob, Sandra Lee, Jan Beskow, George Hamby, Lynda Leuty, Priscella Scott, and Aubree Elling prepared and served food.

These are just some of the jobs that are accomplished by the most important people we have: our members. There can be no contest without them—Thank you, thank you.

### In Closing, Part II

Thanks to AMA District VIII Vice President Jim Rice for dropping by to check on Control Lines's health; we hope he was favorably impressed by DMAA's dedication and our facility: Samuel Hobby Park. Big kudos to Ken Beam, Chris Buchanan, and Cathy Leemauk of Dallas Parks for their continuing support of our efforts.

Lastly, permit me to dedicate this meet to the memory of Bill Cummings. Thanks all. SN

Right from the top: Jim Lynch's Super Ares in flight; Composite Hunter 7 by Bill Wilson; Joe Bowman's Roadrunner; Scratch-built PT-26 by Jerry Leuty.

**2008 Charles Ash Memorial/Southwestern Championships DMAA August 30-31, 2008**

**Saturday – Old Time Stunt**

Place	Contestant	AMA#	1st Flt	2nd Flt	High Score
1 <sup>st</sup>	Gaylord Elling	8164	317	340	340
2 <sup>nd</sup>	Dee Rice	1473	330	334	334
3 <sup>rd</sup>	Bob Gieseke	9373	323	329	329
4 <sup>th</sup>	Mike Donovan	427764	294	318	318
5 <sup>th</sup>	Frank McMillan	9080	298	316	316
6 <sup>th</sup>	Don Hutchinson	5402	252	314	314
7 <sup>th</sup>	Roger Olson	788990	309	301	309
8 <sup>th</sup>	Tom Farmer	6150	275.5	296	296
9 <sup>th</sup>	Dave Ek	17358	234.5	282	282
10 <sup>th</sup>	Bill Wilson	500612	278.5	234	278.5

**Saturday - Classic Stunt**

1 <sup>st</sup>	Robert Compton	492221	137	555.5	555.5
2 <sup>nd</sup>	Jim Lynch	7404	524	552.5	552.5
3 <sup>rd</sup>	Mike Donovan	427764	537	213.5	537
4 <sup>th</sup>	Joe Bowman	464907	531	526	531
5 <sup>th</sup>	Jim Svitko	633077	476	527	527
6 <sup>th</sup>	Gaylord Elling	8164	522.5	506	522.5
7 <sup>th</sup>	Dee Rice	1473	470	487.5	487.5
8 <sup>th</sup>	Roger Olson	788990	461	Pass	461
9 <sup>th</sup>	Dave Ek	17358	446	310.5	446
10 <sup>th</sup>	Louis Rankin	10859	441	Pass	441
11 <sup>th</sup>	Don Hutchinson	5402	326	Pass	326

**PILOT'S CHOICE: JIM LYNCH, ARES**

**Sunday – Precision Aeronautics**

**Place Contestant AMA# 1st Flt 2nd Flt High Score**

**BEGINNER:**

1 <sup>st</sup>	Jerry Leuty	61539	205.5	87.5	205.5
2 <sup>nd</sup>	Scott Hartford	887306	183.5	190.5	190.5

**INTERMEDIATE:**

1 <sup>st</sup>	David Russum	335952	443	457.5	457.5
2 <sup>nd</sup>	John Cox	634330	397	404	404
3 <sup>rd</sup>	John Ashford	993	400	Pass	400
4 <sup>th</sup>	Tom Hamblet	9112	303	Pass	303

**ADVANCED:**

1 <sup>st</sup>	Louis Rankin	10859	506	497.5	506
2 <sup>nd</sup>	Mike Greb	1326	496	493.5	496
3 <sup>rd</sup>	Gaylord Elling	8164	479.5	435.5	479.5
4 <sup>th</sup>	Mike Donovan	427764	460.5	474	474
5 <sup>th</sup>	Jim Svitko	633077	473	458.5	473
6 <sup>th</sup>	Roger Olson	788990	464	Pass	464
7 <sup>th</sup>	Norm Faith	9376	440	428	440
8 <sup>th</sup>	Don Hutchinson	5402	419.5	435.5	435.5
9 <sup>th</sup>	Craig Beskow	412924	422	395.5	422
10 <sup>th</sup>	Dave Ek	17358	396	301.5	396

**EXPERT:**

1 <sup>st</sup>	Frank McMillan	9080	557.5	571.5	571.5
2 <sup>nd</sup>	Doug Moon	496454	566.5	557.5	566.5
3 <sup>rd</sup>	Al Rabe	1117	543.5	566.5	566.5
4 <sup>th</sup>	Richard Oliver	95762	522	565	565
5 <sup>th</sup>	Frank Williams	4831	539.5	550	550
6 <sup>th</sup>	Bill Wilson	500612	545	524	545
7 <sup>th</sup>	Steve Moon	521164	538.5	543	543
8 <sup>th</sup>	Phillip Nickles	114160	532.5	513	532.5
9 <sup>th</sup>	John Hill	82974	521	522.5	522.5
10 <sup>th</sup>	Joe Bowman	464907	487.5	505	505
11 <sup>th</sup>	Dee Rice	1473	500.5	453.5	500.5
12 <sup>th</sup>	Robert Compton	492221	483.5	Pass	483.5
13 <sup>th</sup>	Tom Farmer	6150	465	454	465

**PILOT'S CHOICE: BILL WISON, HUNTER 8**

**VOLUNTEERS**

**Judges:**

**Old Time Classic**

Joe Bowman  
Bill Wilson  
Dick Byron  
John Ashford

**Precision Aerobatics  
Beginner/Intermediate/  
Advanced**

John Grigsby  
Bill Lee

**Expert**

Darrell Gornto  
Les Demott

**Tabulators:**

Rachel Wilson  
Nan Beavers

**Food:**

Linda & Dale Gleason  
Sandra Lee  
George Hamby

**Runners:**

John Cox  
Jake Moon  
Daang Faith

**Robin's View Productions, L.L.C.**

**congratulates**

# **David Fitzgerald** **2008 F2B World Champion!**

David and his United States' teammates Orestes Hernandez, Paul Walker and Paul Ferrell also won the Team Gold at the Championships! Congratulations to them all!

David chose to construct the wing for his winning Thunder Gazer using Bob Hunt's Lost-Foam Wing Building System. Why? Probably because of the incredible success he has achieved flying his Star Gazer models, which also featured wings that he built using RVP Lost-Foam System fixtures. With the Star Gazer design David won four National Championships and flew to berths on six world teams. In 1996 he won the bronze medal at the World Championships in Sweden. In 1998 in Kiev and in 2006 in Spain he used the Star Gazer to capture Silver Medals in F2B at the World Championships!

If you are counting, this is the second USA F2B Team Member in a row to win Gold at the World Championships flying a model built using a Lost-Foam wing. Bill Werwage won it all in 2004 with his fantastic Lost-Foam wing equipped P-47 Thunderbolt.

Why do Champions choose the Lost-Foam method of building? It's simple really; wings built in the Lost-Foam System are just more accurate. The Lost-Foam System is the only wing building process that keys on the outside shape of the wing. All other methods key on a centerline that is drawn on each rib. If any of the centerlines are even slightly misaligned, then the entire wing contains stresses that result in outside shape inaccuracies.

Lost-Foam Wing Building System sets come complete with foam leading edge mold bucks to allow the builder to mold extremely accurate leading edges, which in turn are installed onto the wing frames right in the form-fitting Lost-Foam fixture, insuring a perfectly accurate leading edge shape. Inaccurately shaped leading edges are a major cause of poor stunt model performance

In celebration of David's Gold Medal performance we are offering discounts on Lost-Foam Wing System sets and on our incredibly detailed two-DVD Lost-Foam Wing Building System video program.

The Lost-Foam two-DVD set runs for nearly four hours and is retail priced at \$39.95, plus shipping. We are pricing it at \$24.95, plus shipping for a limited time.

Our Lost-Foam Wing Building Systems are normally priced \$85.00, plus postage for either straight rib or Warren Truss rib wing systems. For a limited time we are offering a 10 percent discount on these items.

If you have wanted to try the Lost-Foam System of wing building, here's your chance. Maybe there will be a World Championship in your future too!

For more information on the above items or any of our other high quality products and services please call 610-746-0106, send an email enquiry to: [robinhunt@rcn.com](mailto:robinhunt@rcn.com), or write to Robin's View Productions, PO Box 68, Stockertown, PA 18083.

**Relentless  
Innovation  
is our motto!**



# History Column

By Wynn Paul

## The Scintillating Sixties— Part I:

Slowly getting back into completing the “Stunt History” manuscripts for the book, I am concentrating on the 1960s. The write-ups are complete for the 1940s and the 1950s. We had better cover the 1960s before some of the sources are no longer with us. Keep in mind that as Stunt developed in the 1960s this writer was swimming 5000 yards a day trying to make the Olympic Team, going to college and working a job. So, almost all information is from actual participants as I didn’t enter a contest until 1965. Input and corrections are welcome!

to fly at their pleasure; only rarely was a “flight order” posted. And it must be remembered that Nats competitors had to traipse around the country for the “Big Dance” as the Nats moved from one Navy base to another each year. Typically the Nats would go from Willow Grove NAS in Pennsylvania to Glenview NAS in Chicago to Los Alamitos NAS in California and then on to the Dallas NAS in Texas. Occasionally the Midwest stop would be at Olathe NAS in Kansas instead of at Glenview. That California trip had Eastern and Midwestern fliers burning up much gas and longing for air conditioning in their cars. The judges for all these annual get-togethers were Navy and Marine officer pilots who had to be “trained” in two or three days to pick the

admitted, “I decided right there to build a larger plane.” Unfortunately, during the pull test the bellcrank was pulled out of Lew’s plane and he had to resort to a backup ship which was another of his designs, a Ruffy. Jim Silhavy won the 1960 Nationals with his blue Nobler, followed by Bill Davis (from Beaumont, Texas, the home of Don Still) with a Stuka, and Rolland McDonald with his own design Strathmore.

**The USA** entered a Team in the first official World Championships, which was held in battle scarred Hungary in 1960, and won the team trophy with Don Still, Bob Palmer and Steve Wooley in second, third and fourth



As the 1960s opened, Stunt planes were mostly the same general dimensions as George Aldrich’s Nobler. The engine of choice was the Fox .35, and builders used carved and hollowed balsa wood blocks for the fuselage shapes, silkspan for covering and AeroGloss or Sig paint. At the Nationals—and local contests as well—most of the time people signed up

(1) Louis Grondal poses with his Grondal Nobler at the 1960 World Championships. (2) Don Still graces the cover of a *Model Aircraft* magazine holding the two Stukas that he took to the 1960 World Championships. (3) Lew McFarland displays his Shark 35 at the 1960 Nats. A pull-test accident damaged his Shark 45 at the meet (Photo by Bob Gialdini).

National Champion!  
Try that in gymnastics, ice skating or diving!

At the Dallas Nationals in 1960 the “Pharmacist” showed up with this great white, er, gray Shark with a K&B .45 engine, and the Stunt world took notice. Bill Werwage—a Senior division flier at that Nationals—watched Lew McFarland for many flights and was awed by the turning ability and the general presence of the big Shark. In a 1996 interview Bill reflected on his thoughts about Lew’s Shark at the 1960 Nationals. He remembered thinking, “This plane will change the Stunt world.” He also

respectively. Louis Grondal of Belgium won it all, but Still was only 4.6 points behind. Don took two of his Stukas to the Championships; one with the traditional German markings, and another in red, white and blue with stars, just in case a black Stuka flying around brought back too many bad memories.

**Lew’s Shark** finally scored, capturing the eyes of the Navy Stunt judges to win in 1961 and 1962. That was no mean feat as fliers with “US NAVY” plastered all over the fuselage and the wings of their planes always seemed to be quite popular with the Officer Corps.

In ’61 Charlie Lickliter’s Ballerina III

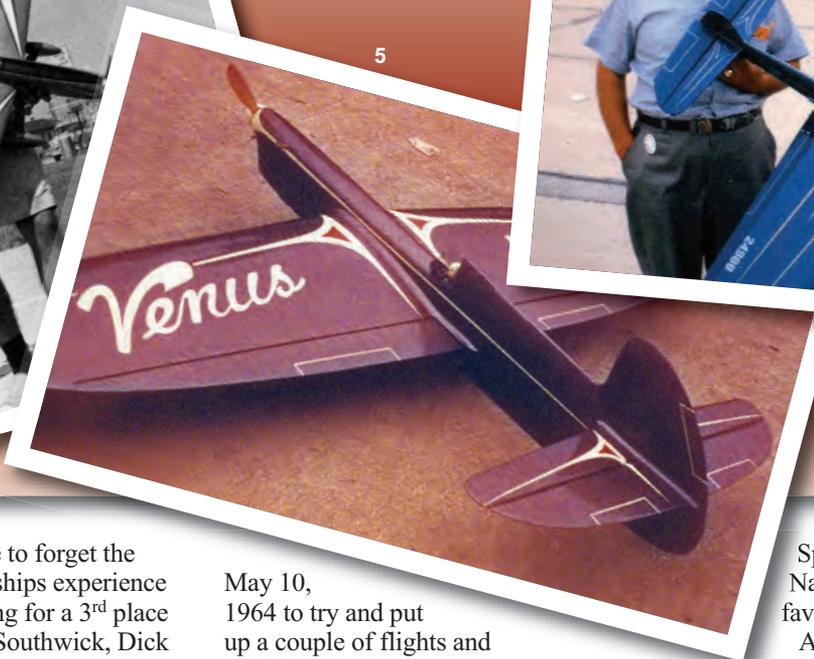
snuck in ahead of Gialdini's Olympic Mark IV for second place. Harold Price, flying the eerie Valkyrie was doing well but crashed on Finals day.

In '62 Lew's big Shark was the judges' choice over Silhavy's and Wooley's conventional .35 size planes and this time Harold Price got everything right and finished in fourth with the Valkyrie. And, surprise, Junior Division flier Gerry Cipra beat Lew and Werwage in a head to head Walker Cup fly-off in 1962. "Lew and I couldn't believe how well that little kid was flying that day," reflected Werwage. John Peck was in Chicago in '62 with the Barracuda. It was possibly the first Stunt plane that was seen at the Nats fully covered with inked lines. His 1960 Shark had some lines.

The USA team in 1962



4



5



6

would probably just like to forget the entire World Championships experience as everything went wrong for a 3<sup>rd</sup> place finish (Jim Silhavy, Ed Southwick, Dick Williams).

**It was back** to California in 1963 with the "White Knight" appearance as Bob Gialdini finally got his sequence of maneuvers correct and didn't leave any out. Bob was flying his Sting Ray which was yet another "jet style" Stunter featuring a forward placed canopy, large jet intake and tricycle landing gear. Bob powered the Sting Ray with a Merco .35 engine and it also featured a surprise for the 1960s—a swept forward trailing edge

on the wing.

True to his word, Billy showed up in California with the lethal Super Ares with a K&B .45 engine and finished only eight points behind Bob Gialdini. Ed Southwick finished third with his Lark.

In the August/September 1963 issue of Flying Models, the incomparable Jack Sheeks of Indianapolis, Indiana published the first of his over 30 articles on Stunt planes. This first article dealt with a semi-scale Stuka that incorporated the difficult gull wing of the full-size airplane.

A Stunt plane with working retractable landing gear, engineered by Harold Price, was featured in the January/February 1964 issue of American Modeler. Harold was a top competitive flier from New Jersey and used this plane, which he called the Crusader, in many contests.

**Twelve Stunt pilots** gathered together in the wind and rain in Milwaukee, Wisconsin on

May 10, 1964 to try and put up a couple of flights and qualify three members to represent the United States at the World Championships that were to be held in Hungary once again. Planes were blown all over the field at that meet, and seven fliers either lost their plane or put in desperate repairs. Flying on Saturday was called off by rain and winds. Three rounds were flown on Sunday and some new guy with a red plane won, with Lew McFarland and Bob Gialdini rounding out the team. The team would miss the Nationals because of the coincident scheduling of the World

Championships that year.

Jim Silhavy loved the 115 degree heat on the runways in Dallas in '64 and won the Nationals and the Walker Cup again with the same blue Nobler he had used in 1960. Mario Rondinelli—probably the largest Stunt flier in the 1960s—flew his big Venus to second place. Larry—"I like to fly Combat planes out of the window of the hotel"—Scarinzi used a Fox .59 brute in his big Navy Blue Angel and captured third. The artistic Jim Kosticky wowed everybody with the sexiest plane of the 1960s—the unforgettable Talon and wound up fifth.

Meanwhile, in Hungary, Bob Gialdini finished in third place behind Juri Sirotkin (Russia) and the 18 year old Juhani Kari (Finland) who was generally acclaimed as the best flier at the Championships. Lew McFarland (sixth) and the new guy, Bob Gieseke of Irving, Texas (ninth) vaulted the USA team into first place. The

Spacehound of Sirotkin and the Nakke of Kari would become favorites in later years.

And there was a memorable article in the June, 1964 Model Airplane News titled "Styrofoam Giant Step Forward!" written by Ed Izzo and

(4) Jeff "Jeep" Newman placed fourth at the 1961 Nats flying this original design model. (Jeff Newman photo.) (5) Mario Rondinelli flew this original design Venus at the 1962 Nats. The 600-plus-square-inch wing model weighed 47 ounces. He placed second in 1964 with this model. (Jim Duncan photo.) (6) Gerry Cipra and his father pose with Gerry's Nobler at the 1962 Nats. The ship was powered by a Fox.35. (John Havel photo.)

Raymond Olson. Detailed was how to use “expanded polystyrene,” AKA “Styrofoam” for wings, elevators and stabilizers. The article included the mechanics of cutting the foam. From the article, “This method can be applied to U-control stunt ...” Boy, there was the understatement of the 1960s!

Mike Stott, at the age of 15, read the article and showed it to his father, Arnie, who worked at the Rockwell plant in Mankato, Minnesota. One of the products at the plant was Styrofoam. Using some components salvaged from the electrical shop, Arnie and Mike made a bow and started cutting foam wings for CL planes that same summer. The wings they

produced were solid core with holes bored for the leadouts. They used a hot piece of 1/4 inch diameter steel rod that was dropped through a brass tube taped to a door frame. The wing was also taped to the door frame and this produced perfectly aligned holes through the foam that ended up about 1/2 inch in diameter due to the heated rod.

Bob Lampione, of Queens, New York, would soon become a distributor for the “Foam Flite” wings on the East Coast. Mike stated in a 2008 interview that some of the earliest customers for the “Foam-Flite” wings also included

a built up wing and was seen at the '65 Nats.)

Can anyone help me find Larry Murphy, from Richmond, Virginia in 1966? How about some information on George Pitelka, John Curtis, Jimmy Rich (kids from '65) and Tom Hunter, Jimmy Rich, and Tim Albritton—the Junior division winners in 1966?

Does anyone know the first names of the following International fliers from the '60s—Lietzmann, Macon (Belgium), K. Seeger and Kaminski (Germany), Ordogh (Hungary), Horrocks (Australia), Brown (England), Trnk, Bartos and Herber (Czechoslovakia), Simonov (USSR), Bagalini (Italy)?



The wings were covered with 1/16 inch sheet balsa and had a square leading edge applied that had to be formed. It is thought that Gene—“The best second-place Stunt flier in history”—Schaffer was the first on the East Coast to use a

produced were solid core with holes bored for the leadouts. They used a hot piece of 1/4 inch diameter steel rod that was dropped through a brass tube taped to a door frame. The wing was also taped to the door frame and this produced perfectly aligned holes through the foam that ended up about 1/2 inch in diameter due to the heated rod.

(7) Jim Kostecky always produced beautiful stunt models. Here is his Talon at the 1964 Nats, where it placed fifth. (Greg Zajak photo.) (8) Russian Juri Sirotkin won the World Championships in 1964 flying his original-design Spacehound (Aeromodeller magazine photo.) (9) The Electra X-35 is the artistry of Jerry Worth. The I-Beam-wing model was flown by Jerry to 12th place at the 1964 Nats (Jim Dunkin photo.)

Bill Simons, John D’Ottavio, Winfred Urtnowski, Dawn Cosmillo, Jack Sheeks, Jim Van Loo, Charles Reeves and Bob Hunt.

Part II of the Scintillating Sixties will be in the next issue.

### Unanswered questions from the 1960s:

Is there a picture of the 1961 Nationals Open Finals scoreboard with all 10 names? Same question for the 1962 Nats Open Finals scoreboard. Was it Jim Silhavy or Bob Palmer that flew in the finals at the 1963 Nats in California? Does anybody know where Robert C. Haren (California) is now? Does anyone know the King Orange results from 1963 to 1968—any or all years? Is there a picture of Gene Schaffer’s black plane with foam wing at the Nats in 1966? (It is not the metallic red plane with the large number “7” on the left wing; this one had

### Larry Barickman 1945-2008:

Larry Barickman died on July 10th in Orlando, Florida from a ruptured aneurysm. He also had been fighting a nine year battle with C.O.P.D., as well as complications from major surgery in 2004. He is survived by his wife Paula, four step-children, 16 grandchildren and one great-grandchild.

A native Californian from Torrance,



Larry grew up in Peoria Heights, Illinois and came back to California at age 13, where he played in junior high school marching bands and found his lifelong hobby in model airplanes, flying Precision Aerobatics, working on engines, and teaching young and old to fly.

Larry served four years in the U.S. Air Force as an aircraft mechanic. While stationed on Okinawa in the mid-1960s he bought a Detroit Stunt plane from Jim Tichy. Then he found out that Jim flew clockwise and the first attempts at flight ended with many broken props and damaged cowls.

Paula related that one night while Larry was working in the cockpit of a fighter with the radio

areas of California. Robert also said that Larry helped many kids and grownups learn how to fly CL. His friends in that area included Tom Warden, Bob Whitely, Bob Baron, Tom Lay, Roger Barrett, Bart Klapinski, Bobby Peterson and family.

Tom Lay wrote, "I knew he and I would get along well as the first time I met him he was down on his knees lighting a cigarette with a glow plug because he was out of matches! From then on we pranked anyone who looked too serious." Bob Whitely said of Larry, "I knew Larry for 40 years. He had a big heart and was a funny man." Greg Howie

office until December of 2004 when health problems became too serious. Ted Fancher wrote, "Larry was indeed a fine ambassador for Stunt. He was a quiet but very effective Vice-President for PAMPA for several terms." Larry was present at the initial meeting for PAMPA at the 1973 Nationals in Oshkosh.

Larry wrote the column "Power Train" for Stunt News from May/June 1998 until Dec. 2003 and was instrumental in obtaining a number of experts to contribute material to the articles.

The writer remembers two significant items about Larry Barickman: he was a man of good humor, and every time I saw him at the Nationals or other contests he was with his wife Paula, which made for a



10

turned on he heard the message, "This is Naha tower, please identify yourself, we have you on our radar going Mach 4." A mechanical sounding voice answered, "Naha Tower, this is Blackbird One, over and out." The base even scrambled a couple of jets after this mysterious intruder of Naha air space, but to no avail. Much later Larry found out that this was one of the first flights of the mystic "SR-71 Blackbird."

He loved Corvettes and owned several over the years, attending Corvette shows in the Central Florida area on a regular basis. Bob Whitely recalled that Larry stuffed a full size Stunt plane into a 'Vette and set out for the Nationals in Chicago. On the way he ran into a hail storm that put dings in the chrome and destroyed the rag top.

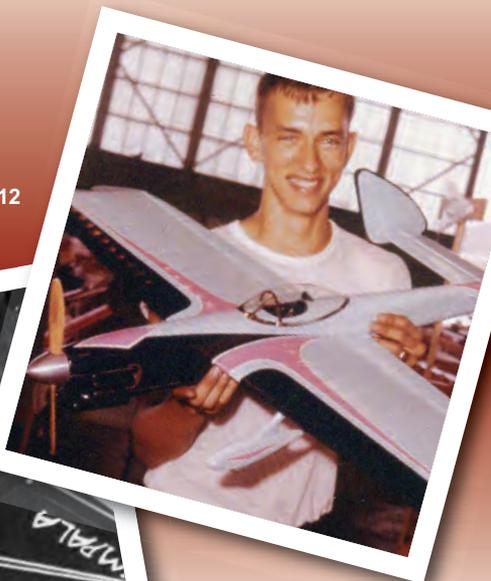
Robert Heron recalled that Larry did a lot of work refurbishing McCoy .35 and .40 engines in the Van Nuys and Reseda

wrote, "... a legendary flier in the early '70s at the basin in southern California. We would marvel at his off-power loops and eights."

Larry and Paula moved to Hannibal, Missouri in 1978 and then to Orlando, Florida in August, 1981, where he became a regular in judging, a contest director, and generally helping out at the King Orange Internationals. He also judged at the 2001 Nationals. In Florida Larry worked as a mechanic for ECC, a simulator engineering company for 11 years, and also for Metters Industries where he worked as a modeler and built the control handles for U.S. Military helicopter simulators.

PAMPA President Mike Keville asked Larry to serve the rest of the term as Vice-President in August of 1995. Not only did Larry serve out that term, but served that

12



11

great team. After retiring from the post of Vice-President, Larry continued to support PAMPA and the hobby he loved so much.

*This information was submitted by Wynn Paul with assistance from Paula Barickman. SN*

*Wynn Paul, 3332 Carriage Lane, Lexington, Kentucky 40517*

(10) Talk about heavy hitters! L-R: Jim Silhavy with his Magnum, John Havel with his Folkerts Racer, Bob Gialdini with his Sting Ray, Mario Rondinelli with his Venus, Bill Werwage with his Super Ares, Gerry Cipra with his Palomino, and Ed Kammerer with his Werwage-designed Ares (Photo: Bob Gialdini). (11) Eddie Elasic looks cold holding his original-design Impala at the GSCB Snow Bird meet in 1964. (Tom Niebuhr photo.) (12) Does anyone recognize this unknown flier? He appears to be holding a Ballerina-influenced model at the 1961 Nats. (Bob Gialdini photo.)

# Beginnings

By Doug Dahlke

**Reader input:** From B.C., Canada, comes a note from Gerry Boyd—of compact semi-scale Stunter fame—with his highly creative and interesting “take-off” (pun intended) on the Manx Cat, but in 1/2A size. Gerry calls it his “T-4-2” (get it?) which of course is 1930s text messaging. The single wheel front gear reeks of art deco/Delaney Duo Mono styling, and the skids are built into the wing tips. This 242 square inch rig weighs 10 ounces and is covered with silkspan and finished with AeroGloss. Interesting lines, don’t you think? How’s it stunt, Gerry?



Gerry Boyd's “T-4-2” looks to be a takeoff on the TD .049-powered Manx Cat. Slick rig sports a full fuselage rather than original profile.



Here’s the club both Harold and Gerry belong to. One cool bunch of cats! These lads have contributed more to this column than any other group, and by a lot.



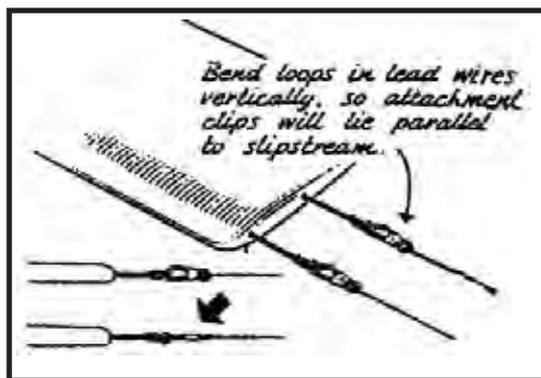
**PAC-MAN** Henry Hajdik’s composite twin sports a .21 diesel below and Cox Black Widow upstairs. Flouting most aeronautical laws, this model stunts, dealing a heavy body blow to design theory.

running a .15 diesel and the Cox Black Widow, atop, is of course glow. (Don’t get ahead of me.) Second, yes, both engines are started and run at the same time, and no, he hasn’t confused the two different fuels—yet. Third, no, the two do not separate in flight. (You may remember the Germans used a



Harold Youds’ D7 Fokker sport Stunter packs an ST .35. Its 62 oz tends to “soften corners somewhat.”

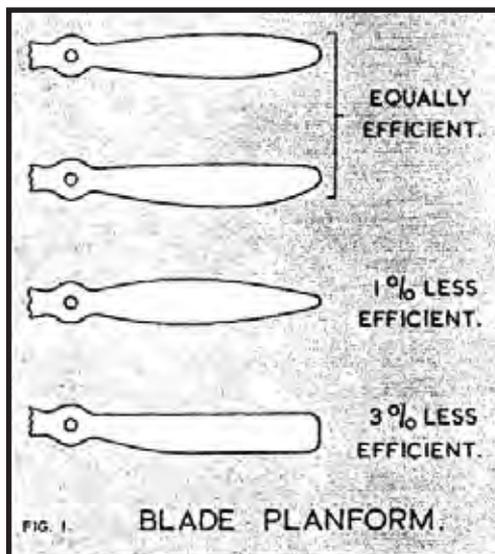
similar pick-a-back setup during the late 1930s for across Atlantic mail delivery. However, the full-scale ship was launched in flight.) The Cox model acts as a sort of auxiliary power pod, as it were. Gadzooks! Finally, to really mulch your mind, consider the fact that it stunts! Sure, the third corner of the hourglass is a bit soft in heavy wind, but hey! You know?



**Building tip:** As you finish up your next model of any type, you should rotate your lead-outs for the least amount of drag as shown.

Model line drag is reduced via correct line clip attachment. Although we now use different clips, the principle is the same.

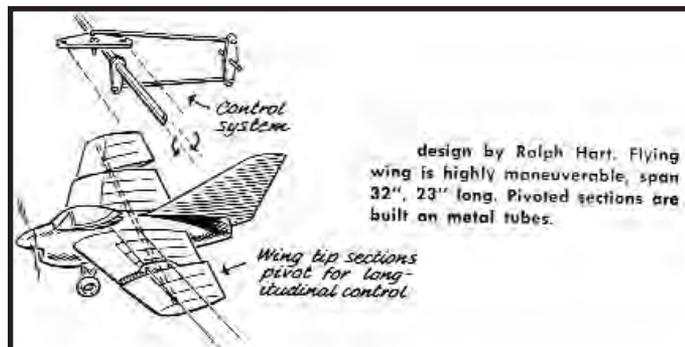
**KidVenture:** If you couldn’t make it this year, there’s always next year. Oh yes, Bud Bodzowich of Chicago will co-chair.



Prop blade planform has little to do with efficiency. (Wouldn’t you know it? I always liked square tips.)

**Blade planform:** Here’s a bit of info based on a 2 foot diameter blade, which was thought to be close to model Reynolds Numbers, despite being originally set up for full-scale tests. As you can see, there are not really large differences based on planform.

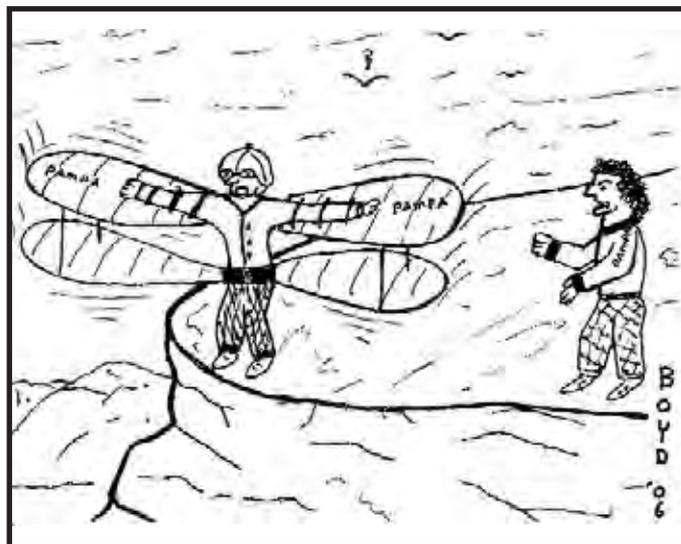
**Tighten up your loop radius?** Here's Ralph Hart's idea to do just that. As a flying wing, it will already have a tight turning radius, that's a given. However, all flying wings—model or not—tend to blanket their elevators because they are attached to the wing trailing edge. Ralph's approach is to keep the maneuvering surface in clean air at all times, as shown in the sketch. One wonders how much tighter the turn would be if this were a high aspect ratio model.



The five-foot radius loop, revisited, again. Ralph Hart of Moscow, Ontario, Canada, offers this approach to the problem. Span is 32 x 23 inches in length. It is "highly maneuverable" according to a local report.

"DOWN"—on the same handle! 3. No dangerous, powered propeller to tear, rip and slice human flesh! 4. Available at your local drugstore, without a prescription! Finally, the low price of "Two-for-a-buck" insures perfectly equal distribution to all, so there! *SN*

**Cartoon:** Gerry Boyd and Harold Youds worked together, sort of, in honor of last year's Fun Fly.



Cartoon caption: A secret northern test site of unusual designs was recently discovered.



**O.T. Handle:** How many remember the 1952, U.S. made, all-aluminum Darwin handle?

Left: Ex-fuel tank maker Darwin offered this 1952 handle with adjustable spacing of 4<sup>3</sup>/<sub>4</sub> inches, 3<sup>1</sup>/<sub>4</sub> inches and 1<sup>1</sup>/<sub>2</sub> inches. It came in yellow/blue.



**Pessimistic predictions disproven:** Some Stunt fliers predicted that ARFs and the like would result in our hobby becoming little more than "big kids playing with toys," as the craftsmanship/construction portion faded into obscurity. Happily, here's clear proof that such fears are unfounded. Here is true progress in a real Stunt airplane, we're told by the label.

Thanks to Tim Pansic for this newly discovered "STUNT PLANE", as the label clearly says. Living in a labeling world, this must be true. It should prove for once and for all that there is no danger of ARFs degenerating into mere toys for big boys.

Consider all the advantages. 1. No dangerous fuels of any type! No batteries. 2. Not having time to build, you may not have time to learn how to fly and that problem is neatly solved for you. No more confusing "UP" and

**Fiction 'n Fact  
from  
Doug's Almanac**

*Canard design requires  
a suspension of disbelief.*

**(d.d)**

**RGGRAPHIX**  
Computer Cut Vinyl Graphics

Letters, Numbers, Graphics, Paint Masks, Signs, Banners,  
Magnetic Signs, Vehicle Lettering, Custom Designs.  
Sizes from 1/4" to 23" wide. Top quality vinyl.

**Digital Printing Now Available!**

Custom Decals! Reasonable Pricing!	Static Stickers! Quick Turn Around!
---------------------------------------	--

1214 Dakota Street  
Farrell, PA 16121  
724-981-2914

Web Site: [www.rg-graphix.com](http://www.rg-graphix.com)  
Email: [info@rg-graphix.com](mailto:info@rg-graphix.com)

# Personalities

By Louis Rankin

## Featuring Linda Gleason, "Proud Texan"



Linda Gleason, Valley View, Texas.

I have intended to include the ladies of Stunt in one of my articles for the past two years. I am always impressed by the dedication of the wives and significant others that volunteer in the clubs and at contests I attend. Their hard work and dedication to support our hobby often goes without proper recognition, so this article will attempt to commend Linda Gleason for

her commitment to the Dallas Model Aircraft Association events and the AMA Nationals.

Linda lives in Valley View, Texas with her husband Dale. She has three children, Becky, Cheryl, and Dale. She also has many grandchildren and claims that being a Grandma is her full time occupation.

Her interest in aeromodeling of course comes from her husband Dale. He is an accomplished builder and Top 20 Nationals competitor. Linda and Dale are very active in the Dallas Model Aircraft Association. They are virtually never apart and wherever you see one you will likely see them both. I envy couples that enjoy so much fun together.

I met Linda and Dale at the 2006 Texarkana contest. Linda and Rachel Wilson were the corner stones that made that contest run so well. It was in June of that year that I attended my first Dallas contest. Again it was Linda and Rachel's hard work that made the contest run so smoothly. Without the wives' help at these contests I don't know what the Dallas club would do.

Linda was inspired to get involved with contest administration by JoAnn Keville and Shareen Fancher one year at the VSC. The following year she got involved at the VSC as the Pit Boss. It is in this job that her talents excel and for the past few years she has volunteered to be the Pit Boss at the VSC and the Nationals. I cannot imagine a well run Nationals without her and Shelly Gordon running the pits. I along with



Linda and Mike Keville hamming it up at the VSC.

everyone recognize and greatly appreciate their service. The Nationals would not be successful without them!

Her most memorable moments associated with aeromodeling are meeting all the people that her husband has so much admiration for. Among them are George Aldrich, Bob Palmer, Ed Southwick, and Big Art Adamisin. Receiving the Gialdini Sportsmanship and VSC Keeper of the Flame awards were also memorable moments that Linda has enjoyed.



Linda and Dale sure do make a cute couple!

Just like the aeromodelers who build and fly, Linda has her favorite models and power plants. Her favorite model is the Stuntwagon. After having to put up with me at the Nationals this year Linda claims that the Geo Jr. is

now her least favorite model. Her favorite power plant is the Fox 59. What she likes most about aeromodeling is the people and friendships. Fuel soaked clothing is her least favorite thing about aeromodeling.

Currently she is helping the DMAA prepare for the Labor Day contest. I for one could not imagine a Dallas contest without her. Linda's hard work and background preparation makes any event she is connected with a success. Her future goals are to keep helping wherever she can and to enjoy meeting all the wonderful people associated with the aeromodeling hobby.

Her other interests usually revolve around family and grandchildren. With them she enjoys fishing, camping, farming, football (Dallas Cowboys), quilting, and bluegrass music.

If you attend the VSC, District 8 contests, or the Nationals you will have the opportunity to see Linda at work. Make sure you take the time to thank her and all the ladies who volunteer for their sacrifice and hard work. *SN*

Drummonds, TN  
(901) 837-1511



Linda, Dale, kids, and grandkids.

# Electric Flight

By Rudy Taube

**M**y good friend Will Moore asked me to make a few comments about my experiences with electric CLPA. He thought it would be helpful to review a successful, well tested system that has been used by many, a system that anyone can easily duplicate. If you have an interest in getting into electric CLPA the following system will give you a flying start.

## Getting Started in ECL

After over five years of using electric power in the "Dark Arts" (RC ... —Ed), I decided to revisit my roots, after 40 years, and fly CL again. After a few lame attempts with wet CL power systems I made the decision to try electric power in my CLPA plane.

Thanks to help from Will Moore, Dean Pappas, Mike Palko, and others, I was able to get up and flying in CL in a relatively short time. I had never flown CLPA, only Combat as a kid. But with the reliable, repeatable, and powerful electric power system in my CL plane I was able to relearn how to fly CL, learn to fly the pattern, and become competitive in contests, all in about 18 months. This is with the same plane and electric power system that I started with 18 months ago.

Electric power allows you to focus on flying the maneuvers. Many time National Champion, World team member, 1992 World F2B Champion and Electric CLPA flier, Paul Walker said it best: "For the first time in my life I was able to concentrate on flying the maneuvers and not having to concentrate on how my engine was running." Getting a perfect "Stunt run" on a wet system is very difficult for most. I know my friend Phil Granderson and others sleep with their wet engines under their pillows and always get perfect runs, but for most of us it is very difficult.

At the practice field, while other pilots are tinkering around with their wet systems and putting up with inconsistent power in their flights, I was getting perfect "Stunt runs" every flight and getting in real practice focusing on my maneuvers, not the needle setting etc. This makes for very efficient practice sessions, and fast progress.

Now that I have entered my ECL (Electric CL) plane in contests throughout the Southwest over the past year and a half, people have asked for

my ECL setup and ESC and Timer settings. I thought it might be useful to publish them here in *SN*. If you are thinking of trying ECL you may want to use this tried and true, turnkey, plane and ECL power system. I now have over 250 flights on this plane. It has exceeded my

highest expectations for CLPA performance.

As you may have guessed, the settings below are valid only if the same prop and brand of equipment as listed here are used. This equipment and these settings will give you 5-second lap times

## Equipment

**Plane:** Brodak ARF P-40 Take off weight (TOW) 56 ounces. (59 ounces with Eagle Tree test equip. on board.) Flown in some contests at 59 ounces

**Landing Gear:** 1¼ inches longer than stock to clear 12 x 6 prop. Landing gear wire diameter 5/32 inch, along with 2½ inch wheels for rough field. (You can save 2 ounces by using the stock landing gear)

**ESC (Electronic Speed Control):** Castle Creations 40A, with USB computer cable for setup. Version: V 1.55

**Timer:** JMP (Excellent product)

**Prop:** APC 12 x 6 "E" prop (Costs \$6.00, but still best I found; even better than \$65.00 CF props!)

**Battery:** Thunder Power 4S2P 14.8V 4,200 mAh ... Flt. Temp 122 F

**Motor:** AXI 2826/10 ..... Level Flt. RPM 9,180 ... Flt Temp 119 F

**Control lines:** 62 foot Eye-to-Eye .015 cables

## ESC (Electronic Speed Control) Settings

### Basic:

Cutoff Volts Brake Strength	Auto Li-Po 20%
Cutoff Type Brake Delay	Soft Cutoff .6 sec (Delayed)
Throttle Type Brake Ramp	Heli Governor Hi Very Slow
Direction	Forward (or as needed)

### Advanced:

Motor Start Po PWM Rate	Low (39) 39 26 KHz
Throttle Respo Current Limiting	Low (2) 2 Normal*
Motor Timing	Low Advance
Governor Gain Spool-Up Spe	Custom 3 Custom 1 (or 2)

Use the CC (Castle Creations) USB computer connector cable to hook your ESC up to your home PC. This USB PC cable plugs into the small plug that comes out of your ESC (the same plug that goes into your JMP Timer). The program is downloaded from the CC web site. The program is very easy to use. The ESC comes with directions to set it up with a RC TX, just ignore these and use your CC USB PC cable to do it on your PC.

and all the power you would ever need to fly the full pattern with approximately 10 extra laps. (This extra time can easily be reduced after you feel comfortable with your ECL setup.)

These settings are the result of experimentation and a great deal of help from Will Moore, and my friends on Robert Storick's excellent "Stunt Hangar" forum. I have not changed these settings or the prop for the past 200+ flights. This electric power system has made the power part of every flight as good as the best wet engine run I have seen at a contest.

If you use the same equipment as shown here (AKA the ECL "STANDARD" package), these settings will give you a very good start and almost guarantee a successful first ECL flight! The equipment listed below is very well tested by many ECL pilots. It is safe to say that it has well over 1,000 flights. If you want to experiment with different brands, sizes etc. please do it on your second ECL plane. If you use this system first, you will have a solid bench mark from which to measure/compare any changes. And you will be having fun successfully flying, and competing, with your perfect "Stunt run" ECL bird.



The ECL P-40.

These settings and equipment will work in any plane that is the size and weight listed. I have helped people convert P-40s, Vectors, and the excellent Brodak Cardinal ARC/ARF or kit, all using this power system. The only A/C modifications needed to fly ECL are a different motor mount method.

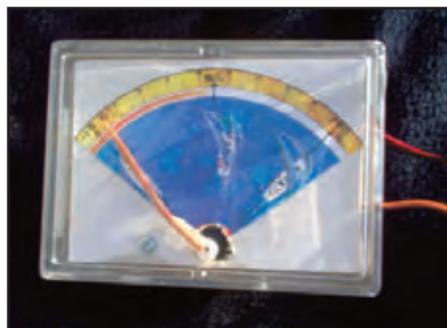
Please do "not" set your timer with the motor! This would be difficult, and it

## JMP Timer settings:

Motor run-up time	30 seconds
Total motor run time	6 minutes (this can be set to <6 min later)
Motor run-up speed	0 steps (this is while you walk to handle)
Motor first flight speed	17 steps (approx. 29% sweep of 90 degree servo) 18 steps OK, but a little fast, 4.9 lap times
Motor second speed	Same as first speed, (17 or 18 steps)
DATA	Unlock, default, ( <i>Don't touch this feature!</i> )
Motor sag warning	ON (masked in Gov mode, but it's still there)

is not safe! Make a homemade programmer, then you can set up your timer at your desk without it even being in the plane. I used Will Moore's design to make my programmer. The servo is under the red pointer (toothpick) and small Ni Cad battery is under the compass rose; it is all in a plastic box my AT servo came in. The servo cable plugs into the same timer pin connector that the ESC goes into (unplug ESC cable while programming JMP timer). Then plug the programmer's small Ni Cad battery cable into the "Retract" pin connector in the JMP timer. You have to be careful here with pin polarity. I use red nail polish to mark the positive side of all male and female plugs. It makes them idiot proof.

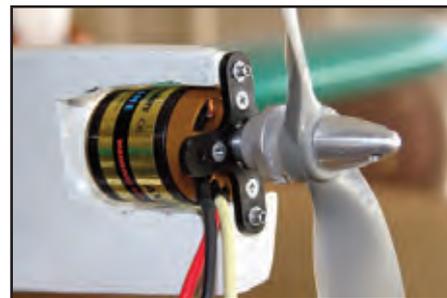
After following the JMP directions and your home made programmer to setup your timer, you can test your setup by just pushing the button, and holding it (approx. 4 sec.) until the pointer moves, then release the button. Using a stop watch, and looking at the pointer



The author's "TIMER SETUP TOOL." It is a servo box with Will Moore's idea inside. It has worked perfectly, and the author feels it is the only safe way to setup the JMP and Ztron timers. It is simple and inexpensive to make. He puts white rubber on the bottom to protect the plane when he sets it on the wing during use.

movements, you can see exactly how your flight will go.

Please use a count down timer (talking type, or stop watch) for your initial flights. Set it to the same time as your timer. Remember, in Governor



This green-and-white Cardinal is Ron Hook's first ECL PA plane. He did a great job on it. He saw the author's P-40 ECL fly well at the Phoenix contest and wanted to try ECL. Rudy helped him with his set up using the MM method he suggested. It uses the preferred "forward mount." Ron Hook photos.

mode the warning blips are masked, and you may not get any warning before the motor stops. For your very first flight I would keep the overhead stuff to a minimum until you're sure all your programming is correct. Don't ask me how I know this ...

**Coming next time:** Equipment and Setups for different size Electric CLPA planes, from 1/2A to FAI.

I hope this is helpful to any newcomers to ECL. Please feel free to email me at [imacone@aol.com](mailto:imacone@aol.com) if you have any questions or comments. *SN*

Hermosa Beach, California  
AMA 1667

# The International Scene

By Bill Crossan

## Home International F2B Competition 24th & 25th May 2008

This annual competition involving the four home countries: Scotland, England, Wales and Northern Ireland was held at the Dunfermline Aero Model Club's CL flying site at Inverkeithing in Fife. Scotland was this year's host country and the competition was planned, arranged and hosted by the Dunfermline Aero Model Club. The organising CD was Peter Miller who was also CD for the competition with Bill Brown as his assistant and Pit Boss. Douglas Reid was scorer, George Simpson, his runner, along with other members of the Dunfermline Club on hand to help where necessary. The event was sponsored by: Dunfermline and West Fife Sports Council, Carnegie Dunfermline Trust, Fife Council and The Scottish Scouting Association (who provided the marquee, erecting and taking it down after the competition). Other sponsors who supplied prizes for fundraising were: Marionville Models, Scoonie Hobbies and Abbey Models, Dunfermline.

Three of the teams came with their



Ray Lloyd's Pendle Wick in flight.



Barry Robinson's Dago Red Ro-Jett 61.

own National Judge, Northern Ireland's being unable to make the trip. The presiding judges were: Bill Grieve (Scotland), Dot Dickinson (Wales) and Ken Reeves (England). Each team comprised three fliers and five rounds were scheduled over the two days; three on Saturday and two on Sunday.

On Friday evening the visiting countries were welcomed with a barbecue provided by John Davidson. Despite the "driech"—the cold grey weather—it gave the fliers the opportunity to become reacquainted, most of them having flown against each other at many National Events over the years. It promoted a warm and friendly beginning to the competition despite the "driech."

On Saturday two circles were available for practise flights, the competition starting promptly at 10.15 a.m. By the start of the competition a slight breeze had sprung up, a breeze that would become stronger and "gusty" as the day progressed. Exactly on time the team Captains flew first and throughout the day it was interesting to see how the fliers coped with the changing breeze.

As a relative newcomer to the sport I was fascinated by the style and stance of the fliers, especially their hand and arm movements. That the flier and his aircraft acted as one was obvious, but there was another more vagrant element that played a very important and



Barry Robinson.

capricious part in the flight, the weather: this element would become more obvious over the two days.

In the first round the leading fliers were: Bill Draper with a 2719.5 flying his *Super Hawk*, Barry Robinson with 2817.0 flying his *Dago Red*, John Hamilton scored a 2945.0 flying his *Happy Hour 3*, and Ian Galt received 2694.0 flying his *Joelle*. In that first round the others weren't all that far behind.

In the second round the results were much closer with Peter Miller, Jim Hatch (who had a propeller mishap in the first round), Ray Lloyd (who had a non-start in the first round), Dave Roberts, Iain Ward and Eddie Sharp producing better scores. Maurice Doyle

had two good round scores of 2541.5 in the first round and 2530.0 in the second.

After the second round there was a break for lunch, which was provided by Peter Miller's daughter, Jill; a plentiful, varied and well presented cold buffet. Jill provided a similar lunch on Sunday.

The third round produced even better scores: Bill Draper received 2827.5, Barry Robinson 2924.0, Eddie Sharp 2574.0, Maurice



(L-R) Scotland's Peter Miller, Iain Ward, and Ian Galt, the Scottish Captain, preparing Ian's *Joelle ST 51* for flight.



England's team (L-R) Bill Draper, Barry Robinson and Eddie Sharp.



Bill Draper's Super Hawk in flight.



Bill Draper and Barry Robinson prepare Barry's Dago Red for flight.

Doyle 2620.5, John Hamilton 2741.5, Ian Galt 2731.0, Dave Roberts 2555.0, Ray Lloyd 2667.5 and Jim Hatch 2628.5. These higher scores resulted despite the slightly strengthening breeze.

On Saturday evening a dinner was arranged for the competitors and their families at Pittferrane House, Dunfermline Gold Club. Pittferrane House is an old listed building with turrets, bell and a spiral stone staircase that much of Scottish Royalty had probably ascended and descended over the centuries. The staircase led to the dining room where an excellent dinner and social evening was enjoyed by everyone.

On Sunday the sun shone from a practically cloudless sky. Unfortunately the breeze had strengthened and was to cause problems. The fourth round got underway with, despite the conditions, Bill Draper, Barry Robinson and Ray Lloyd maintained their high scoring. Maurice Doyle and Peter Miller both had mishaps that prevented them from putting a score on the board. By this time the breeze had graduated to a stiffish wind and it was decided to abandon the fifth and final round.

A long leisurely lunch followed with much technical talk among the fliers. Then at 2.15 p.m. Lord and Lady Elgin arrived to present the medals. Lord and Lady Elgin were introduced by the Scottish Captain, Ian Galt after he had thanked the visiting teams for their keen participation and sportsmanship. He also

thanked the members of the organising committee for their part in making the event such a success.

Before presenting the medals Lord Elgin gave a brief history of the field they had been flying on, the field being part of his estate. He said that this piece of ground was steeped in much history and blood. The Dunfermline fliers could confirm this from their own standpoint, with the occasional propeller mishaps adding more than a few drops of their own blood to the historical mix. Lord Elgin said that Cromwell's army had reached this far and The Battle of Inverkeithing had been fought where they now stood. The result of the battle mirrored a similar result achieved on the same spot over the last two days, England came out the winners.

Lord and Lady Elgin expressed a keen interest in the sport and Lady Elgin asked if it would be possible to see a demonstration. The English Captain, Bill Draper took to the circle and, despite the

stiff wind, gave a masterful display of Stunt flying that was appreciated not only by Lord and Lady Elgin but also by the other fliers who appreciated the flight in a more knowledgeable way.

The results: First: England, Second: Northern Ireland, Third: Wales and Fourth: Scotland. The leading fliers were: First Barry Robinson (8819.5) England, Second Bill Draper (8630.5) England and Third John Hamilton (8433.0) Northern Ireland. The highest single round score of 2966.0 was captured by Barry Robinson round two. *SN*

## Aero Products

### "World Class Stunt Stuff"

Custom made SV Laser cut kits

Precision Aero Engines

Cf Props, CF Gears & Wheel pants

Custom cut foam wings

Enya Engines, Magnum, Super Tiger

OS, SAI TO, Evolution engines

Custom CNC mufflers

Old Time, Classic, Modern kits

Send \$3.00 for Catalog

Randy Smith

**AERO PRODUCTS**

980 Winnbrook Drive

DACULA, GA 30019

USA

Ph (678) 407-9376

Fax (678) 985-5085

Web site

[www.Aeroproduct.net](http://www.Aeroproduct.net)

# The Trailing Edge

By Mike Keville

**R**eturned from the Nats with about 24 hours to make this deadline. OTS and Classic results are done ... and so am I. It's been fun, but the long haul to Muncie just isn't in the cards anymore. Driving is out of the question thanks to usurious gas prices, and air travel today is about as enjoyable as a root canal. As Gene Martine did when he relinquished the ED duties for these two unofficial events in '06, I'll provide copies of forms plus all the details. The job itself is a walk-in-the-park once all the forms are gathered and you've recruited your judges, tabulators and other helpers. Thanks to the stellar crew we've had these past three years all I had to do was show up, pretend to look busy then stay out of their way. Interested? Let's talk.

**Chances are**, there wouldn't be anything known as Old Time Stunt if not for John Miske, Jr. As a member of the Garden State Circle Burners he organized and directed the first OTS meet in 1970—won, incidentally, by Bob Hunt with a Veco Mustang. At one time John also offered authentic plans for many OT designs, and for several years owned a hobby shop. He was very helpful to me back when I was a Free Flyer and first heard about OTS (“Hey, that looks like fun”), patiently answering numerous questions—as did another pioneer in the event, Bill Zimmer. Currently retired and living “down the shore,” as they say in Jersey (Get it right Mike, that's Joisey — Ed), John was deservedly elected this year to the PAMPA Hall of Fame. Had he not dreamed-up what was once a novelty event we may still be wondering what ever became of those Barnstormers, All Americans, etc. Thanx, John!

**From the '67 Nats**, NAS Los Alamitos, here's an historic photo of the top three finishers: winner Bart Klapinski (C) with his Tempest, flanked by third-place Bob Gieseke (L) with one of his namesake Noblers, and second-place “Fast Richard” Mathis (R) with his Chizler. Partial view of the scoreboard behind them reads: Klapinski 484+500; Melton 442+458; Van Loo 447+440; Gierke 468+482; McFarland 461+485; Gieseke 475+493; Mathis 474+494; Collier 451+476. (Remember,

those were the days of Navy judges.) Since then, Bart won OTS several times at various VSCs and currently has a version of Gordan Delaney's classic twin-engine “Two Much” under construction.

**Now for a few more** “Guess Who” photos. (Answers at the end of the column.)



(a) This former USAF Captain was among the first F-15 pilots over Baghdad on the opening night of “Desert Storm,” 1991. Seen here two months later with a Kuwaiti A-4 at Dhahran, Saudi Arabia, he later attended an early VSC with a “Feno”; now lives in Wichita Falls, TX.



Top three at the '67 Nats, NAS Los Alamitos, CA. L-R: Bob Gieseke (3<sup>rd</sup>), Bart Klapinski (1<sup>st</sup>) and Dick “Fast Richard” Mathis (2<sup>nd</sup>). Photo: courtesy of John Christensen via Jeff Welliver.



(b) This “Ringmaster/Fox 35 kind of guy” recently enjoyed a flight in a P-51. He even got some stick time, which may account for the huge grin. (Either that, or the fact that he and his wife now own a second home in Tucson.)

It's a sweet flying little Old Timer, so if you're looking for something besides another look-alike Jamison, you might want to consider this one.



(c) Skinny kid joined the Army in '58 to train as an aircraft mechanic but was soon found to have the mechanical aptitude of a brick. Seen with Piper L-4 at the Army Aviation museum, Ft. Rucker, AL, he then went to Germany where, fortunately for all concerned, he had nothing whatsoever to do with aircraft maintenance.

Back around 1950 Stunt fliers began to abandon the “barn door” look, opting for sleeker, more realistic designs. Among them was Harold (Red) Reinhardt’s “International Stunt Winner.” This little beauty spans 40 inches and was powered by an early sand-cast Fox. Published in *Air Trails*, January '51, a search of plan offerings by Barry Baxter, Stuka Stunt and Randy Smith didn't show this one listed, though I believe Tom Dixon offers it.

Lou Wolgast flew one at the very first VSC in 1989, in following years loaning it to Bob Hunt for official flights at Tucson ... where the model had the mysterious habit of omitting one of the “Eights”—twice—there by earning Bob the not-so-coveted Pachyderm award two years in a row (Wow, thanks for reminding me, Mike, I'd forgotten ... —Ed).



Red Reinhardt's International Stunt Winner, published in an early '50s *Air Trails*, may be just the ticket if you're looking for an alternative to all those Jamisons.

#### New VSC Hq. Hotel

Somewhat overdue, as I'm sure many will agree, our 19-year association with the Quality (formerly Rodeway) Inn has ended. The new venue is the nearby Riverpark Inn. A delightful improvement, accommodations include a free breakfast buffet, large pool, two tennis courts (one of which will be used for Classic appearance judging) plus an attached Bennigan's Grill & Tavern. The hotel will also be the site of the awards banquet, thus eliminating the need to drive across town on Saturday night. It's perhaps two miles further to the flying site, yet a world apart in cleanliness, appearance and amenities. We blocked 100 rooms for VSC-21 at \$65/night plus tax, which is substantially less than their usual rate. Full details, including cutoff date for reservations, will appear next issue. You may also e-mail me for advance information and/or see what's offered by going to [www.riverparkinn.com](http://www.riverparkinn.com).

Meanwhile, we're about to host our second annual “Half-A” (actually .061 max) multi-engine profile scale contest here in Tucson, October 11-12. This is a really fun event, and since most participants are Stunt fliers the craftsmanship is often exceptional. With any luck we'll have another full-color spread in *Flying Models* early next year. *SN*

#### “Guess who” answers:

- (a) Bruce Shipp
- (b) Bill Jacklin
- (c) Yours Truly

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

## Sam's Stuff and Hobbies

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

Tired of chasing the manufacturers!

They are here all under one roof. Good Service,

Prices and Real People.

573-255-3514

Don't have much

to say,

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



Visa, MasterCard, American Express, Discover, PayPal or personal check.

# Ask Ken

By Ken Gulliford

One of the real pleasures and benefits that I have gained from contributing these pieces to *Stunt News* each installment is the communication and correspondence with all of you. My first offering had a bit on Control Line engines that are available for less than \$100. From the vast hordes of stunt fliers out there came a few more to join the fleet.

The first one is a great one that was apparently overlooked. Available from Tower Hobbies, is the Super Tigre G-51. It's a real bargain at \$84.99, and comes with the Super Tigre quality and power that we all know and love.

Next is another Super Tigre from Tower. The G-34 ringed engine weighs in at 12.73 ounces with muffler and puts out an economical 0.98 Brake Horse Power (BHP) for \$69.99. That's 0.003 more BHP than its big brother the G-51 has at 0.95 listed BHP. I don't own either of these, but it's my guess the G-34 runs best in a 2-stroke, and the G-51 in a 4-stroke.

The last one is a newcomer from Horizon Hobbies, and at \$79.99 it is worth a try. The Evolution .36 comes standard with a remote needle valve, and a tongue muffler. Someone at Evolution did their homework. Most of us toss out the heavy tube-type mufflers that come with the engine anyway and either make or buy a tongue muffler to save a little weight.

The .36 is no porker, though. It weighs a very reasonable 9.3 ounces (with the muffler) compared to the Super Tigre G-51 at 10.98 ounces without muffler and 16.2 ounces with the muffler. It compares well to our baseline O.S. LA .46 engine which weighs 9.3 ounces without muffler. Heck, those sexy 21<sup>st</sup> century, airflow-efficient cooling fins on the Evolution are reason enough to buy one and strap it on the old Ringmaster to see how well it works.

**Question:** What good is that *Stunt News* CD when you can't always take your laptop into the "facility" with you?

**Short Answer:** Laptop? "Facility?" Eeeeeuuuuuuooooo!

**Long Answer:** Okay, I would think that the facility library already has plenty of

mindless reading material in stock, without endangering the precious pages of *Stunt News*. Of course, there are some volumes in my facility library area as well, but since I've been getting the disc, there is a new library next to my main computer, and the plush comfy chair that accompanies it.

Believe it or not, this subject came up in several different places from California to Texas, and with different flying groups besides my normal Phoenix/Tucson flying crowd. Beginning to evolve are strong lobbies in favor of each type. There's the traditional touchy-feely paper offering group, as well as the techno-crowd electronic group.

Jim Hoffman (VSC "Banquet Guy") solves the problem by subscribing to both. LeRoy Black and I get the disc only and, here in the Southwest, several of the others who voiced an opinion prefer the paper version only.

LeRoy kind of ended the local discussion with a bit of cowhand wisdom that falls into the solid-logic category. "Look," he said, "when I want full-color pictures and articles that I can size the print to suit these old eyes, I go for the CD on my computer. I read over the whole thing first, and print those articles and stories that I want to read in-depth later as I want them. If I want to, I take them into the facility with me, then it's just printed pages, not the whole book. But, if all you get is the magazine, then you don't have an option to view or print in color, and it's your magazine that ends up in the restroom."

Well LeRoy, I'm all for the CD too, but only because I can Search and Find by the word, and color is the one thing that really brings out the other people, places, and planes for me. Sure, I like magazines as well, but my "collection" of *Model Airplane News*,

*Flying Models*, *Model Aviation*, *Model Builder*, assorted *Air Trails*, and *Aeromodeller* has sort of taken on a life (and in some cases an odor) of its own. By the way, isn't it great to have the option of paper or plastic?

**Question:** Is there a product to clean baked-on varnish off of engines?

**Answer:** We all would like an engine cleaner that really works. Unfortunately, until now, the really good ones needed a close read of their Material Data Safety Sheets (MSDS) or some special (sonic) equipment in order to use them properly. From our brothers in the Navy Carrier community comes now a find of sorts.

Ted Kraver (Nats Navy Carrier ED) sent in this suggestion that has been squishing around the North Carolina bunch in recent months. Available from ACE Hardware (among a zillion other stores) is Dawn Power Dissolver (12.8 ounces, Item 00632), from Proctor and Gamble. The active ingredients are



Monoethanolamine and Sodium Hydroxide.

You can check the MSDS for both the ingredients and the Power Dissolver, but there is little to find except for normal cautions for eyes and skin the same as you would find with soap. It's a little more serious for swallowing or breathing the stuff, but still no big problem. It has some cautions on the bottle that should not be ignored such as do not use on painted metal surfaces and varnished wood. What that means is that you should keep it off of your painted airplane and that your McCoy Red-Head is in danger of joining the Silver-Head crowd. However, it is made to be used on food products, and it cleans up with water.

Okay, for \$3 I had to try this one. I found my nastiest muffler—one for a K&B .40 that I had replaced with a tongue muffler back before the turn of the century (I just love saying that). Following the instructions, I put a pencil up the pipe to use as a holding tool and sprayed the muffler with the Dawn Power Dissolver. I placed the muffler at the bottom of my sink and let it sit for 15 minutes.

After the soaking time had elapsed, the liquid had turned from a liquid into a gel. I rinsed off the gel with hot water and then dried the muffler with a paper towel. That's it; the before-and-after pictures speak for themselves. If I could manage to set the camera for near instead of far, they would not be so blurry. I'll strive to do better in the future.

Now, you will need to take some precautions if you want to use this stuff on your engine: keep the cleaner and the water out of the inside of your engine. I pack the venturi and the exhaust with cotton balls, spray it

down, clean up with hot water, and *it works!*

Thanks, Ted! Try Stunt ... you'll like it! (Yeah, maybe he'll get "hooked"—Ed.)

**Question:** Are those Saito 4-stroke engines on the back of *Stunt News* last issue any good?

**Short Answer:** Yes.

**Long Answer:** Yes, however they are just a bit heavier than your average 2-stroke Stunt engine. Our baseline O.S. LA .46 2-stroke engine weighs 9.3 ounces without a muffler. The Saito Control Line Engines (with muffler) weigh 14.5 ounces for the .56, 14.7 ounces for the .62, and 16.6 ounces for the .72.

But, they have loads of torque, and they sip fuel so, like almost everything else in life, there are trade-offs. During the research I discovered Saito also makes a .40 Control Line 4-stroke. It weighs 10.6 ounces with muffler and turns a 10 x 6 or 11 x 6 prop at 9,000 rpm to produce .65 hp. Sounds like a good replacement for that old-style .35, but it kind of exceeds the under \$100 requirement by \$94.99.

**Question:** What's the deal with leadout placement? Are those adjustable sets necessary?

**Short Answer:** Designers have been putting the leadout location on the plans since the early 1940s. Modelers have been monkeying around with the location since the first set of plans was sold. It obviously worked well enough for the designer the way it was—or at least well enough to be inked on the plan anyway. No, you don't *need* adjustable leadouts, especially for everyday sport flying. The location on the plans will do just fine, unless you want to try and "tweak" your flight characteristics for improved performance and feel.

**Long Answer:** When you build in the adjustable leadout setup, the leadout position becomes just one of a dozen or so adjustments that are available to make your plane fly the way you like. Basically leadout position is a tension adjustment, and can hurt more than it helps if taken to extremes. As a general rule, moving the location forward from the recommended location will make the plane lighter on the lines

with less tension. Inversely, if you move the location back, it will enhance the pull on the lines.

It becomes a custom fit once you move past adjusting for more or less equal turns inside and outside, and a little bit of adjustment goes a long way. One of my "Expert" friends asked me to fly his plane so that he could see it from the outside of the circle. He asked me to do some maneuvers, but in the maneuvers the plane felt so light on the lines that I lost confidence and just finished the flight in high level circles. Yet, in his hands it would produce rock solid flights and consistent 525+ patterns.

Another "Expert" friend asked if I wanted to try his favorite plane, one that was the envy of the local Stunt scene for years. The plane nearly pulled me off the ground at the top of the circle, and I had to apply considerable "lean" to keep from wandering out of the center of the circle. That plane, too, was capable of high scores in the owner's hands.

There is a balance of adjustments available for tension including rudder and engine offset. Finding the best fit for the plane, and for you, is a real art. But, if you don't build-in the possibility for adjustment, you will not know exactly what is required.

Advice from the weary: make only *one* adjustment at a time and evaluate the effect of *that* adjustment before you try something more, less, or different. Too many times I've seen well-intentioned folks add engine out-thrust, rudder, *and* move the leadout location all at the same time to try and solve a tension problem. Let's face it, lack of tension is scary. But, although they solved the problem, they added a few new ones. Any one of those adjustments probably would have done the trick by itself, except now they seem to be adjusting for the adjustments.

Meanwhile, the guy from down the street is having a blast with his \$50 ARF Flite Streak that has no adjustments. If for no other reason, you can use the leadout adjustment for windy conditions. I noticed a set of marks on a "World-Class" flier's wingtip which, when asked, he said was for "away-from-home tweaking".

Add the leadout adjustment if you think it will help. The bottom line: it's better to have it and not need to use it, then not to have it and wish you did.

**Happy Trails.** Ken. *SN*



# CLPA Rules

By Keith Trostle

## Introduction

This is the first column of what is planned to be a standard fixture in *SN*. The purpose of this column is to inform readers of the rules change process, change proposals that appear during the change proposal cycle that have any impact on our CL Precision Aerobatics event, and status of those proposals as they are acted on by the AMA Contest Boards and in particular, by the AMA Control Line Aerobatics Contest Board (CLACB). Another purpose of this column is to promote positive and constructive discussion among CLPA enthusiasts about potential improvements, changes, and adjustments to our rules in the continuing evolution of our event. A goal is to present to the CLACB well thought out and reasoned changes to the rules for our event. We will explore various approaches on how to proceed in this process. A section in our PAMPA website is being planned to complement this *SN* column. Because *SN* is published only once every two months, the website will be used to provide more current information while this column will provide a permanent record for reference purposes.

It is envisioned that dialog will be promoted between CLPA enthusiasts and their representatives on the CLACB as well as their PAMPA District Directors and their representatives on the PAMPA Rules and Competition Committees regarding rules for our CLPA event.

Information about the AMA rules change process, proposals and the actions of the contest boards can be found in the AMA website at <http://www.modelaircraft.org/>, then click under "Competition Events," then click on "Rules," then click on "Rules Proposals." There, you will find a menu for "Contest Board Procedures," the "Rules Change Form," change proposals, cross proposals for the various events, and the results of the respective Contest Boards during the current rules change cycle. The AMA CLACB District Representatives are listed in every other issue of *Model Aviation*.

## CLPA Rules Changes Effective January 1, 2009

The current 2007/2008 rules change

cycle has essentially been completed. Of the ten CLPA proposals and one cross proposal that were submitted during this cycle, four were approved by the CLACB and will become effective on January 1, 2009. The entirety of the four approved change proposals can be found in the above described AMA website. The following is a summary of these four changes coming in the 2009 rulebook:

### CLA-09-6

In the Control Line Precision Aerobatics rules, the title of Section 14 "Judging Procedures" will be changed to "Judges' Guide."

In Section 14.1, the last sentence that currently reads, "This document forms part of Section 4 of the FAI *Sporting Code* applicable to Class F2B Aerobatics" will be deleted. A new Section 14.1.1 will be inserted with the words: "The maneuver descriptions and maneuver diagrams of Section 13 take precedence over any differences that might appear in this Judges' Guide. "

The reason for this change is that the current CLPA judges' guide was incorporated into our AMA rulebook in 2005 and was based on what was then the FAI Control Line Aerobatics (F2B) judges' guide. This guide replaced the previous AMA judges' guide. When the change was made, the section was included as Section 14, "Judging Procedures." This new section was intended to be only a guide to help judges with their subjective task of judging the CLPA pattern. Since this section did not have the title as a guide, confusion resulted in wording differences in the maneuver descriptions and diagrams of Section 13 and what is contained in Section 14. Section 14 is intended to be used only as a guide while the maneuver descriptions and diagrams of Section 13 have precedence over whatever differences might appear in Section 14, which should have been titled "Judges' Guide" at the time it was inserted in the rulebook.

### CLA-09-7

Pattern Points will be eliminated. The FAI F2B Aerobatics provisions on penalties regarding omitted and incomplete maneuvers will be adopted.

Section 11, "Flight Pattern" will be replaced with a new Section 11,

"Execution of Maneuvers," which will read as follows:

"The maneuvers must be executed in the order listed in Section 13, 'Flight Maneuvers and Scoring.' The contestant may attempt a maneuver only once in any one flight. A score of 0 (zero) will be given for any maneuver omitted or not attempted at all, for any maneuver started but not completed, any maneuver with an incorrect number of consecutive figures (either too few or too many), any maneuver flown out of sequence, and/or any maneuver flown without a minimum of the nominal (two) laps interval after the previous maneuver. When a maneuver is omitted or not attempted at all, the remaining maneuvers shall be scored provided they are attempted in the correct order. When performed after the completion of the Four Leaf Clover maneuver but before the start of the Landing maneuver, other maneuvering shall be permitted. All such maneuvers shall not be officially observed nor scored by the judges".

Section 11.1 will be retained.

Section 11.2 will be deleted since the provisions above require a zero score for an attempted or incomplete maneuver. Before this change, the AMA rules allowed a minimum score of 10 for such a maneuver.

Section 14.21.3 currently states, "Every maneuver which is started but not completed by the competitor should be awarded 10 (ten) points." This Section 14.21.3 will now read: "Judging incomplete maneuvers: any maneuver which is started but not completed shall be awarded a mark of 0 (zero) points."

Section 14.21.5 currently states that maneuvers with an incorrect number of multiple figures are to be awarded a mark of 10 (ten) points. The last sentence of Section 14.21.5 will now read: "All maneuvers flown in such ways are incorrect and shall be awarded a mark of 0 (zero) points."

This proposal aligns the AMA CLPA rules with the current FAI CL F2B Aerobatics rules regarding proper execution of the CLPA pattern. Up to this time, pattern points have been included in the AMA rules as a bonus for fliers to complete the pattern. Under the current rules, if a maneuver is not completed, the flier is penalized twice for not completing the maneuver and for

the loss of pattern points. Loss of points for not performing a maneuver should be sufficient incentive for the pilot to complete the entire pattern.

#### CLA-09-8

The current AMA CLPA rulebook does not specify that the climb and dive portions of the square loops and the dive segments of the horizontal square eight are to be vertical to the ground. Section 14 which will be titled as a "Judges' Guide" states that these segments are to be vertical to the ground which is the wording from the FAI F2B rulebook from which the Judges' Guide was adopted. The wording in what will now be called our AMA Judges' Guide (Section 14) will be changed so the guide will not be in conflict with the maneuver descriptions and diagrams for the square maneuvers in the AMA rulebook.

Rather than give the details of the multiple sections of the Judges' Guide that will be changed as a result of this approved proposal, it is suggested that these details can be found on the AMA website that includes this change in its entirety.

The reasons for this change are that the AMA CLPA rulebook does not specify 90 degree turns on any of the nearly vertical legs of the square loops nor on any of the diving portions of the horizontal square eights. Currently, Section 14 was copied from the FAI F2B rulebook and states that these legs are to be at right angles to the ground. This change proposal aligns the wording in the Section 14 Judge's Guide so that the guide would no longer be contradictory to the AMA descriptions for these maneuvers.

#### CLA-09-9

The line diameters for piston engine powered Control Line Precision Aerobatics models are currently based on engine displacement while minimum line diameter requirements for electric powered models are based on model weight. The current line size chart for piston engine powered CLPA models will be deleted and the existing line diameter chart for electric powered CLPA models will be changed to include all models.

At the beginning of the CLPA section of the rulebook, the entire line

diameter/pull test chart for Total Piston Engine Displacement will be deleted. In the remaining CLPA rulebook charts for line diameters and pull tests, the term "Electric Powered" that appears in the two left hand blocks will be deleted so that only the term "Model Weight" will remain in these two blocks. The heading at the top of the chart that shows "CL Precision Aerobatics" will be retained.

The current CLPA rulebook specifies minimum line diameters based on total engine displacement. Power available and total model weight can vary considerably for any given engine displacement. Establishing minimum line diameters based on model weight regardless of the type and size of the power plant provides a more logical and consistent methodology for our CLPA models.

#### The Rules Change Process

Any AMA member can submit a rules change proposal. The rules change process is described in the AMA Contest Board Procedures which can be found on the AMA website as explained above. There are changes that will soon appear in this AMA procedures book that will alter slightly the deadlines for various actions including the submission of the initial change proposals, submission of cross proposals and the actions of the Contest Boards during the change cycle. These procedural changes will be outlined in this column as soon as they become available. Suffice it to say at this time that there will be ample time for AMA members to submit their proposed rules changes during the next two-year change cycle that will start on January 1, 2009.

#### Final Comments

The content and format of this "Rules" column as well as what will soon be a section on our PAMPA website will evolve. Any comments and suggestions regarding formats and/or content will be appreciated. Contact me via email at [stunteagle@cox.net](mailto:stunteagle@cox.net). SN

## C. F. SLATTERY CO.

BYRON BARKER, 2101 LOGAN AVE., NEW ALBANY, IN 47150  
(812) 948-9167, E-MAIL: [LINECONTR@AOL.COM](mailto:LINECONTR@AOL.COM)

### NEW, STUNT-TUNED

THUNDER TIGER 36 STUNT \$135.00      MAG \$130.00

### PAINT STANDS, BODY JIGS, AND ALIGNMENT JIGS

VENTURIS, TONGUE MUFFLERS, TUBE MUFFLERS  
STUNT MOTORS: MAGNUM, ST, THUNDER TIGER

DEALERS FOR SIG, BRODAK, AND RSM

VISA, MASTER, DISCOVER CARDS

SEND S.A.S.E. FOR CATALOG



**Control Line Central**  
a division of J & J Hobbies

Nothing but control line!

Visit us at: [www.clcentral.com](http://www.clcentral.com) or call us at: 505-332-8007

**We sell Tom Morris, Brodak, RSM as well as a line of our own products.**



# Crash Repairs

By Windy Urtnowski

This cycle's piece will be short as my life is in a period of transition at this time, and it limits my modeling time. Karyn is fully retired and we are downsizing our business in several areas—we both look forward to more free time in the near future.

I recently wanted to repair an old spun Veco spinner for my Spitfire. These are almost impossible to find at reasonable prices anymore, so I thought repairing one might be worth the effort.

Old spun spinners with small dents and defects are relatively easy to repair, especially if you have a lathe or drill press. Here's what has worked for me:

First I make a mandrel to hold the dented spinner and hammer from the back enough to remove most of the dents. Once on the mandrel it's easy to get it to run true, and Bondo or Aeropoxy Lite works fine for filling any shallow low spots. Before applying these fillers I sandblast the part if at all possible—any place that makes tombstones will do this for a few bucks. The sandblasting lets any filler bond properly and gives a surface tooth for any paint.

Once the spinner runs true, I use Brodak white primer or any auto primer to serve as a bond for the final paint to the aluminum. This is the tricky part—paint, even primer, isn't happy bonding to aluminum unless you provide a tooth with 80-grit sanding or sandblasting. Just painting a spinner most likely will result in the paint coming off in service.

Once rejuvenated, most old spinners are very light, have a pleasing shape to most Stunt fliers, and let's face it, almost all of us have some somewhere in our collections of old stuff. *SN*



## AEROPIPES

Tuned pipes for all makes from .25 to 1.08 Displacement!

**Bill Werwage & Randy Smith**

**Used by  
Champions  
Worldwide**

**980 Winnbrook Dr  
Dacula, GA 30019**

(678) 407-9376 Voice

(678) 985-5085 Fax & Order Line

[www.Aeroproduct.net](http://www.Aeroproduct.net)

# The Lighter Side

By Mike Keville

Joe-Bob's track record at flying others' airplanes leaves something to be desired. While the carnage to date totals only two, that's two too many, and if you've ever done it you know what I mean. Whenever we plant someone else's model there is no one in the world (okay, maybe former NY Governor Elliott Spitzer) who feels more embarrassed.

The first incident occurred when an unsuspecting modeler asked Joe-Bob to test-fly his brand new Guillow "Reactor," a 46-inch span Combat wing. The builder was reluctant to make the maiden flight, thus offered the honor to Joe-Bob, who claimed to be a CL hotshot though in reality he was a rookie who hadn't flown at all in the prior four years. Nonetheless, being a "bear of very little brain" (not to mention a rather large ego) he fired-up the Torp 35 and off they went. Things went rather well for about ten laps. Then he zipped when he should've zagged, reducing the Reactor to a pile of scrap and causing him to feel lower than the byproduct of a whale's digestive system.

The second deal involved a fellow club member's pretty red Classic. Approaching the intersection of the Overheads the engine suddenly quit, along with airspeed and line tension. Jesse Owens couldn't have run fast enough to save it, though ol' Joe-Bob never even tried—standing there horrified while thinking, "Uh-oh, this can't be good"—or perhaps something a bit more racy.

The model hit with a sickening thud and our hero desperately wished to be instantly transported to someplace really remote like Calcutta or Tibet ... or Muncie.

By now you've probably guessed that "Joe-Bob" is actually yours truly. Like most of us, I've wrecked a few of my own through the years. That's part of the game; we suck-it-up and go build something else. But crashing another modeler's plane is guaranteed to make us want to crawl under the nearest rock.

In more recent times I've been offered flights on a number of airplanes, including a certain big

orange "Gulfhawk" Bearcat whose owner was apparently unaware of my less-than-stellar history with OPAs. Of course I declined. A Wimp? You bet! **SM**

## LEE MACHINE SHOP Quality Products for the Discriminating Modeler

### Propeller Scribes

2 oz and 5 oz fuel syringes  
With o-ring plunger

Venturies for OS FP, LA 20 – 46

Ball Drivers and Finger Drills

Gasket Cutters, Line Wrappers  
Derek Moran Line Clip Bender  
Write or email for prices

James Lee  
827 SE 43rd St  
Topeka, KS 66609  
Jlee9@cox.net 785-266-7714

## MNT International

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)  
•320(Light weight)+40(muffler)g  
**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)  
•353+68(muffler)g

Other Engines  
**RETRO 61/76,**  
**ENYA, SAITO**  
and More..

### MNT CL HANDLES (Made in Japan)



Type A(80-100mm)

Type B

New

Type C (85,90mm)  
With Extension bracket

### ELECTRIC POWER PLANE PARTS (Made in Japan)



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)

### CARBON MATERIAL PARTS



## Let's talk safety

By Leonard Neumann

**H**aving just returned from this year's Nats where the weather was mostly beautiful for five straight days of sun and light winds and sun and mild temperatures for this time of year and sun—oh, did I mention sun? I was reminded very much of a warning sent to me a few weeks earlier by Mike Keville, who co-incidentally volunteered his time as one of the Judges at the Nats and who stood out in the sun for all those days from early morning until the final flights were flown on Friday.

### Standing out in the sun

When we think of safety in relation to our flying our model airplanes, we usually just think in terms of “Don't stick your finger in the prop,” or “Make sure everyone else is standing clear

bridge of my nose. ‘Just a zit,’ I thought, ‘It'll go away.’

“Wrong. As things turned out, it was a basal cell carcinoma that was quite invasive and very aggressive, requiring seven separate excisions during an all-day process resulting in the loss of most of my nose. The “after” photos (which you would *not* want to see) look like I'd been attacked by Hannibal Lecter. The oh-so-necessary reconstruction by a plastic surgeon required hospitalization for two separate four-hour surgeries. It also resulted in the loss of two months' work and a total expense of nearly thirty thousand dollars—which could be a showstopper for those without medical insurance. (Thankfully, Medicare and my supplemental carrier paid all but the \$200 co-payments to the hospital.)

“So while you're busy keeping your

get sunburned, but the last couple of days I applied the sun screen right away. Enough of that! Just because my skin was not getting burned didn't mean that I was safe and “protected” against the rays of the sun. Need more prodding? Re-read the words of Mike above.

**In another vein**, let's delve into the subject of flexible lead-outs and flying lines. At the Nats we heard of another flier who lost his plane because a flexible lead-out broke. This one had been carefully wrapped, just like we wrap the ends of our lines, and then a drop of glue was applied to the wrap at the end to hold it in place.

Now I, for one, do not like crimped lines. We have never had anything but bad luck with crimped lines. We have

## “How to make a plastic surgeon happy ...”

before we launch.” But for everyone, whether you are a flier, a stooge, a spectator, or a judge, one of the real dangers that we often face—and ignore—is the sun.

Here is what Mike Keville sent me to include in this safety column, and I am including his remarks in their entirety:

“How to make a plastic surgeon happy: (1) Spend lots of time under the sun without adequate skin protection. (2) Develop skin cancer as a result. Of the three types (basal cell, squamous cell and melanoma) basal cell is the least dangerous and may often be treated and removed as an outpatient. If ignored for any length of time, however, it can become invasive, requiring inpatient surgery and skin graft repair ... as I recently learned *The Hard Way*.

“I'd always been one of those ‘it won't happen to me’ types, soaking-up UV rays in some of the world's most intensely sun-drenched places—Saudi Arabia, Kuwait and, well yeah, Arizona—with little or no thought to skin protection. Granted, since I'm of Scottish-Irish-German ancestry, this probably qualifies me for a Darwin Award. Through the years I'd had several minor ones removed, so I wasn't too concerned late last year when the little white bump appeared on the

fingers away from that spinning prop, staying hydrated with plenty of water and observing other safety measures, don't forget to cover all exposed skin with sunscreen and/or adequate clothing. When not flying, wear a large-brim hat. Take advantage of any shade available, and for gosh sakes visit a dermatologist ASAP if you discover any strange looking spots on your skin. We'd rather not see any ‘me too’ stories here, because the experience is *not* pleasant. Mike Keville, Tucson, AZ.”

The purpose of writing a column such as this is that we don't see any “me, too” stories, and, especially, not those as mentioned here by Mike. I have to admit that when we would arrive at the field during Nats time, I wasn't always the first to apply my sunscreen. After all, we usually got there around 7:00 or 7:30 in the morning, and the sun wasn't up very bright as yet. Several times it was even foggy early in the morning. So I would help with launching a couple of practice flights, not thinking too much of the dangers lurking in the sun even beating through the fog. But it is there.

And then I would tend to put it off even longer as the morning brightened up, not thinking about it until the sun began baking on my face. No, I didn't

had several pairs of ready-to-fly commercially available stranded lines break at the crimp. Fortunately only one or two strands had broken before we caught them, and then we pulled the lines from service and re-did them with wrapped ends. We never experienced a complete, catastrophic failure, but it was close to happening.

I remember watching one of our suppliers demonstrating at the Nats how he crimped the ends of his leadouts as he applied them to the bellcrank, and then he would pull on the line until the point of failure showing that when the line did break it broke somewhere else than at the crimp. So, what's the problem?

The problem is flex. These are flexible lines and they are supposed to flex, right? When you flex the lines randomly and at different areas, these lines will go a long time before failure (although they will gather dirt and wear out, which is another story altogether). Well, flexing the lines randomly and then adding a crimped end are two different things. When you add a hard point, like at the crimped end, the line will flex there and do so with a much sharper bend than if it were merely allowed to flex freely. Whenever a line such as this is allowed to flex against a hard point, then that is the place where it will break. And anything that flexes

will, eventually, fail. We just normally reach the point of needing to discard the lines before we reach that point.

When the manufacturer doing his demonstration did a straight pull test to failure of a flexible line, he was not allowing it to flex at the crimp. Hence it broke at a random point each time. But if you add a crimp and then allow the line to flex at the crimp, you have now identified the place where it will fail and hastened its demise.

Putting it simply, I do not recommend using crimped ends for either stranded lines or flexible lead-outs. And most especially this is so for the type of cable where the strands get smaller and the number of strands increases. These types of lines are more flexible, but they are more subject to failure if they are faced with the hard point of a crimp.

Okay, back to that lead-out failure that I mentioned. This was wrapped, right? So what is the problem and why did I bring that up? The point is these lead-outs were wrapped, but then a bit of glue was added at the end which has the same effect as putting in a crimp. Solder is even worse.

Don't do either. If you wrap the lines correctly according to the AMA's recommendation, and then twist the free ends of the wrapping wire as per their diagram, that is all that is needed and it

will work just fine without failure. If you glue or solder the wrap, you will only speed up its demise. In a single word, "Don't."

One more thing to consider and check on is your handle. If you use a handle with a flexible cable, check on the point where the cable exits the handle. On some handles the cable will come straight out the end of the handle and there will be a small flare at the point of exit which allows for flex without the danger of it passing over a hard point. Some handles with cables introduce a sharp bend where the cable exits the handle and this will act like the hard point on a crimp - only worse. If you use this kind of handle it would be good to replace the cable periodically whether you see the beginnings of failure or not. Err on the safe side and don't lose your plane.

In a July 11 post on our Stuka Stunt Forum Alan Hahn posted the AMA Safety Code for CL for 2008 which begins, "I will subject my complete control system (including the safety thong where applicable) to an inspection and pull test prior to flying ..." I have often thought about this because how many times do we pull test our systems—really? How many times have you pull tested your lines the first time you used them or at least before the first

flight of the day? We do this religiously before our official flights at most contests and at the Nats, but what about during practice?

Even at the Nats no one pull tested their lines before their practice flights. It wasn't required. It wasn't convenient. We didn't. So I wonder how seriously we take this. Maybe it is not necessary to do this every flight or every day, but the first time you use your lines and periodically at least, we should pull test the whole system. We can't see what is going on inside the wing. We can't always see what is going on inside the handle. But we can visually inspect our lines before every flight, and at least pull test them periodically to make sure that everything is still as intended when we built the plane. Better to have a line or leadout break during a pull test than during a flight. It's better for all concerned.

If you have a thought concerning safety or something that would be of benefit to 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**

## RSM DISTRIBUTION PRESENTS IT'S

## NEWEST KITS



**CONTINENTAL**  
By Tom Warden  
Classic Legal

\* Span 55" \* Area 572Sq. In.  
\* Length 39.5" \* Engine .46  
Price.....\$129.95



**SHARK 35**  
By Lew MacFarland  
Classic Legal

\* Span 52" \* Area 554 Sq. In.  
\* Length 40" \* Engine .35-.40  
Price.....\$139.95



**NEPTUNE II**  
By Jim Ebejar  
Classic Legal "I BEAM"

\* Span 50" \* Area 536 Sq. In.  
\* Length 35.75" \* Engine .35-.40  
Price.....\$159.95

RSM DISTRIBUTION OBTAINS PERMISSION FROM EITHER THE DESIGNER OR HIS ESTATE BEFORE WE PRODUCE A KIT. WE GUARANTEE THAT THE KIT PRODUCED FAITHFULLY REPRESENTS THE ACTUAL MODEL AS ORIGINALLY DESIGNED.

Phone: 951-678-1406

Email: [rsm1rule@rsmdistribution.com](mailto:rsm1rule@rsmdistribution.com)



# Why I Fly Stunt

By Wesley Dick



1952: Wes' twin Barnstormers with full functioning flaps!

My brother, Fred, who was eight years older than I, was into building small, rubber-powered semiscale models. With his inspiration and help, my model-

bedroom.

At first we flew in the yard, and later in a farmer's meadow at the end of our street, in our small hometown of Arcadia, near Findlay, Ohio. As time went on we began to hear of planes being flown by attaching strings to one of the wings and somehow controlling the elevators. To

accomplish this, my brother and I devised our own system.

The elevators were hinged to the stabilizer with tissue hinges, and a vertical bar was mounted on the elevators near the hinge. A length of thread was then attached to the top and bottom of the vertical bar.

This thread ran through eyelets forward on the fuselage, then out through more eyelets to the end of the wing. (These eyelets were made by bending pins.) About 12 or 15 feet of thread was then attached to a control handle, made from a wooden pencil.

These planes could be flown in the yard and would make 3 or 4 laps before running out of rubber power.

The next step was to

convert hand-launched gliders to control line. This was done with the same thread and eyelet system. A short (about 5 feet) bamboo fish pole was fitted with an eyelet on the small end. The larger end was held in the left hand, with the control stick held in the right hand. Now, with about 12 feet of line between the plane and the end of the pole, the plane or glider could be whipped continuously and flown as long as desired. We could even do consecutive loops!

Now to get more power! Scrounging the junk yard we found an old "AHOOGA" automobile horn complete with a small electric motor that turned the "AHOOGA" mechanism. The motor was removed and most of the steel framework was trimmed away using a hacksaw. The motor was mounted in a low-wing model of a Ryan trainer designed for rubber power. The nose had to be trimmed clear back to the wing to keep it from being too nose heavy. Electric power from a toy train transformer was transmitted to the control handle, and on to the airplane through lamp cord. It was *flown* in the school gym.

The plane was very heavy and under powered. After gaining speed it could lift off, but it would fly only about half a lap before stalling out and re-landing. Maximum altitude achieved was about two feet. We built this model about 1945 and it may have been one of the first attempts to power a control line model with an electric motor. Unfortunately, there is no documented proof, but we had a lot of fun with the project.

Since money was scarce in a small farming town, a real gas engine did not become a reality until about 1947. My first stunt ship was an Over Easy, powered by an Ohlsson side port 60. It was flown on 70-foot lines and would do a loop after diving to gain speed. This was about all I was able to do with that plane. My next plane was a Little Zilch powered with a Forster .29. With it I could do inside loops, outside loops and fly inverted.

We were all pioneers in those days and the sport was growing quickly. We would read about people like Bob Palmer, Jim Saftig, Lew Andrews and Jim Walker doing new stunts such as vertical eights, inverted flight and the saber dance. We soon discovered we could do them, too. Gene Logan, a

2008: Wes with a new 62 Ares.



buddy of mine, won a local contest, by doing outside loops.

I began flying stunt in local contests around 1948. It was thrilling to meet fellow modelers from other cities. They would remember my name, and know the type of plane I was flying the previous year. Model builders shared a common interest and were doing things too technical, tedious, time-consuming, and difficult for many people to fully comprehend. I was fortunate to meet some very talented people like Jerry Phelps, Milton Boos, Rolland McDonald, Jim and Tom Ebeger, Jim Silhavey, Art Pawlosky, Don Still, and Bill Werwage. They were some of the best fliers in their local areas, and perhaps in the country.

At the 1953 Nats, it was an unforgettable experience to watch Jim Walker flying three planes at one time (one in each hand and one from a handle mounted on a helmet). He also flew a fireball on a U-Reely and let out something like 100 or more feet of line. George Aldrich was also there flying his famous Nobler. At the 1958 NATS, I again saw many of the fliers I mentioned, along with some of the best newcomers to the sport. Then my stint in

the great world of stunt went into a state of suspension, due to job, night school and raising a family.

Fast forwarding to the year 2000, I was retired and looking for something to do. I made my way to the Nats expecting to see if any segment of that new thing called radio control, might appeal to my forgotten skills as a model builder. Driving into the complex and looking to the east, I saw what appeared to be someone flying a control line stunt pattern. People at the local hobby shops had indicated that control line was dead, just something people used to do. Not so! Alive and well were nearly 100 stunt fliers and a fantastic fleet of modern high-tech and beautiful stunters. Not only that, but some of the people from the past, and mentioned above, were there and competing. A few even

remembered my name. WOW!

I was hooked, renewed, excited, and started immediately to try to relearn the old stuff and new technology. During the ensuing 8 years I have attended many contests and made many new friends. This is one of the few activities where a guy from "Podunk" can pay a small entry fee and compete with the best in the country and in the world. Not only that they will talk to you as an equal, share their technology and secrets, and help you get better so they have someone to beat. The people, the comradery, and the friends, that is what it is all about. Here is to control line stunt, the greatest activity in the world! *SN*

## ***ELECTRIC CONTROL-LINE***

Field adjustable timers/flight managers for Electric CL, for all ESCs, for all modes. Also throttle emulators for ground checks or test stands. \$10 and up.

Will Hubin, 719 Cuyahoga St., Kent, OH 44240, 330-678-9319, whubin@kent.edu.

# Precision Aero Engines



**Randy Smith**  
**AERO PRODUCTS**  
**980 Winnbrook**  
**Drive**  
**DACULA, GA 30019**  
**USA**

**Ph 678-407-9376**  
**Fax 678-985-5085**  
**Web site**  
**[www.aeroproduct.net](http://www.aeroproduct.net)**

# Contest Calendar

This calendar information has been gathered and compiled in good faith that the information is correct. Please check with the CD for up to date information before you travel to an event.

## September 2008

**9/27/08-9/28/08 - Valley Park, MO -** Broken Arrow 21 Stunt and Scale Contest for 323, 324, 325, 326, 509, 521(JSO). Site: Buder Park. Robert Arata CD, PH: 636-391-0272. PAMPA Stunt, Beg., Int., Adv., Exp. Old Tyme Stunte PAMPA rules, Classic Stunt, PAMPA rules, P-40 Stunt SIG rules, CL Sport Scale Military, CL Sport Scale Non Military, CL Profile Scale Military, CL Profile Scale Non Military.

**9/27/08-9/28/08 - Catoosa, OK -** Tulsa Gluedobbers Stunt Contest for 322, 324, 325, 326(JSO), 323(J)(SO). Site: 8105 E 586th Rd. Bob Reeves CD, 8105 E 586th Rd. Catoosa OK 74015; PH: 918-629-9258; email: [bob@somethinxtra.com](mailto:bob@somethinxtra.com). Visit [www.tulsacl.com](http://www.tulsacl.com). 9/27 - Old Tyme Stunt (GSCB Rules), Nostalgia '79 (No BOM), P-unlimited, Profile Stunt (No BOM), Balloon Bust. 9/28 - Precision Aerobatics BJ, B, I, A, E - Denny Apperance Rules. Food available on-site. Raffle on Sunday.

## October 2008

**10/04/08-10/05/08 - Clanton, AL -** Central Alabama Stunt Squadron Fall Stunt Meet for 322, 323, 324, 325, 326(JSO). Site: Club Field. Darrell Mims CD; PH: 205-601-8590; email: [dmims@drummondco.com](mailto:dmims@drummondco.com). Sat. will be Basic, Oldtime Stunt, Classic, Profile. Sun. includes 323-326 PAMPA events. Concessions and restrooms on-site. NO BOM. Visit [www.casportflyers.com](http://www.casportflyers.com).

**10/04/08-10/05/08 - Tucson, AZ -** Karl Marschinke Memorial Control Line Contest for 321, 323, 324, 325, 326, 330, 331, 521(JSO). Site: Christopher Columbus Park. Lou Crane CD, 2163 Sonoita Drive Sierra Vista AZ 85635; PH: 520-459-0546; email: [loucrane@cox.net](mailto:loucrane@cox.net). Open \$10 first event, \$5 each additional event, JR/SR \$5 one time charge. Combat pilots' meeting 9am, Stunt pilots' meeting 8:30am, Scale pilots' meeting 9am Saturday, Carrier deck open 9am, closes 3pm Sunday.

**10/04/08-10/05/08 - Van Nuys, CA -** 8th Annual Hi Johnson Memorial for 319, 320, 321, 323, 324, 325, 326(JSO). Site: Apollo Model Field. Bill Barber CD, 2509 Whitechapel Place Thousand Oaks CA 91362; PH: 805-241-0453; email: [barcam@verizon.net](mailto:barcam@verizon.net).

**10/04/08-10/05/08 - Dayton, OH -** West Ohio Stunt Contest for 322, 323, 324, 325, 326(JSO). Site: Weegezyn Garden Center. John Jordan CD, 2332 S Dixie Dr., Kettering OH 45409; PH: 937-294-7971 email: [balsadust1956@woh.rr.com](mailto:balsadust1956@woh.rr.com). Sat - ARF, Profile, Classic all classes, Sun - PAMPA all classes. Park opens at 8am, Food and drink available onsite.

**10/04/08-10/05/08 - Dallas, TX -** Fall Stunt Clinic and Contest for 323, 324, 325, 326(JSO). Site: Hobby Park. Phillip Nickles CD, 6640 Champion Midlothian TX 76065; PH: 972-723-2311; email: [debbienickles@sbcglobal.net](mailto:debbienickles@sbcglobal.net). Visit [www.dmaa-1902.org](http://www.dmaa-1902.org). P-40 contest on Sat., District VIII fly off on Sun. PAMPA Classes.

## RSM DISTRIBUTION PRESENTS IT'S

## NEWEST KITS



**FURY**  
By Lou Woolgast  
Classic Legal

\* Span 55.5" \* Area 577 Sq. In.  
\* Length 38" \* Engine .40-.46  
Price.....\$139.95



**FW-TA152**  
By Keith Trostle  
Classic Legal

\* Span 56" \* Area 597 Sq. In.  
\* Length 38.5" \* Engine .46  
Price.....\$159.95



**SPACE HOUND**  
By Jiri Sirotkin  
Classic Legal

\* Span 56" \* Area 626 Sq. In.  
\* Length 39.5" \* Engine .35-.40  
Price.....\$139.95

RSM DISTRIBUTION OBTAINS PERMISSION FROM EITHER THE DESIGNER OR HIS ESTATE BEFORE WE PRODUCE A KIT. WE GUARANTEE THAT THE KIT PRODUCED FAITHFULLY REPRESENTS THE ACTUAL MODEL AS ORIGINALLY DESIGNED.

Phone: 951-678-1406

Email: [rsm1rule@rsmdistribution.com](mailto:rsm1rule@rsmdistribution.com)



**10/05/08:** G.S.C.B. FALL AIR SHOW, Part I. Two Bridges Road in **Lincoln Park, NJ**. This event will be at the club field in Lincoln Park! Call Rich Giacobone (201) 947-9638 for directions. OTS, OTS II, Classic (4 Classes) and Beginner Stunt. Classic Flyers will vie for the D'Ottavia Cup. NO BOM or appearance points in any class. HOMEMADE FOOD and GREAT FUN! **Mike Cooper**, CD (973) 770-0263 or (201) 704-7081 day of event. Pilots' meeting at 9:00.

**10/11/08-10/12/08 - Salem, OR** - Fall Follies for 323, 324, 325, 326(JSO). Site: Bill Riegel Model Airpark. Mike Hazel CD, PO Box 126 Mehama OR 97384; PH: 503-859-2905; email: [zzclspeed@aol.com](mailto:zzclspeed@aol.com). Additional Events: Classic Stunt, Profile Stunt, Northwest Clown Race, Northwest Sport Race, BBQ lunch on Sunday.

**10/12/08 - Valley Park, MO** - Old Time and Racing Contest. Site: Buder Park. Gary Frost CD. PH: 636-332-2237; email: [garyfrost65@yahoo.com](mailto:garyfrost65@yahoo.com). Fox Racing - NCLRA rules, Old Time Stunt - PAMPA rules, SAM Slow flight, 1/2A Golden Age Speed, 1/2AGoodyear Speed, and Perky Speed. All local rules.

**10/12/08** - G.S.C.B. FALL AIR SHOW, Part II. We will fly Intermediate, Advanced and Expert Stunt (NO BOM or appearance points in any CLPA class). This event will be at the

**Palisades Park Pool Site (NJ)**. Call (201) 947-0336 for directions. We will also fly Fun Scale 2000 (contact for rules), Precision, Profile and Sport Scale. Our Fall events feature GREAT FOOD **Mike Ostella**, CD (973) 364-1105 or (201) 704-7081 day of event. Pilots' meeting at 9:00.

**10/18/08-10/19/08 - Baton Rouge, LA** - Lee Lorio Memorial Stunt Contest for 323, 324, 325, 326(JSO). Site: Independence Park. Gil Causey CD, 3229 Meadowood Dr Slaughter LA 70777. PH: 225-658-6139. email: [gil6964@cox.net](mailto:gil6964@cox.net). Sat will be P-40 only, profile airplanes no engine larger than .40 CID, no pipes, no appearance points, no BOM rule, ARFs welcome.

**10/18/08-10/19/08 - Huntersville, NC** - Carolina Criterium for 323, 324, 325, 326, 510(JSO). Site: Waymer Flying Field. Howard Shenton CD, 310 Drury Lane Mauldin SC 29662; PH: 864-963-3504; email: [panzer4hs2001@yahoo.com](mailto:panzer4hs2001@yahoo.com). Sat: Basic flight, Profile, OTS, Nostalgia 79, Speed Limit Combat (75mph), F4B CL Scale (flying only), AJ404 Flyoff. Sun: PAMPA classes: Beg., Int., Adv., Exp.

**10/25/08-10/26/08 - Avondale, AZ** - Navy Carrier Plus XI for 319, 320, 321, 509, 521, 526(JSO). Site: Friendship Park. Ted Kraver CD, 225 W. Orchid Lane Phoenix AZ 85027 PH: 602-944-8557; email: [tkraver@qwest.net](mailto:tkraver@qwest.net). Visit

[www.controlline.org](http://www.controlline.org). Sat and Sun all AMA, unofficial and electric classes of Navy Carrier; Sat - Profile Stunt 4 PAMPA classes, Fun, Sport, Profile Scale, Southwest Sportspeed(35); Sun - Balloon Bust. Enjoy late October in Arizona.

**10/25/08-10/26/08 - Clovis, CA** - Golden State Stunt Championships for 323, 324, 325, 326(JSO). Site: Buchanan Educational Center. Jerry Silver CD, 2011 Beverly Dr Bev Hills CA 90210. PH: 310-275-6359. email: [jsilverflyer@roadrunner.com](mailto:jsilverflyer@roadrunner.com). All PAMPA classes plus Old Time and Classic. Sat. night catered BBQ dinner at Clovis Senior Center following PAMPA classes appearance judging at center.

**11/01/08-11/02/08 - El Dorado, AR** - South Arkansas Stunt Championships for 322, 323, 324, 325, 326(JSO). Site: Kenneth Makepeace Field. Norman Faith Jr. CD, 157 West Lake Road El Dorado AR 71730; PH: 870-864-6772; email: [genavser@arkansas.net](mailto:genavser@arkansas.net). P40 on Saturday, PA(BOM) on Sunday. ARFs welcome. Prizes, raffles and good food.

**11/08/08-11/09/08 - El Monte, CA** - Charles A Mackey Open for 322, 323, 324, 325, 326(JSO). Site: Whittier Narrows. Eric Rule CD, 21899 Heliotrope Ln. Wildomar CA 92595; PH: 951-678-1406; email: [eric@rsmdistribution.com](mailto:eric@rsmdistribution.com). Visit [www.kotrc.org](http://www.kotrc.org). *SN*

**RSM DISTRIBUTION PRESENTS IT'S** **NEWEST KITS**



**SKY SPORT**  
By Larry Renger  
Modern Stunt Profile

* Span 30"	* Area 180 Sq. In.
* Length 21"	* Engine .049-.061
Price.....	\$79.95



**COUGAR**  
By Kenhi  
Classic Legal

* Span 54"	* Area 559 Sq. In.
* Length 36.5"	* Engine .35-.40
Price.....	\$129.95

RSM DISTRIBUTION OBTAINS PERMISSION FROM EITHER THE DESIGNER OR HIS ESTATE BEFORE WE PRODUCE A KIT. WE GUARANTEE THAT THE KIT PRODUCED FAITHFULLY REPRESENTS THE ACTUAL MODEL AS ORIGINALLY DESIGNED.

**Phone: 951-678-1406**

**Email: [rsm1rule@rsmdistribution.com](mailto:rsm1rule@rsmdistribution.com)**





# PAMPA Products Price List

Prices Effective January 2004

<b>FBI RULES:</b> F2B Current Year .....	52.00	<b>PAMPA CAPS:</b> .....	10.00	
<b>AMA RULES:</b> CLPA Current Year .....	2.00	Size - One size fits all		
CLPA 1051 52 (Old Time Stunt) .....	5.00	Colors - White, Black, Red, Sky Blue, Royal Blue, Navy		
<b>PAMPA RULES:</b> Bylaws .....	.25	<i>Note: List several color choices in case your first choices are out of stock</i>		
Old Time Stunt .....	1.00	<b>PAMPA DECALS:</b> Small (1 1/2" Black on Clear Fuel Proof) .....	.25	
Classic Stunt .....	.25	Full color water transfer decals (Sheet) with one large & two small ...	2.00	
Rule Change Proposal Form .....	.25	<b>PAMPA PATCH:</b> (Cloth 3" x 4" Four Color) .....	2.00	
Rules Committee Procedures .....	1.00	<b>PAMPA PIN:</b> (1 1/4" Metal Lapel Pin, Five-Color) .....	4.00	
<b>PAMPA GUIDES:</b> For Current Directors .....	2.00	<b>BACK ISSUES OF STUNT NEWS:</b> (Cost for Entire Year (8 Issues))		
For Past Event Director .....	5.00	1975 - \$10 (6) 1974 - \$15 (12) 1973 - \$15 (12) 1972 - \$15 (11) 1971 - \$15 (12)		
For Nats Tabulators .....	2.00	1978 - \$15 (9) 1979 - \$10 (7) 1980 - \$5 (2) 1981 - \$15 (9) 1982 - \$10 (7)		
Nats Judging Guide .....	5.00	1983 - \$5 (3) 1984 - \$8 (8) 1985 - \$8 (9) 1986 - \$15 (4) 1987 - \$15 (4)		
For Stunt Clinics .....	2.00	1988 - \$15 (3) 1989 - \$30 (6) 1990 - \$10 (6) 1991 - \$30 (6) 1992 - \$35 (7)		
<b>PAMPA FORMS:</b>		1993 - \$8 (7) 1994 - \$10 (12) 1995 - \$20 (14) 1996 - \$30 (6) 1997 - \$30 (6)		
Maneuver Diagrams - Modern Pattern .....	.35	1998 - \$30 (6) 1999 - \$30 (6) 2000 - \$30 (6) 2001 - \$30 (6) 2002 - \$30 (6)		
Beginner Pattern .....	.25	* Call for prices		
Old Time Stunt .....	.25	<b>PAMPA COLOR BROCHURE:</b> .....	15	
Critique Sheets - Modern Pattern .....	.25	(A Great Handout at Contests, Shows & Hobby Shows)		
Beginner Pattern .....	.25	<b>PAMPA PLANS:</b>		
Old Time Stunt .....	.25	<b>TRIVIAL PURSUIT</b> by Ted Fancher .....	15.00	
Soccer Sheets - Expert, Advance, Intermediate .....	.25	<b>GOLDEN FALCON</b> by Chris McMillin .....	15.00	
Beginner .....	.25	<b>CAVALIER</b> by John Simpson (two sheets) .....	15.00	
Old Time Stunt .....	.25	<b>PROFILE NOBLER</b> by Jim Harris .....	10.00	
Classic Stunt .....	.25	<b>MO'BEST</b> by Larry Cunningham (two sheets) .....	15.00	
Contest Forms - Scoreboard Sheets (24" x 36") * .....	5.00	<b>CAPRICORN</b> by Dennis Perkins .....	15.00	
Scoreboard Sheets (8 1/2" x 11") .....	.25	<b>GRANDPA'S BIPE</b> by Charles Mackey .....	10.00	
Registration Forms (One per Event) .....	.25	<b>STUKA '97</b> by Matthew Newman (two sheets) .....	15.00	
Master Check Sheet for Head Judges .....	.25	<b>STUNT TRAINER</b> by Pat Johnston .....	10.00	
Stunt News Report Form .....	.25	<b>VEGAS</b> by Steve Bove .....	15.00	
Customized Certificate Awards* .....	1.00	<b>MOITILE</b> by Francis D. Reynolds .....	10.00	
<b>STUNT BIBLIOGRAPHY:</b> .....	10.00	<b>NAKKE</b> by Johann Kari .....	10.00	
42 Page List Chronologically By Subject of all (4000) Published Stunt Journals		<b>DRAGON</b> by J.C. Jones .....	10.00	
<b>ARTICLE REPRINTS:</b> As Listed in Bibliography per Page .....	.25	<b>MADMAN</b> by J.C. Jones .....	10.00	
<b>PAMPA PAMPHLETS:</b>		<b>DOCTOR</b> by Ted Fancher .....	10.00	
Life Time Competition Records by Wynn Paul (20 Pages) .....	2.00	<b>MEDIC</b> by Ted Fancher .....	10.00	
Master Plans List by Bill Dawson (30 Pages, 600 Planes) .....	3.00	<b>SHAMAN</b> by Steve Moon .....	10.00	
Control Line Source Book by Ralph Weasel (13 Pages, 140 Suppliers) .....	2.00	<b>SATURN</b> by Fred Carnes .....	15.00	
<b>PAMPA BOOKS:</b>		<b>CUTLASS</b> by Jim Kunschy (two sheets) .....	15.00	
Old Time Stunt Page Plans by Tom Morris (184 Pages) .....	8.00	<b>STUNTRUSS</b> by Joe Adamenko (two sheets) .....	15.00	
Classic Era Page Plans by Tom Morris (148 pages) .....	12.00	<b>THE FORCE</b> by Mike Pratt .....	10.00	
Planes of Control Line Flying by Charles Mackey (184 pages) .....	12.00	<b>SCARED KITTEN</b> by WildBill Netzelband .....	10.00	
<b>MAILING LISTS, LABELS, DISKETTES: (Order from Sharon Fancher)</b>		<b>BEARCAT III &amp; MUSTANG III</b> by Al Robie (two sheets) .....	15.00	
Alphabetical List of U.S. Members .....	5.00	<b>PIUMA</b> by Bob Zambelli (two sheets) .....	15.00	
Zip Code List of U.S. Members .....	3.00	<b>RUFFY</b> by Len McFarland .....	15.00	
List of Members from Other Nations .....	2.00	<b>ORIENTAL</b> by Dee Rice .....	15.00	
Labels of U.S. Members .....	25.00	<b>LANCET</b> by Vic Carpenter .....	10.00	
Labels of Members from Other Nations .....	15.00	<b>TWISTMASTER</b> by Bob Reever .....	10.00	
List of Members within Your District .....	1.50	<b>VALKYRIE</b> by Harold Price (two sheets) .....	15.00	
Labels of Members within Your District .....	10.00	<b>LEGACY 40</b> by Allen Breckhaus .....	15.00	
Membership List on Diskette .....	5.00	<b>BALLMARK</b> by Gene Schaffer .....	15.00	
<b>PAMPA TEE SHIRTS:</b> .....	10.00	<b>ORIENTAL PLUS</b> by Dee Rice (two sheets) .....	15.00	
Sizes - M, L, XL, XXL, XXXL (Add \$1.50 for XXL and XXXL)		<b>NUTS &amp; BOLTS</b> by Sam Dehjelms .....	15.00	
Colors - White, Black, Red, Sky Blue, Royal Blue, Navy, Teal		<b>PAMPA ART:</b> (Signed and Numbered Limited Edition Prints by Mike Keville)		
<i>Note: List several color choices in case your first choices are out of stock</i>		Artist	Stunt Ding	Crossed
<b>PAMPA GOLF SHIRTS:</b> .....	\$25.00	Guarded Whistle	SV-11	Venus
Sizes - L, XL, XXL, XXXL (Add \$1.50 for XXL and XXXL)		Gasoline Nobler	Skyhawk	Super Duper Zelig
Colors - White, Black, Red, Royal Blue		Two More Savanah	P-51 Mustang	59 Thunderbird
<i>Note: List several color choices in case your first choices are out of stock</i>		Demeter	Victor	J-17
		Each		7/99

# PAMPA Product Ordering Form

Item Description	Quantity	Price Each	Total
<b>*Minimum order \$5.00 Please</b>  <b>**Shipping:</b> US Orders Under \$60 add 25%; US Orders \$60 or Over add 20% Other Nations Airmail add 40% Other Nations Surface Mail add 30% Canada and Mexico add 35%	<b>Total for Products*</b>		
	<b>Shipping**</b>		
	<b>6% Tax (MI Residents)</b>		
	<b>Total Cost</b>		

**Mail Order To:**  
**PAMPA PRODUCTS**  
**Curt Nixon**  
**8836 Utah St.**  
**Livonia, MI 48150**



## Method of Payment

- Cash   
  M.O.   
  Check No. \_\_\_\_\_  
(All checks payable to PAMPA must be drawn on US Banks)  
 Credit Card   
  Master Card   
  Visa

Account #: \_\_\_\_\_

Expiration Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Telephone #: \_\_\_\_\_

Ship to: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

# PAMPA News and Reports

PAMPA officer reports and organizational information.



## PAMPA Executive Council and General Membership Meeting minutes

Meeting held, Tuesday July 15, 2008  
Minutes submitted Monday July 21, 2008

### Present:

President	Bill Rich
* VP	Brett Buck
Sec-Treas	Dave Gardner
* Membership-Sec	Russ Gifford proxied by Bill Marvel
<i>Stunt News</i> Managing Editor	proxied by Keith Trostle
District 1	no rep
* District 2	Windy Urtnowski
District 3	Patrick Rowan
* District 4	Bill Little proxied by Kent Tysor
District 5	Dale Barry
* District 6	Allen Brickhaus
District 7	Crist Rigotti
* District 8	John Hill proxied by Dale Gleason
District 9	Carl Shoup proxied by Jim Lee
* District 10	Dave Fitzgerald proxied by Jim Aron
District 11	Bruce Hunt

\* Up for election in 2008

### Executive Council Meeting

#### 06:00 pm:

Meeting opened with discussion of who is to be elected this year. Those in red are the offices open for election.

#### 06:10 pm:

Treasurer's report (The treasurer's report follows this report).

#### 06:20 pm:

Director's reports: None

#### 06:25 pm:

Membership/Secretary report given by Bill Marvel. Many *Stunt News* copies are being moved from Curt Nixon's house to Sig and then Mike Gretz of Sig is helping with a trailer to get many of the *SN*'s to Oshkosh this year as a give out program. Reports show that we have way too many back issues.

#### 06:35 pm:

Motion moved by Allen Brickhaus to save at least 30 copies of each *SN* and have the rest taken by paper recyclers to allow us some money and save the expense of sending them to Jim Snelsen. Motion seconded by Brett Buck and passed by acclamation from the EC.

#### 06:40 pm:

We need to encourage all to renew at the appropriate time, i.e. at the end of each year. The "during the year" renewals have been, and continue to be, very hard to accomplish. Discussion centered on how to encourage members to sign up on time and not late.

#### 06:44 pm:

Discussion of extra storage of *SN*'s at our present publisher in northwest Illinois. Our previous publisher in the east told us they had many copies stored for us. When we asked about them, the extra *SN*'s were not there.

#### 06:48 pm:

Discussion of how to appropriately show our appreciation toward Tom McClain for his positive actions in taking over *SN* when an editor was needed. An appropriate plaque will be forthcoming and Keith Trostle will help with the wording.

#### 06:50 pm:

A discussion ensued about who sponsored plaques at this Nats.

#### 06:51 pm:

Bob Hunt was noted as being the new editor of *SN*. He has passed on some thoughts on how it might be accomplished and some of his thoughts on the goals. Neither Bob nor anyone in PAMPA has finalized those thoughts.

#### 07:07 pm:

Membership options were discussed to encourage timely sign-ups for PAMPA membership for 2009.

#### 07:15 pm:

Further discussion on incentives were made, but no motion was made.

#### 07:30 pm:

On time sign-ups still discussed but no motion made.

#### 07:35 pm:

Executive meeting adjourned.

### General Membership Meeting

#### 07:40 pm:

General meeting opened with a report by Allen Brickhaus on the minutes from the EC meeting. No additions or corrections were made.

#### 07:45 pm:

Dave Gardner made his Treasurer's report and handed out copies to all present. He mentioned that our goal is not to make money, but to serve PAMPA and work on breaking even.

#### 07:49 pm:

Nominations were made for all existing open officer positions. No nominations were made for any second person on the ballot.

Vice-President

Brett Buck

Membership/Secretary

Russ Gifford

Dist 2

Windy Urtnowski

Dist 4

Steve Fitton

Dist 6

Allen Brickhaus

Dist 8

John Hill

Dist 10

David Fitzgerald

#### 07:52 pm:

Tom McClain will fulfill his editorship with the Nov/Dec *SN* issue and will step down. Bob Hunt's first issue will be the Jan/Feb 2009 issue.

#### 07:52 pm:

Windy Urtnowski volunteered to copy the new *SN* CD for us and mail them. It was not decided to which issue he would begin to make and send the CDs.

#### 07:54 pm:

Further thoughts by Bill Rich on a variety of new types of membership. No motions were made.

#### 07:55 pm:

The BOM survey was reported on. Bill Rich mentioned that what he wrote originally and what was printed was not the

same. It was confusing. He reported that 125 members answered the survey and 81% preferred the BOM as it is now but wanted to have it looked into again. The 2009 rules cycle is over, and the 2011 cycle is just beginning.

**07:57 pm:**

Warren asked if there are current *SN*'s at AMA and he was informed that the AMA is current and up to date. It was also pointed out that AMA has *SN*'s for giveaways in the museum.

**08:01 pm:**

Gene Martine requested copies to take to hobby stores in his district and was made known that they were still at Curt Nixon's house in Michigan.

**08:02 pm:**

Paul Walker made comments on the new drawing system for placement on the circles. Things are improving as they have a learning curve to accomplish. Paul needed a fourth person to help copy score sheets and Marilee McMillan volunteered to do so.

**08:07 pm:**

Frank Williams desired to get the competition committee

going again and that PAMPA should have a way of communicating with our members. He desired all up-front communication. Bill Rich and Brett Buck mentioned that it will be in place on the PAMPA website soon. Keith Trostle said that he would have more communication with Gary McClellan of Texas as we go through the 2011 cycle. Allen Brickhaus discussed how he emailed his AMA pilots on the new rules proposals and how he had from 50% to 20% return thoughts. Frank Williams reminded us that rules are the job of AMA, although PAMPA helps make suggestions. Keith Trostle mentioned that due dates for proposals and votes are going to change and that he would help communicate that to PAMPA members. Noel Drindak asked for more timely articles in *SN* on rules proposals and Keith volunteered to do so.

**08:25 pm:**

Motion to adjourn by Allen Brickhaus, seconded by Bill Marvel. Meeting adjourned.

—Allen Brickhaus, District VI rep *SN*

## Treasurer's Report

By Dave Gardner

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

This byline is from a small country hotel near Heidelberg, Germany, on the way to the CLWC in France ... sounds like a WWII correspondence report, doesn't it?

You won't be reading this until after the CL World Championships in Landres, France, in late July, so read accordingly that this is written in late July!

Membership renewals and new members are increasing on a regular basis! I had speculated that we'd be over 1000 members by now, but we do have 970 paid members ... and still climbing! (Late, but climbing!)

The new "internet only" membership offer for \$25 has been quite successful. Some CD members have commented that the "on-line" version is every bit as good a definition as the CD version, to the observer's eye!

We will have the 2009 ballot *and* the renewal notices sent out by First Class Mail this year. You should receive your notices by the end of October, so there will be no excuse to be late on renewals!

In addition, we may have an incentive for early renewal! It's too early to talk about it now, but by the time you read this, something should be in the works ... and on your renewal form.

I'm going to repeat some things from the EC meeting, because they are important to PAMPA's fiscal health. In any business, cash flow is king! And, yes, if nothing else, PAMPA *is* a business, to provide the membership with the best

benefits of any model aviation organization!

The EC continues to work to assure the financial health and survival of PAMPA. Membership dues are the primary income for PAMPA. Yeah, we get a little income from advertising, donations and PAMPA Products, but dues are the primary driver for the organization.

What your dues cover is the cost of *SN*, plus the "overhead" of running this organization, PAMPA.

Remember that no other "magazine" covers all the Stunt community's activities, or special items on construction, trimming, rebuilding, engines, electrics, etc., related to CL Stunt the way *SN* does. (I use the word "Stunt" to cover *all* our activities, not just the PA parts ... we all fly under the umbrella we all call "Stunt.")

Right now, we're walking a tightrope on the financial aspects of PAMPA. A lot of you probably didn't pay attention to the 2007 Financial Report, but we *Lost* \$30K last year! You might ask "what happened?" ... as I did! Fundamentally, we spent more than we took in! (See previous comments about "cash flow"!) We are attempting to run a tighter ship this year, as well as the planning for 2009. We're watching expenses a *lot* more than has happened in the past, and controlling costs accordingly.

One of the big items, of course, has been the cost of *SN* publication and mailing. We have some control over the costs of *SN* publication and *no* control over the mailing rates! Well, yes we do, to an extent since we pay by the ounce



for mailing, one ounce less on the magazine saves nearly \$750 per year! Saving that ounce may mean a few less pages of *SN*, but properly edited, you'll never notice the difference! Realize that the USPS continues to raise its rates to show us how serious they are about it! Another postage increase went into effect in May, and they have the approval from our friendly Congress to raise rates annually to meet the cost of living increases. Check it out!

We also fundamentally pay for the quantity of copies published ... we have been "over-producing" by quite a bit in the past, and are now only printing about 100 copies more than our actual demand each month. This could put late renewals in an awkward spot ... all the more reason to renew on time! *That's December 31<sup>st</sup> of each year, for those of you who have not been listening!*

We have also found that our CD costs were not as low as originally expected, and even at \$35, we were not breaking even. (Production costs can be a bear!) We're looking at some positive options on reducing the CD costs, as well.

The thrust of this rejuvenated PAMPA organization is to be financially in balance, without sacrificing any of the benefits to you, the general membership.

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

**2008 PAMPA SEMI-ANNUAL FINANCIAL REPORT**

		<b>Beginning Balance - January 1, 2008</b>			<b>\$ 21,600.00</b>
<b>Income</b>					
	<b>Advertising</b>			<b>\$ 2,000.00</b>	
	<b>Bank Interest</b>			<b>\$ 10.00</b>	
	<b>Donations</b>				
		FAI Fund	\$ 2,040.00		
		General Fund	\$ 40.00		
				<b>\$ 2,080.00</b>	
	<b>Dues*</b>			<b>\$ 45,000.00</b>	
	<b>PAMPA Products</b>			<b>\$ 850.00</b>	
					<b>Income TO DATE</b>
					<b>\$ 49,940.00</b>
					<b>Total Income:</b>
					<b>\$ 71,540.00</b>
<b>Expenses</b>					
	<b>Tax Preparation-2007</b>		\$ 270.00		
	<b>Bank Fees</b>		\$ 220.00		
	<b>Credit Card Fees</b>		\$ 620.00		
	<b>Website Fees</b>		\$ 20.00		
	<b>Corporation Fee</b>		\$ 25.00		
	<b>General Supplies</b>		\$ 130.00		
				<b>\$ 1,285.00</b>	
	<b>Postage</b>	Special Mailings	\$ 620.00		
		Back Issue Mailings	\$ 2,150.00		
				<b>\$ 2,770.00</b>	
	<b>PAMPA Products</b>	Mailing/Operating		<b>\$ 370.00</b>	
	<b>FAI Team Disbursements***</b>			<b>\$ 2,000.00</b>	
	<b>Stunt News</b>	Design/Layout	\$ 4,130.00	(4 issues)	
		Printing/Mailing**	\$ 16,600.00	(3 issues)	
		CD / Mailing**	\$ 5,640.00	(3 issues)	
	<b>Total SN Costs:</b>			<b>\$ 26,370.00</b>	
					<b>Expenses TO DATE</b>
					<b>\$ 32,795.00</b>
					<b>Ending Balance as of June 30, 2008</b>
					<b>\$ 38,745.00</b>
					<b>BOOK' BANK BALANCE: 7/10/08</b>
					<b>\$ 36,800.00</b>
	<b>Extrapolated costs through 3Q, 4Q, 2008:</b>			<b>\$ 26,000.00</b>	
	<b>Estimated total expenses for 2008:</b>			<b>\$ 59,000.00</b>	
	<b>ESTIMATED NET CASH FLOW FOR 2008</b>				<b>\$ (9,060.00)</b>
	* This is a rounded figure, due to 2007 carryover and multi-year renewals				
	** These costs are inclusive of all printing, mailing and tax costs, for 3 issues				
	*** These costs are only every other year, for the FAI F2B Team Members				

# Vice President's Report

By Brett Buck

Another Nats has come and gone. Can't say it was entirely ideal from my standpoint but I think everyone can say it was one of the best ever in almost every regard. What follows is my limited view of the goings-on. It certainly won't be comprehensive—so please don't think I am intentionally slighting anyone. And I apologize in advance to the Beginner/Intermediate fliers—I was otherwise occupied during those events and other than knowing that the Paris family went 1-2 in beginner, I don't have any more information as of the *SN* deadline. I do know that Grace also made the cover of *NatsNews*!

## Saturday/Sunday (Practice and Pilots' Meeting/Appearance Judging)

Not much flying got done on Saturday—it was either raining torrentially with lightning, or the wind was blowing 20+ mph. However, some notables, who should have known better, were apparently huddling under the pagoda when lightning struck the roof. That kind of fun I don't need!

Sunday was clear, although a little windy, but flyable. Jim "Uncle Jimby" Aron had the misfortune of having a grand total of 1 second of airtime in 2008. I launched his 19-point "Infinity Prime," turned to pick up the tach and battery, and heard that familiar sickening "whump" behind me. It seems the airplane got to about 2 feet when the "up" leadout failed and bunted it violently into the ground. The cable had failed right at the end of the wrap. The airplane appeared (from the divot left in the pavement) to have gotten about 45 degrees around the corner—enough that the spinner "dug in" as opposed to skipping across the pavement, and that resulted in a very rapid and violent end to a very nice airplane. No way to fix it in the time available, so Jim was out.

After a respectful period of inactivity, Phil Granderson and I got to work. Both airplanes worked pretty much right off—mine, not surprisingly, went right back to the settings I used in 2006 and 2007 with just a nitro switch (10 to 15). Phil's new airplane worked right off as well. With 40VF power there aren't a lot of new things to learn. It just works.

With basic performance verified, off we went to the one eighty building for the pilots' meeting and appearance judging. The pilots' meeting went a little

different from normal, with Paul and Howard's new seeding system encountering a few teething problems. It all got sorted out soon enough, and the new system has the admirable characteristics of requiring absolutely *no* human judgment or subjectivity. This should put an end, once and for all, of any possibility of arguing that the seeding was being "rigged." Of course, it wasn't that way before, but there is no possible argument that can be made about it with this system. We also drew—and then redrew—Ping Pong balls for flight order.

While all that was going on, expert appearance judges Charlie Reeves and Jim Lynch finished appearance judging in record time. We were held out until the meeting finished, but when the doors opened, the historic results were visible—Phil Granderson became the fifth person in the history of the event to receive a perfect 20 points for appearance at the Nats. There will be abundant pictures but you have to be close to it to see the true perfection of it. There were also a number of 19s and a lot of 18s. The quality of the airplanes just keeps getting better every year.

## Monday (Classic/OTS/Practice)

Monday was OTS and Classic Day for those who entered, and practice for everyone else. Early on the weather was decent, but as the day wore on the air got downright ugly. I judged Classic so I didn't see OTS, but Keith Trostle won after a number of pretty screwy takeoff issues.

In Classic, those who flew very early got good air, those who flew near the end got decent air, and those who flew in the middle had a real big problem! Classic mixed all skill classes together, so it's usually pretty clear who the contenders were. Keith flew early in good air with his Focke-Wulf Ta 152—a replica of his 1970 Nats winner, and won. Jim Lynch had good air in the second round with his Super Ares and was second (and did the best inside round loops I have ever seen in any contest anywhere). Mike McHenry was third with his A-7 with one flight in good air.

While the wind was blowing, I looked up at the L-Pad and saw that there were plenty of free circles—not too many takers for practice in 15+ mph winds.



## Tuesday/Wednesday (Open/Advanced Qualifying)

The weather both days was near-ideal so there weren't a lot of big surprises or significant "oopsies." In my circle, it was clear that Matt Neumann, Howard Rush, and I were going to cruise in for Top 20, leaving only two spots open for others. Bill Rutherford and Bob McDonald made it, just edging out Frank Williams and his innovative "slot machine" Trivial Pursuit. Frank had some problems early with engine runs, and then had a flow straightener eject itself in flight, requiring a re-flight (dropping parts in flight is a foul, a foul is an attempt—AKA the "Howard Rush Rule"). Then he ran out of fuel on the re-flight, leaving him just one attempt at the second round flight—which fortunately came out OK. Matt pushed me for the high score on the circle, not too surprisingly given his excellent performance at the last Team Trials.

No real surprises elsewhere, either—last year's runner-up Derek Barry led his circle, defending champ Orestes Hernandez led his circle, and perennial fly-off participant Windy led his circle. Phil did pretty well and was in second on his circle for a while, eventually being edged out by Frank McMillan but qualifying very solidly. Mike Palko also qualified for the first time flying his electric P-51. Other than that, it was largely the usual suspects.

In Advanced, it was clear from the beginning that Germanio Becceril was the guy to beat—no one else was even close.

## Thursday (Open Top 20/Advanced Finals)

Once again, near-perfect weather made it a real nail-biter, since everybody was capable of doing near-perfect flights. That made it particularly intolerant of even slight mistakes—raising the stakes and the pressure.

Nonetheless, there weren't too many surprises. Derek, Orestes, Windy, Randy, Frank McMillan, and I were all in the same group, so most of the contenders

could see how they stacked up against each other right away. I had the high flight in the first round by a goodly margin with the rest clustered about 10 points back. On the other circle, Matt led the way with Howard and Bill Rich a little bit back.

I did a decent but unspectacular flight to lead off the second round in my group and was solidly in the fly-off. Derek, Orestes, Windy, Bill, Howard and Matt were all in contention and it would come down to a pretty close contest. Orestes and Bill ended up looking good and making it as well. Windy looked good for the fly-off, and then after that Derek and Howard were tied. Matt could have knocked them both out, but his second flight didn't turn out so well, and he didn't make it. So we had a tie for fifth! There was talk of a fly-off, but ultimately it was decided to just put them both in—the first 6-man “Top 5.”

In Advanced, it wasn't even close—Germanio won going away by 25 points. Welcome to Open! Adrian Dominguez was a pretty distant second followed closely by Rich Giacobone.

#### Friday (Top 5, er, 6, and Walker Trophy)

More perfect weather meant another seriously pressure-packed contest. Lots of good flying meant a small error here or there was going to really matter. I flew a pretty nice flight in the first round, and Orestes and Derek less than their usual standard, so I led the first round pretty handily. Of course, that's usually just a warm-up but I felt pretty good about it.

In the second round I flew about as good a flight as I feel capable of, and

once again led the round. Orestes also did a much better flight and got a bit closer (5 points back), but I still felt pretty good about my chances. Derek was a little further back but clearly ahead of the rest of the guys, and would need a spectacularly high score to overcome the deficit. Possible but very difficult.

In the third round I flew early and only had a mediocre flight—generally good shapes and intersections, but certainly sub-par and inconsistent bottoms for this level of flying. It certainly left a good opportunity for Orestes. He flew late in the round and while there were a few shape errors here and there, his bottom consistency was far superior to mine and we all knew it was going to be very close. My third-round score wasn't obviously fatal but it wasn't following the trend, and when Derek and Bill got within a few points I could pretty well see the writing on the wall. So it wasn't too surprising to me or to coach Uncle Jimby when Orestes came up with the high score of the meet and edged me out by 1.25 points, successfully defending his Open National Championship!

In Junior, 2006 champ Ryan Young beat out his brother Reed decisively for his second win and advanced to the Walker Trophy fly-off. Sole Senior Pat Gibson and his 90-mph Ringmaster flew nicely and also advanced. In the fly-off, although Ryan flew nicely, it was never seriously in question and Orestes repeated as Walker Trophy winner as well.

#### Nats overall

As an overall impression, this was one of the best Nats ever. Certainly the

weather was uncannily good, at least during the official events. At no time did it get “dead,” and at no time did it get windy enough to make a consequential difference in the quality of the flights. The end result was fairly predictable results of the cut-downs—the guys who are usually pretty good did as expected. Compare this to 2003, where a brutally windy day resulted in some pretty crazy accidents (like yours truly crashing in level flight and still finishing 10<sup>th</sup> ... ).

The contest operation was a mixed bag. The flights themselves went off at record pace, as there weren't a lot of people stalling and hoping for a weather break. The new tabulation program led to some delays in posting scores on Tuesday. It got sorted out pretty soon and by Thursday it was possible to see your scores as quickly as you could walk over there. Everybody was patient and the complaining was at a minimum.

The new objective seeding and judge selection methodology worked just fine and makes it pretty difficult to accuse anyone of rigging the results. I predict, however, that the same old tired arguments will be shifted to arguing over how the program is designed. Some people are going to complain about something, otherwise it wouldn't be Stunt.

I managed to prove once again that if you want to win against championship-quality pilots you can't give away anything, and that sometimes you just get beat! *SN*

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



## All-New DVDs from the Spitfire Construction Series

Cockpit Detailing. Many never before seen tips and tricks. 2 DVD set..... \$29.95 + \$5 S/H  
Inclines, Detailing, & Weathering With An Air Brush. Good on semi-scale ships as well as traditional ones. 2 DVD set..... \$29.95 + \$5 S/H  
Clear Coats & Buffing. Using Brodak dope and two-part, 1500 W/D sanding, and using Gorham's. 2 DVD set..... \$29.95 + \$5 S/H  
Flying The 2008 Spitfire. First flights, flight trim tips for ships w/ dihedral. Includes bent-wing Stuka and Spitfire. 2 DVD set..... \$29.95 + \$5 S/H  
Making Prop Molds & Carbon Props. Using Wayne Trivin methods—for advanced modelers only. 2 DVD set..... \$29.95 + \$5 S/H  
Building The Strega ARF. Lots of upgrades, tips, and information useful for all ARFs. 2 DVD set..... \$29.95 + \$5 S/H

Strega ARFs and ARCs in stock, plus most kits and ARFs from all manufacturers. Call for prices and availability—these change frequently.

We are the exclusive dealer for Zigras Electric Timers, designed by Sergio and contest-proven by Mike Palko. Version 3—\$35.00 + \$5 S/H Version 4—\$55.00 + \$5 S/H



93 ELLIOTT PLACE  
RUTHERFORD, NJ 07070  
(201) 896-8740  
E-MAIL: WINDYU@AOL.COM  
*There's room in the sport for everyone!*

*'Same day' shipping!*  
Current catalog  
at Web site:  
[www.windyurnowski.com](http://www.windyurnowski.com)  
We're a full-line Salto dealer

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

We had a fun fly at the field in June with a good turn out and a lot of flying. The gang came back to my house for a pizza & gab session. The guys, led by Bob Gost, really gave me a surprise. Bob had collected information and built a replica of my first CL airplane from back in the 1940s—A Johnny Casburn Mis Behave.



Above: Bob Gost with the replica Misbehave. Right: Stunt 1940s style with a honking OK 60.



Bob Gost presenting the replica Misbehave to Dave Cook.

Bob presented it to me complete, in the original color and with an OK 60 ready to run. I had bought the original OK 60 with paper route money, much to the chagrin of my Mother. The OK 60 was the second engine that was in the airplane—the first was my brother's Phantom P30. Although it first flew on the Phantom, my brother and I felt this was not enough power so we put my 60 in it (the answer to everything). The 60 took it off like a scalded cat and then you just hung on for the ride. This is probably what turned me on to speed flying. I really appreciate Bob and the guys doing this. At the urging of the club I will probably fly it at least once. I got

the original to wing over, loop and even got it inverted a couple of times—but I don't think I will try it with the replica—I might though.

Guerry Byers is in an unusual crash mode. He re-kitted an ARF profile a couple of weeks ago. It crashed for no apparent reason. A couple of weeks later he destroyed his beautiful Mass Cup winning Cascade on a line break. He is handling it OK (other than the crying and talking to himself).



The remains of Guerry Byers' beautiful Cascade.

Will Moore continues to develop the four-stroke Saito CL 62 and it is looking better and better. He is doing a lot of experimenting with props and fuel.



Will Moore's Saito 62 powered modified SV-11. Nice airplane.



Steve Yampolski hanging on to the PA 75.

Steve Yampolski now has a VF 40 in his latest ship and it looks good. He went the full route on his lightning based design, all the way up to a PA 75 before coming back down to an O.S. VF40. The ship looks good and is performing well on this setup.

Dick Carville

had his ST 46 powered Mustang out. It's a pretty airplane that flies as great as it looks. Dick is very pleased with the combination.



Dick Carville's great looking and flying P51.

On another subject—District I, like other districts, has experienced a significant drop off in PAMPA memberships. We have lost some 20 members. I have been discussing PAMPA with a lot of the Dist I fliers as well as other districts. These are some comments, from District I members as well as former members:

- "Dues are too high and PAMPA doesn't do anything for me."
- "*Stunt News* has too many pictures and not enough good how to articles written by experts."
- "*Stunt News* is too big for a news letter and 4 times a year would be enough. It is a news letter trying to be a magazine."
- "Why not make it a true news letter and concentrate on reporting on contests and big meets—VSC, Brodak, Nats, NW Regionals, etc."
- "Limit officers and District Directors to one page."
- "PAMPA is only for guys in Open at the Nats and/or Expert fliers."
- "PAMPA is only for preserving the Top Twenty CLPA at the Nats and does not do much for the local flier."

A lot of them are still turned off by the turmoil that went on a couple years ago. They don't know and don't care what the problem was—they just do not think members, administration or officers in any organization should act that way.

I think it would be good for all district Directors to do the same and publish the comments to help us all to work on ideas for PAMPA to regain members.

Just a heads up—I will not be seeking another term as Dist I Director—I have had the privilege of serving for over 25 years and that's enough. *SN*

## New Jersey, New York

The GSCB June meet was blessed with awesome weather and a great turnout this year. Dan Banjock flew his Vista. This ship was recently repaired and it looks just like new. Jim Damarell had his Pattern Master with an ST .60, and it was great to have Bob Whitley with us at the contest.

Bob Krug is practicing every day and is showing good progress. Bob has a new Strega fitted with a RO-Jett .76 almost ready for the second half of the season.

Local contest attendance is way up this year, and I'm not sure why, but we have had great flying weather the first half of the season including the Brodak 2008 Fly-In, which drew record attendance. CL is certainly growing on the east coast and we are looking forward to the New England meets including the Lee, MA contest which is run by Bill Hummel.

**Dave Midgley has started** his own business and is selling composite wings, John Duncan is back cutting foam wings, and look for several new releases by Brodak later this year. The Adamisin family has a composite electric Stunter coming online soon. Life is getting better all the time for Stunt fliers, and if attendance at local meets is any barometer, look for positive growth in the near future.

**Jose Modesto has several new ships**, but I like his Impact best. We did some rough trimming at GSCB, and it quickly became very competitive.

At 62 ounces it should be considered Jose's lightest full size ship *ever*.

**Mike Palko's electric P-51**—a slightly modified Bob Hunt design—really was a show stopper at the Brodak Fly-In. Look closely at the quality of the

finish—it's beautiful, innovative, and flies great. Photo courtesy of District III's Patrick Rowan.



The future is bright, indeed—see you at the field. *SN*

## Ohio, Pennsylvania, West Virginia

The first District 3 contest of 2008 was the Brodak Fly-In and it was a big success. A lot of Stunt fliers showed up plus the 22 person strong Brazilian team. People also showed up from Australia, Spain, Canada, Washington State, Tucson, Arizona and Texas. If you have never made it to a Brodak Fly-In, you should give it a try. You will like it.

Because so many people showed up the CDs Allen Brickhaus and Tom Hampshire had to come up with a way to get the official flights in before 7 to 8 p.m. each day. You had to beat the cut. Everyone got a first flight. Only the top 50 percent got their second flight. This was just for the fun events; there was no cut in PA.

**Contest notice:** "Fly N' Feed" Sat. Sept. 6, 2008. Jerry Tarnofsky's field in Halifax, PA. CD Phil Cartier. Skill classes.

Now here are some photos from the Brodak Fly-In:



Here is Alan Buck again holding his Vector. His T-Shirt says Control-Line Junkie at Brodak's.



Bill Stewart from PA holding his Double Star powered Tudor at Brodak's.



Dan Banjock of PA holding his OTS Ringmaster at Brodak's.



Dalton Hamett of Albion, PA holding his Magician profile entry at Brodak's.

## District II

By Windy Urtnowski

## District III

By Patrick Rowan



Dave Hienzman of N. Olmstead, OH holding his LA 46 powered Skylark he flew in Classic EXP at Brodak's.



Jack Weston from the Philadelphia, PA area with his electric ARF Vector at Brodak's.



Sumner Forest from Slippery Rock, PA holding his LA 46 powered Tanager. 2<sup>nd</sup> place PA BEG. At Brodak's.



George Waters from PA flew his RO-Jett 40 powered T-Bird in Classic ADV at Brodak's.



Joe Peters holding his OTS entry standing next to Patrick Rowan of Poland, OH. I've known Joe for 40 years.



Dan Banjock holding his PA EXP plane. If the second round flights would have counted. Well ... Dan will have to tell you the story!



Harry Cresbo of PA holding his Hellcat. This was the prototype for the kit. At Brodak's.



Les Byrd's D-Day painted Nobler. Les is from the Dayton, OH area.



Joel Constatino of PA starting his Magnum with George Waters holding at Brodak's.



Part of the Brazilian Stunt team airforce at Brodak's.



Pete Moskel holding his ST 51 powered Magnum at Brodak's.

Till next time fly Stunt. *sn*

**A**s I write this we are in the middle of summer, but, fall and winter are rapidly approaching! The flying season will end for many and the building season will begin. It is a cycle that many of us know very well.

**The Nats are over** and congratulations to all those who participated, as well as all the winners. Orestes is “almost” a District 4 member! He has been at many of our contests. The District will see an upswing in participation after the first of the year, I hope.

**There have been changes** in PAMPA, and there will be more, I am sure. Bill Rich is proving to be an able President and is working hard to implement many great things for the future of PAMPA. The *SN* rate schedules will finally settle down, I am sure. Rising costs across the board, along with several new methods of distribution, has had the price structure in a state of flux for a while!

**This will be the first issue** of *SN* produced by Bob Hunt. Bob has many, many years as a model airplane magazine editor with his service at *Flying Models* and *Model Aviation*. I have no doubt that we will be entering an exciting new era for our news letter (which is the best on the planet!).

I wish Tom McClain and his lovely wife Sheryl, our outgoing editors, all the best in the future.

**I have been out of the loop** as such for a while for a couple reasons, but my health issues are really taking a turn for the best. I am now in the hands of a couple of specialists and they are doing me a great service. The problems I have had were very annoying to say the least! Because of my issues and the needs of the District, I have chosen to not attempt re-election next year. I am sure many will be glad to hear that! LOL!! I will still be building and flying, making as many contests as I can, but perhaps emphasizing the fun aspect much more. I really want to spend some time on some real important personal projects, both with CLPA builds, and helping my son (and his kids!) with their building and flying. I will say my good byes next time!

I am giving Steve Fitton the floor for the remainder of this column this time around. Thanks for the help, Steve!

**Steve Fitton’s report:** On Sunday, July 27<sup>th</sup>, five District 4 pilots attended the Philly Fliers annual contest in Neshaminy Park, PA for a day of fun in the sun—or at least fun. Cataclysmic thunderstorms blasted us off the field that afternoon. But, while it lasted there was lots of fun for Lloyd Gregory, Brad Smith, Bub Reese, John Rakes and Steve Fitton.

With the forecast showing strong storms in the afternoon, attendance was a bit down as many local New Jersey and New York pilots elected not to brave the storms. With the lower number of entries, and some smooth work by the CD and judges, all the first rounds were completed and some of the second rounds as well before the weather moved in.

It was a very hot humid day, but the Philly guys had plenty of Cokes and hot dogs for the pilots and spectators. When the dust had settled, John Rakes had prevailed for his very first victory in PA Advanced, and Brad Smith and Bub Reese had collected trophies for second and third respectively in Old Time Stunt. Well done!

**Elsewhere in the central part** of District 4 it’s been an endless battle with heat and wind. Flying in the afternoon in 98° heat with gusty winds and thermals might not be the most fun thing in the world, but Jimmy Paul and Bill Ballinger were out practicing not too long ago in Richmond, and the Norfolk Aeromodelers continue to have six to eight people out at the field every Sunday afternoon. So, people are dealing with the heat and continuing to have fun. For most of us it’s time to set our sights on getting ready for October’s Carolina Criterium, which has become one of the best events in the southeast, and the time to prepare is now, so we’ll see you out at the field! *SN*



Steve launching for John Rakes.



John won Advanced in Philly! Congrats John.



Brad Smith with his OTS ship.

Right: Lloyd Gregory’s nice Magnus.



Left: Bub Reese puts up an official flight.

# District V

By Dale Barry

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

On Friday July 11<sup>th</sup> at 7:30 p.m. Derek and I left for the Nats. We drove through the night because the traffic was lighter, and also because Derek had one new plane and one with eight or ten flights on it and he needed to do some flying. Of course, about fifteen minutes after we got there it started to rain, so off to the 12<sup>th</sup> St. Café we went. When the rain stopped the wind came, and then it rained again. So, for twenty-nine hours without sleep (me), we each ended up with one flight apiece. Sunday was better, still with some wind, but we got in a few flights.

Things improved greatly on Monday. I left Derek on the L-Pad to practice while I went to the grass circles to fly in Old Time. The morning air was great and the wind didn't come up until the second round. Unfortunately for me I missed my needle setting and went up a little rich and it cost me. I ended up third, but one K-factor point in the square, where I floated, would have put me in first. Gene Martine also flew OTS, I don't know where he finished but the nine or ten minute engine run meant it was down the line a ways.

On the other circle they flew Classic and Gene did better there. He finished in fourth place with his Lark. Last year's winner, Jim Lynch, ended up second this time with his Super Ares. I think the three of us were the only District V members in those two events.

Starting Tuesday and continuing to the final flight on Friday we experienced the best week of weather I've seen in thirteen years of going to Muncie. Normally you have at least one, if not more, day of really bad wind. Not this year; it was perfect! We had six members flying Advanced and seven in Open; of those all but one from each group made the Top 20. When everything was done on Thursday, Alex Becerril from Puerto Rico was the Advanced National Champion, Adrian Dominguez was second, Enrique Diez was fourth, Louis Rankin was sixth and Ronnie Thompson was 18<sup>th</sup>.

In Open, Derek Barry, Orestes Hernandez and Bill Rich made it to the Top 5 (there were actually 6 this year; Derek and Howard Rush tied and the contest management decided against a fly-off for fifth and took them both into the finals). When it was over Orestes had his second Walker Cup with Derek finishing third and Bill Rich fourth. The rest of District V had Randy Smith in 14<sup>th</sup>, Alberto Haber in 16<sup>th</sup> and Josias Delgado

in 19<sup>th</sup>. All in all it was a pretty good showing.

I forgot to ask Allen Brickhaus if we had any members in Beginner or Intermediate, so if I've missed you, let me know and I'll get you in the next issue. Now here are some pictures. *SN*



Gene Martine with his Lark.



Jim Lynch with his Super Ares.



Enrique Diez.



Adrian Dominguez.



Advanced winner Alex Becerril.



Alberto Haber.



District 5 in the Top 5, Orestes, Derek & Bill.



Ronnie Thompson.



Randy Smith.

I am trying to catch up on photos sent to me by friends and have not had the room or time to place them in the column. I have also captured some portraits of the Polk City, Iowa contest during the first weekend of May. My November and December column will cover the Nats and other summer contests. *SN*



LeRoy Black assisted me with the A.M.A. Special/Grondal Nobler article for *Flying Models* and his rendition sits on his patio area outside his

home in Buckeye, Arizona.



Michael Griffin put together a Larry Richards F-94 profile kit and spent some time learning to finish with film and Rust-Oleum.



The Ozark Control Line club members.



Larry Lindburg pits for Lee Concannon at Mt. Joy Airport near Davenport, Iowa.

Lee has built a Privateer and is getting in some flight time. Bill Hummel helped me publish this design.



Brian Harris, brother-in-law to James Mills, completes his canopy seating area for his new PAMPA bird.



Stephen Staples sent me a shot of his Veco Scout. He enjoys the smaller models and has brought in a representative rendition of a Scout of the era.



Vincent Corwell of Ireland emailed me his version of Ted Fancher's Trivial Pursuit. He was one of the five Irish gentlemen who helped make Kathy's and my trip to the Emerald Isle so fabulous.



Michael Schmitt has completed both of the Encore 40 Twins. Shown are the full fuselage version and the profile version. We are intending to publish both in one article in the future.



Here are both the profile and the full fuselage Encore 40 Twins in the air at Ned Brown Woods in Schaumburg, Illinois.



Ben Mills, son of James and Beth Mills, awaits his first flight on the trainer dad built for him.



James Mills is also putting together a Jim Kostecky Formula S. Kostecky's red Formula S hangs on the wall at Schaffer's Hobby Store in southwest St. Louis.



District V member, but District VI traveler, is Chuck Feldman and his new Jamison for OTS and Classic



Crist Rigotti (left) and Dennis Vander Kurr (right) ready themselves for flights at the Ice-O-Lated contest in St. Louis this year.



Steve Moore travels from Dexter, Missouri to attend the Ice-O-Lated event in late February of 2008.



Russ Gifford can smell the burnt wiring of an electric motor at any distance. Here he taunts the offending motor for taking the place of a perfectly good glow engine.



Larry Lindburg awaits his hand signal at the Polk City contest as Nate Batey holds his Sig Primary Force.



Larry Lindburg, Denis Downs and Nate Batey view a flight during the Des Moines, Iowa contest in early May.



Bob Brookins, Bob Baldus, Teresa Voumard and Elaine Brookins supply so much important work at the Polk City event.

## District VII

By Crist Rigotti

Iowa, Michigan, Minnesota,  
Wisconsin

This is our annual Nats coverage column. But first let's talk about some contests in our area. On September 13 & 14 is the Peoria Contest held in Davenport like it was last year. Saturday features OTS and P-40. Sunday is PAMPA. Russ Gifford is the CD and he can be reached at (563) 259-1649. Sunday September 21 is Jim Renkar's 1/2A contest in Aurora. Call him at (773) 229-9353. September 27 & 28 in St. Louis is the next contest. Saturday is OTS, Classic, and P-40. Sunday features PAMPA. Bob Arata is the CD at (636) 391-0272.

**My Nats started** with the drive to Muncie on Saturday the 12<sup>th</sup>. It is about a 7 hour drive and I had no difficulties. As a matter of fact, I thought the traffic was fairly light. The first thing I did after arriving at the International Aeromodeling Center (IAC) was to claim a spot for my canopy. That accomplished I checked in at headquarters and got my information and badge. I then decided to go to the hobby shop near headquarters. Cutting across the field I got stuck in the mud and I slowly

rocked the van for about 1/2 hour till I got out. Boy was the van ever dirty! I got to the hobby shop and bought some 12 x 8E props for my electric Barnstormer. Then it was on to the Fairfield Inn to check in. There was a self-service car wash just behind the motel where the van got a good scrubbing down. Next on the list was a trip to the Texas Roadhouse for dinner. I then went back to the IAC and put up one flight on the Barnstormer just before a big storm hit.

I got to the IAC early Sunday morning and put several flights on the Barnstormer to program the firmware on the Castle Creations speed controller. I did this with my laptop and it worked perfectly. Then it was on to Beginner Stunt. I met up with John Paris, Grace and Michael. Grace and Michael flew in Beginner with Grace taking first and Michael taking second. Way to go Grace and Michael!

Early Sunday afternoon was spent getting the Harbinger ready for appearance judging. Cleaning, polishing, waxing, and buffing! Look at that shine! We checked our models in and the pilots'

meeting began around 3 p.m. Paul Walker was the Event Director with Warren Tiahrt as his assistant. Paul explained how the pilots were seeded this year using the last 10 years' Nats placings. The pilots were then divided into groups, and numbered Ping Pong balls were used to determine the flight order for each of the qualifying rounds. This didn't go as well as Paul had hoped, but we got through it. I'm sure next year will be a lot better. We then were allowed to go into the gym area and see where we placed for appearance points. The Harbinger netted 17 along with Bob McDonald's new P-47. John Paris got 16 or 15; I forgot to take notice. Not bad at all for this district! I think several of us went to the Texas Roadhouse again for dinner.

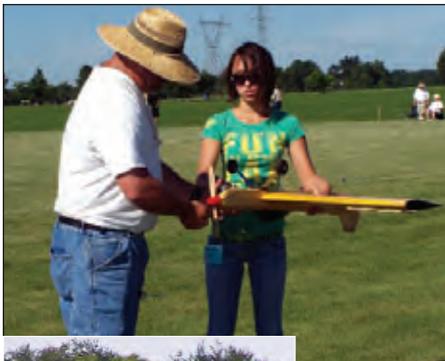
Monday morning found me again at the IAC L-Pad to do some final checking on the Barnstormer. All checked out well and off I went to fly in OTS. The day was nice but a bit breezy. John Paris drew the sixth flight and I drew 19<sup>th</sup> for the first round. John got a 260.5 and I a 253.0. By the time I flew the wind had gotten a little

stronger and I decided to pass on the second round. John's second round flight was a 259. John flew a Viking with a Fox 36 and my Barnstormer had a Scorpion 3014-22 electric motor, Phoenix 35 ESC and 3S 11.1V 2200 mAh Li-Po battery. The Barnstormer performed well in the breezy conditions and I need to work with the entire package some more to peak its performance. John in the meantime flew Classic and placed ninth with his Profile Oriental powered by a Woolard Tower 40. I was back on the grass area later in the evening to practice with the Harbinger till the sunset.



Above: Michael Paris displays his Skyray at Beginner Stunt.

Michael concentrates on his pattern while Dad looks on.



Above: Grace readies her Buccaneer 740 for a flight in Beginner while Dad helps out.

Left: Grace made her flight look easy. Is that the "Grace face"?

Tuesday was the first day of qualifications. It was a near perfect day. I was first up on my circle and had a very good flight going till I slid the Harbinger in on the bottom of the first Outside Square. I thought my chances of making the cut had just slipped away. The damage wasn't too bad and following Kent Tysor's advice, I used clear packing tape on the ground down areas. I changed props and went back to the grass circle to get a new RPM setting for the new prop. After several flights I was ready for the second round. I put in a decent flight, but it could have been much better. I bounced the landing too! After the first day I was 7 points away from making the cut. At the Dairy Queen that night I realized that I had not moved my landing gear aft to the asphalt position after practicing on the grass after the first flight mishap. No wonder I bounced the landing.

Wednesday's weather was a carbon copy of Tuesday's. After my first flight I closed the gap to only 4 points needed to make the cut. I had to make the last flight count. I did, and made the cut by only 1.33 points! I finally made it to the Finals in Advanced! John Paris had made the cut in Advanced, and Bob McDonald, flying in Open, made his Semi-Finals. We were all going to fly on Thursday.

Thursday's weather was again near perfect. I drew first again on Circle 2 and 11<sup>th</sup> on Circle 1. I was first up and the nerves got me and my flight had some problems with the Inverted Level laps, Inside Squares, and Triangles. I did better for the remainder of that flight. For awhile, I was leading the Nats! The second flight went better and I ended up 17<sup>th</sup>. John Paris came in 11<sup>th</sup>. Bob McDonald came in 15<sup>th</sup> in Open. A very good showing for District 7 I'd say. The drive back home on Saturday went well after my morning breakfast of mush well done and bacon crisp!<sup>SN</sup>



Left: The Harbinger at Appearance judging.



My electric Barnstormer on the line. I built it in 12 days as a test vehicle for electric.

2008 AMA NATIONAL CHAMPIONSHIPS AMA Advanced (Event 325) FINALS									
Country	Rank	Score	Time	Points	Notes				
USA	1	13							
USA	2	14							
USA	3	15							
USA	4	16							
USA	5	17							
USA	6	18							
USA	7	19							
USA	8	20							
USA	9	21							
USA	10	22							
USA	11	23							
USA	12	24							
USA	13	25							
USA	14	26							
USA	15	27							
USA	16	28							
USA	17	29							
USA	18	30							
USA	19	31							
USA	20	32							
USA	21	33							
USA	22	34							
USA	23	35							
USA	24	36							
USA	25	37							
USA	26	38							
USA	27	39							
USA	28	40							
USA	29	41							
USA	30	42							
USA	31	43							
USA	32	44							
USA	33	45							
USA	34	46							
USA	35	47							
USA	36	48							
USA	37	49							
USA	38	50							
USA	39	51							
USA	40	52							
USA	41	53							
USA	42	54							
USA	43	55							
USA	44	56							
USA	45	57							
USA	46	58							
USA	47	59							
USA	48	60							
USA	49	61							
USA	50	62							
USA	51	63							
USA	52	64							
USA	53	65							
USA	54	66							
USA	55	67							
USA	56	68							
USA	57	69							
USA	58	70							
USA	59	71							
USA	60	72							
USA	61	73							
USA	62	74							
USA	63	75							
USA	64	76							
USA	65	77							
USA	66	78							
USA	67	79							
USA	68	80							
USA	69	81							
USA	70	82							
USA	71	83							
USA	72	84							
USA	73	85							
USA	74	86							
USA	75	87							
USA	76	88							
USA	77	89							
USA	78	90							
USA	79	91							
USA	80	92							
USA	81	93							
USA	82	94							
USA	83	95							
USA	84	96							
USA	85	97							
USA	86	98							
USA	87	99							
USA	88	100							

Proof that at one time I was winning Advanced at the Nats! There is always an advantage to being first.



Bob McDonald proudly displays his PA 75 powered P-47.



John Paris and the Stalker 51-powered SV-11. A very good combination.



The Harbinger. Look close and you can see the scrape marks from Round 1.



Myself, Bob McDonald, and John Paris for the District 7 group photo. Well done fellas!

# District VIII

By John Hill

Arkansas, Louisiana, New Mexico, Oklahoma, Texas

This month's column is dedicated to the memories of yesteryear when flying models as a youngster was fun and exciting. Much like the VSC, the Ringmaster Roundup brings back fond memories of my childhood. The sights, sounds and smell of castor create a time warp back to the 1950s and memories of my brother and me flying an old raggedy Ringmaster at Goddard Park in Texas City.

I want to thank Dee Rice and David Gresens for all of their hard work in putting this contest on and for the flash back to days gone by.

The Ringmaster Roundup, brainstorm of Dee Rice and David Gresens, whose efforts to have fun by flying the venerable Ringmaster in fun and competition, have borne fruit. It was a howling success! Howling winds on Saturday, too. There were tons of the original "S-1" type Ringmasters, Junior Ringmasters, a twin, a biplane, an electric. (*What, no jet?... It didn't make it, darn it!*) From Maine, Connecticut, Illinois, Alabama, Iowa, Kansas, Oklahoma, Texas, Arkansas, and Idaho they came. The 26 individual Brothers of the Ring entered 80 individual events.



Brothers and sisters of the Ring. At least the ones that survived the combat and racing.



The CD, David Gresens holds his 22 ounce Ringmaster Lite.

The fun began on Friday when many contestants congregated at the flying field for socializing, flying and an informal balloon bust sponsored and run by David Strawn. Then the evening was capped off

by a dinner for all the Brothers, hosted by the event photographer extraordinaire, Richard Grogan.



Richard Grogan brought a trilogy of the original Matt Kania paint scheme.

Although individual prizes are given for each event, the over all format is designed to feature the team event on Sunday. The competitors earn points by flying in Old Time Stunt and PAMPA class Stunt on Saturday. The team captains are chosen from the highest ranking flying Experts and all willing contestants are then chosen by the captains to be part of the team competition on Sunday.



Team of the year winners, Bill Rutherford and Ryan Young.

Despite the 10 to 17 mph winds on Saturday (Sunday was much better) there were 53 official flights put up and only four succumbed to the aforementioned zephyrs. Three were obviously Ringmaster "Too Lites" (chasing the "Lightest Ringmaster" award a little too hard, maybe?) and popped off the outboard wing panels. This strategy did not pay off, but all pilots borrowed airplanes from other Brothers and continued on their happy way. Bill Wilson, last year's Pilots' Choice award winner, broke off a control horn and broke his beauty into ten thousand pieces on the unforgiving tarmac. Ryan Young, National Junior Stunt Champ, flying Dee's back up ship, lost the out board wing and continued to fly and then with Dale Gleason yelling, "Loop it, loop it," Ryan did. It was a beauty too and only one inch off of the surface of the ground.

Mike Greb and Dee put on a show of wind flying and inspired Dale Gleason to follow suit. Only Dale decided in the middle of a lazy eight to "change his mind" and did an attempted "split S" and pancaked into the tarmac causing minor damage ... to the airplane.

By the end of fun on Saturday, Joe Gilbert of Oklahoma had established himself as the favorite to repeat as the "Master of the Ring" by winning both Old Time Stunt and Expert class AMA pattern. Dee Rice and Gaylord Elling were tied in second place with eight points each, but trailing Joe's ten points. Joe would have to do no worse than second in Sunday's team event to win again.

Beginner Stunt was won by Richard Straight followed by Scott Hartford and David Strawn. Dale McCord took Intermediate and Gaylord Elling got first in Advanced followed by well known fliers Richard Stubblefield (World team member in Combat) and Ryan Young. Wow, some tough competition!



Pat Johnston shows off Scott Haford's Ringmaster Jr.



Ryan Young, David Strawn, Roger Olson, and Bill Wilson had structural problems—why are they smiling?



**Scott Hartford painted the woodwork contrasting colors and covered with clear film. Outstanding.**



**Bill Gruby launches John McCollum's fine flying Ringmaster twin.**



**Bill Gruby, David Strawn, Pat Johnston, John McCollum and Richard Grogan admire Bill's biplane.**

Sunday arrived blessing all with mild winds and overcast skies that would last until the end of the day's flying. The top Expert fliers and team captains were Joe Gilbert (Lords of the Ring), Dee Rice (Rice's Raiders), Bill Rutherford (Bat Men), and Pat Johnston (Johnston's Jumpers). Each team member would get to fly one flight in each of the following events: 1. AMA Stunt, 2. Old Time Stunt, 3. Unknown Pattern Stunt and 4. Rat Race. Total team score determines the team winners.

The Johnston Jumpers team "jumped" into a one point lead over The Bat Men by winning OTS, with Pat Johnston flying. The Raiders brought up the rear. After the AMA pattern, won by Joe Gilbert, the lead switched to the Lords (882) then the Jumpers (865), The Bat Men (878), and the Raiders (772) following the pack.

Flying the unknown pattern with maneuvers such as the square four leaf clover, over head square eights and the overhead four leaf clover leaves the spectators in stitches ... not to mention some of the ships in need of stitches.

The top two in the unknown pattern matched last year's top two Mike Greb and Dale Gleason ... again! Mike's fine 472 put the Lords into a commanding lead that was locked up by Bill Gruby's exciting second in Rat Race.



**Combat icon, Richard Stubblefield was right at home in the middle of all the action.**



**David Strawn ran the Balloon Bust event, but made a pass at one a little too low.**

The final team results were: First place—Joe Gilbert's Lords of the Ring team, Mike Greb, Bob Brookins and Bill Gruby with 1878 points. The Bat Men second, Raiders third, and Jumpers fourth.

The spectators' delight (spectacle?) of the meet was in Rat Racing. This is a straight forward two man, six minute Rat Race with one pit stop required. This event is designed for the less experienced of the team members. It is the crown jewel of the team event, so to speak, as it is the last team event and can easily change the final standing. This time the pilots were somewhat out of running shape and flying shape. At about 25 laps into the race the big guy started to get

dizzy—the bane of all race pilots—and started wandering in bigger and bigger circles. The little guy had to run in bigger and bigger circles, getting farther and farther behind both on the ground, in the air and in getting oxygen to his lungs. Seeing their plight, Mike Greb "raced" into the melee and managed to relieve Connecticut's own Bill Gruby of his handle ... one plane saved! CD David Gresens leapt into action and followed Mike's lead, taking over Illinois' John Cralley's handle. Both being extremely grateful, Gruby and Cralley made 18 point landings on the concrete and watched the race proceed from there. With a complete change of pilots in mid flight and both new pilots ex-Combat fliers ... well, as soon as the six minutes were up combat-over-concrete-without-streamers commenced!

Bob Brookins and Lew Woolard blessed the Roundup again this year, but Lew was clipped by a virus that kept him out of the competition. It kept him in a comfortable reclining canvas chair with other Brothers of the Ring waiting on him. Even feeling very ill, he added so much to the event, just by being there.

Bill Gruby (Connecticut) and John McCollum (Maine) teamed up and drove all the way down bringing their unusual special design Ringmasters for the non-S-1 Ringmaster event. John's great flying Ringmaster twin was edged out by Bill's gorgeous biplane. John Cralley and his gracious wife drove in from Illinois and Pat Johnston and his special friend Faye flew in from Idaho.



**Bill Gruby, Scott Hartford help as John McCollum fires up his twin Ringmaster.**



**Racer, Combat and Stunt pilot, Mike Greb anchored his team with a great Unknown Pattern.**



Food poisoning kept Lou Woolard side-lined as a spectator.

World class judges graced the Roundup with superb judging. Among them were Frank Williams, Darrell Harvin, Richard Oliver, Les Demmet and with Jose Vargas and Glen Gresens pitching in as well.

The special awards given out this year were to: Joe Gilbert (Master of the Ring), Dee Rice (Pilots' Choice), Bill Rutherford and Ryan Young (The Brotherhood Team of the Year), and Bill Gruby (Brother of the Year and Pilots' Choice for non S-1 Ringmasters). All the entrants received



Bill Rutherford carves out a nice four-leaf-clover as judge Jose Vargas looks on.

special engraved "crystal" commemorative glass mugs and all entrants received merchandise awards which included Brodak engines and kits, RSM kits, Brothers-of-the-Ring kits, Special Edition Fox .35, cash, fuel, and merchandise donations from the Brothers of the Ring members and CAD drawings

from Pat's Plans. Also, several of the Brothers entered as non-flying entries as a show of support and other entries added cash donations, all of which went to purchase some of the prizes and merchandise awards.



The Brothers of the Ring team of the year award went to granddad Bill Rutherford and Ryan Young.

Well, that is the way it was ... this celebration of CL flight. It can get bigger, but I can't imagine how it can get any better. *SN*

## District IX

By Carl Shoup

Arkansas, Louisiana, New Mexico, Oklahoma, Texas

Congratulations to all of the Nats competitors, our repeat Champion, Orestes Hernandez, to the rest of the Top 5 (or in this case, Top 6)—Brett Buck, Derek Barry, Bill Rich, Windy Urtnowski and Howard Rush, to the Junior Champion, Ryan Young and to the Senior Champion, Pat Gibson. A special recognition goes out to Keith Trostle who won both OTS and Classic!

I received some letters and photos from some of the members of District 9 which I have included. The first one is from Mark Gerber, from Fort Collins who recently attended the Brodak Fly-In and here is what he had to say:

"Hi Carl, I hope you're doing well and not working too hard.

"Here are a few pictures from Brodak's last week if you want to use them for *SN*. I flew to Ohio to visit my parents then drove over to Carmichaels and was there Tuesday and Wednesday. I borrowed a Smoothie from Dick Wolsey and flew in Classic on Wednesday. It was powered by a Randy Smith Aero Tiger

36. You've heard this before, but it is a fine running engine. I think I placed about 6th in Intermediate but I had to leave and have not seen the final scores yet. I also enclosed a photo I took of Lou Woolard. I believe he was the only other District 9 flyer attending. The Brazilians were there in force with their beautiful Tucanos.



Lou Woolard at Brodak's.

"The weather was gusty with a little rain on Tuesday but cleared and was great on Wednesday. Let me know if you need higher-resolution versions of these

photos or have any questions.

"I've just about completed assembly of my Veco Hurricane Mk II and will soon start applying dope to the wood. My goal is to have it ready for VSC in March. Meanwhile, I got an ARF Nobler for a change to fly this summer.

"See you on Labor Day. Mark"



Mark Gerber with borrowed Smoothie.

Keith Mc Mahan sent photos of his two new airplanes. His Katera is probably the third or fourth airplane along the same design as he has been flying the past 3 or 4 years. It has 675 square inches of wing area and weighs 54 ounces. The fuselage is painted with Randolph dope. The wing, stab and elevators are covered with MonoKote. An ST 51 swinging a 12 x 6 Zinger prop provides the power. The ST is fitted with a .290 venturi and uses 4.75 ounces of fuel. The fuel mix is 15% nitro and 22% total oil.



Keith's Katera.



View of the Katera's engine.



Keith with his Katera.

Keith's new Humongous weighs in at 42 ounces. The fuselage is painted with Randolph dope and the wing, stab and elevators are covered with MonoKote. Power is provided by a Tower 40 fitted with an 11 x 5 Zinger Prop. The Tower 40 is fitted with a .310 venturi and uses 3.50 ounces of fuel. It's the same mix fuel as is used in the aforementioned Katera. Keith also does his own engine work.



Keith's Humongous.



View of Humongous's engine.



Keith with his Humongous.

A couple of weeks ago Steven and Don Dubie and I were out flying and Steven did his first successful inverted flight. Below is a picture of Steven while inverted. He was flying a Shoestring powered by an FP .25.

Please send information, contests, pictures, new projects and anything else of interest. *SN*

Arizona, California, Guam,  
Hawaii, Nevada, Utah

## District X

By Dave Fitzgerald

**H**i to all. Kid update. Eric's Little League season is over. They made it 3 games into the playoffs. Eric had a great time and now loves baseball. It will prove to be one of his early hard lessons in life. You can't win every time, and how you lose, is often as important as how you win. This defines you as a person and how you deal with life's little difficulties. I doubt Eric will see it that way, but some day he will appreciate it.

Many kids these days do not learn this lesson. Always encouraged and told how great they are, even in defeat. Eric saw right through this, and said it still sucked. I might have said something like this happens in a model plane contest too, like last year when his little brother,

Michael, beat Eric at the Golden State Champs. Both boys will be deep into football practice by the time you read this. Eric, "The Tank" (name given by Jeff Anderson after numerous tackles at a Golden State contest), could be the entire offensive line by himself, and Michael, "The Monkey," very fast, wants to be running back/wide receiver. Rachael, "Gorgeous," in the mean time is in Cheer Leader training for the boys' teams. She wanted to play on the team, but mom said no. I had no problem with this; she already beats on the boys on a regular basis, when I'm not looking. Yes, we have the normal double standard. I don't always catch who started the fight, but usually catch the retaliation, so the boys can't pound on Rachael.

**I have been getting some reports** back from the Nats. So far I have the top 5 finishers to go on to the Walker Cup finals. Congratulations to all. I'm sure there will be a Nats report elsewhere in this issue. I hear the weather has been great. Great, I don't go, and the weather is great....did I say great? Speaking of life's little setbacks, many of you may already know, but while on a practice flight at the Nats, Jim Aron lost his Infinity Prime to a lead out break after 1/2 lap on takeoff. It's hard to lose a ship, but doubly so when it's to some dumb equipment failure. Jim put a lot of sweat and effort into cleaning up the finish and paint for this year's Appearance judging at the Nats. It was looking just as good as new. I guess now he will have to get

on finishing his new project. My most sincere condolences go out to Jim for his loss.

**I put out a request for info** from the other areas of District 10; I did get a quick note from Jerry Silver. Rickii Pyatt is always sending pictures to help. What I do have is quite a few pictures from the last couple of weeks in the Bay Area. Including, Phil Granderson's 20 point "Zealot." It is gorgeous and deserves the very rare honor of 20 points at the Nats Appearance Judging. I also would like to congratulate Keith Trostle, a district 10 member, for his wins in both Classic and Old Time. Any Nats win is an accomplishment. Yes, Classic and Old Time are fun additional Nats events, but these can be hotly contested. Yet, to win both events shows a very nice effort indeed. Congratulations Keith.

**By the time you read this,** the Worlds will be over. I hope the weather cooperates as well in Landres France as it did in Muncie this year. The new "Thunder Gazer" has been a very pleasant surprise. It flew quite well off the bat, but then again with all its lineage, the bench trim should have been very close, and it was. It ended up a bit tail heavy with the original tail. So ... a take apart plane offers new solutions that would not be available otherwise. Why not build a new, lighter tail? So, I did. It has a bit of carbon reinforcing, and sheeted stab with 1/32, with open bay elevators. Also, since FAI doesn't have appearance points, and I didn't have time to paint the new tail, it has, oooohh, eeee, ghastr ... MonoKote. It is 1.2 ounces lighter, which translated to roughly 2 ounces I could take out of the nose, and move the CG slightly more forward for better corner exits, and level flight tracking. The CG was at 32%, but is now around 29%, and the total airframe is 3.2 ounces lighter. I used all the trick Mag engine parts Randy sells for the PA 75, head, back plate, Kaz Minato carbon tank (by itself, 33g lighter than a metal tank), took nose weight out, and an aluminum prop nut vs. steel, Mag spinner. Total all up flying weight, after trimming is 63.9 ounces. Not bad for a take apart plane. I would have liked a bit less, but it's very flyable.

After the plane was flying, and "Finished," I started building the new tail. This was in addition to the everyday maintenance and modification regime. Kathy, who should really know better by now, asked, "Aren't you ever going to finish that thing?" This was one

of those moments where a really snide, sarcastic comment, based on 4 hours of sleep a night for months on end, could have yielded me a life time of trouble. I did the polite thing, and said, "No honey, you know they are never finished. If I can get 1/8 oz more weight out, it'll fly just a little bit better." Bullet dodged. Flying qualities, the TG has an air foiled tail, and does exactly what I was hoping for: very good tracking and excellent rounds without flat spots. Yet, with the thinner airfoil on the wing and fairly aft CG, it has very nice corners, with crisp start/stops. Very predictable entries and exits in the squares. The thinner wing also has very good penetration overhead in the wind. But it resulted in a different cadence for the squares. It doesn't slow down, at all, in anything. The engine just pulls through, and with much less airframe drag, there is a very different feel in the square eight. It just keeps motoring on and pulling. It's a bit to get used to, but I think I'm learning to deal with it. A bit of an unexpected consequence was less drag for the trade off of wind penetration. It should be a very nice plane for any kind of weather.

**This just in from the Nats:** Congratulations to Orestes Hernandez, Top 5 and Walker Fly-Off winner. To Brett Buck, congratulations as well for a great showing at second. I don't have all the official results, but again, they should be in this issue.

**From Jerry Silver:** Our club, The Valley Circle Burners, is having a very active year. It began in May with a very successful Stunt Judging Clinic, together with Profile and Classic competition. Both of these classes were broken down



Rudy Aron's Circle Kings by Jim Aron.



X2.



X1.



Rudy Aron posing with Jim's re-creations of his winning X series. Rudy campaigned them very successfully in the hey-day of WAM contests on the West Coast.

into our proven Sportsman & Competitor categories. This was a well attended event. Keith Trostle made the trip from Arizona to run the classroom part & our own Lee Strickland was the C.D. for the flying portion.

Our next event will have taken place before this issue is due to be published. This is our Aug. 10<sup>th</sup> Summer Stunt Contest held at the Sepulveda Basin. The CD will be our up & coming Antone Kephart. As long as the weather cooperates, we anticipate a good turnout. More about this Contest later on this year.

Our Annual Hi Johnson Memorial will be coming up on Oct. 4<sup>th</sup> & 5<sup>th</sup> at the Sepulveda Basin. The contest flyer will be mailed soon and will have all the particulars about events etc. The C.D. will be our new club President, Bill Barber. Bill was a first-time C.D. last year at this event and did a terrific job. If you have any questions in the mean time contact Bill @ (805) 241-0453 or e-mail: barcam@verizon.net.

All arrangements are in place for the 30<sup>th</sup> Annual Golden State Stunt Championships to be held on Oct. 25<sup>th</sup> & 26<sup>th</sup> once again in Clovis, California. The flyer will be out late Aug. or early Sep.

with full details for this long running and excellent event. 30 years is quite an accomplishment considering that several different sites have been used over the years, such as last year's being back in Gilroy after 10 plus years' absence. Larry Fernandez was responsible for this and was more than ably assisted by Jim (Uncle Jimby) Aron to help bring it off. The Valley Circle Burners & The Woodland Davis Aeromodelers are the co-sponsors once again this year. Doug Barton & I are the co-C.D.'s. I can be reached at: (310) 275-6359 or e-mail: jsilverflyer@roadrunner.com or Doug at: (530) 662-6469 or e-mail: dougb@woodlandaviation.com.

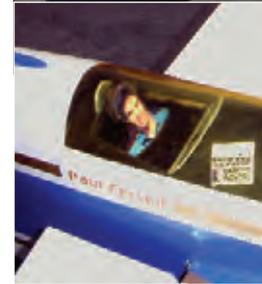
We would like to see a huge turnout to make this 30<sup>th</sup> edition of the G.S.S.C. the best ever! See you in Clovis. *SN*



Bevy of Beauties.



A picture of Gunter Wagner and wife, last September when they visited Napa, SGIII.



Paul Ferrell's new "Rhapsody in Blue." I think the pilot looks like a young Elvis ...



Phil Granderson with his new Zealot and some of Phil's great art work with printed decals. Phil designs his details on the computer, then prints the design on decal paper, then very carefully puts misted coats of dope over the top. Phil helped me a bit using the same technique on the Thunder Gazer.



Above: I think you can call this the "Bumble Bee shot."

# District XI

By Bruce Hunt

Alaska, Idaho, Montana, Oregon, Washington



NW Regionals Classic competitors await appearance judging.

Each year on Memorial Day weekend the Pacific Northwest hosts the Northwest Regionals Control Line Championships. For the last three years it has been held in Eugene, Oregon on a large overflow parking lot across from the Eugene airport terminal.

With contestants arriving from up and down the west coast it is the largest contest in the Northwest. With the tireless support of John Thompson, Mike Hazel and the Eugene Prop Spinners the contest went off without a hitch. Even the weather cooperated saving most of the wind and rain for days before and after the contest. For a detailed report and results go to the Flyinglines website at <http://flyinglines.org/nwregionals.08.html>.



Randy Powell's gorgeous Shoestring makes its first appearance at NW Regionals.

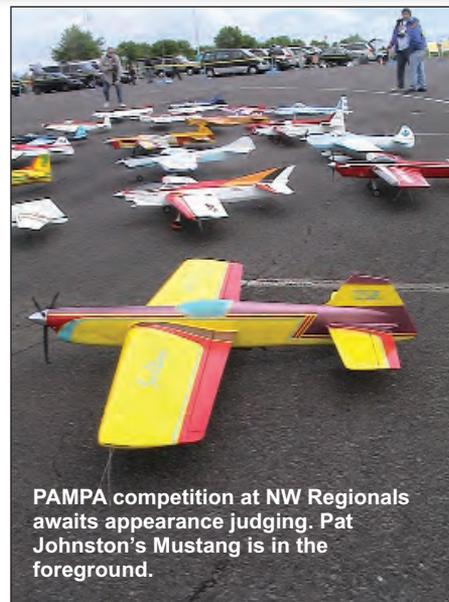
The next contest on the Northwest circuit, Stunt-a-Thun, was held in Puyallup Washington at Thun Field, a local airport just south of Tacoma. Held on the airplane parking area just in front of the on site restaurant, the site also provides a convenient access for the pilot Stunt fliers among us. This year Chris Cox and his wife Joan flew in to show off their recently finished homebuilt RV-4 (?). With the local contingent of Combat fliers also in attendance the Intermediate and Advanced ranks are beginning to fill. There were even a few Combat fliers in the Old Time event. A couple other firsts for this year, or lasts for the models involved, were the last appearances of Howard Rush's "front row" Impact and Paul Walker's Electric (which met an untimely demise just a few weeks later). Details of the contest and results can be found on the Flyinglines website at <http://flyinglines.org/Stuntathon.08.html>. *SN*



A near flawless profile imitation from the NW Regionals Profile competition.



Don McClave prepares to make his winning flight in Classic at the NW Regionals flying his latest O'Toole Tucker.



PAMPA competition at NW Regionals awaits appearance judging. Pat Johnston's Mustang is in the foreground.



YoYo makes its appearance at the Stuntathon. Note the clamped fuel line and a dead give away that the pilot is a Combat pilot.



Keith Varley brought his newest Old Time creation to the Stuntathon.



Above, top: Dan Rutherford's newest 21 FP powered Flightstreak. You can see Dan's mastery of MonoKote in the multicolored design. Above: Notice the adjustable fixed flaps on Dan's Flightstreak. Dan got tired of heating and unwarping the Flightstreak's flaps.



Floyd readies his Venus for a flight at Salem.



Flightline at Stuntathon on Thun Field. Spectators waiting to get into an adjacent restaurant dialog with pilots and get a good view of the contest.



Bruce Hunt's California Raisin Pilot, with his thumb on a panic button has managed to survive six Classic contests placing 1<sup>st</sup> or 2<sup>nd</sup> in each. Flying the Southwick Lark has been, as is said, a Lark.



Chris and Joan Cox flew into Thun Field to show the Stuntathon competitors their newly finished full scale model. Joan's nickname, Dragon Lady, shows on the nose art and tail.



Mike Haverly's newest model. The Shrike is the latest in a line of well finished models from Mike's workshop.



Left: Paul Walker takes it easy while his electric powered Impact waits a throw of its switch at Stuntathon.

# Contest Reports and Scores

## Dallas Model Airplane Association Summer Aero Heat June 14 & 15, 2008 Tom Niebuhr, CD; Dale Gleason, Assistant CD

Our "Summer Heat" contest has certainly lived up to its name. Saturday was hot and humid, and then there was a half hour of heavy rain, and finally wind. All events were flown, however. Sunday was perhaps the best flying day we have had in the last few months with moderate winds, but the temperature reached the century mark. It will be hard

to analyze the effect of high cost gasoline, but competition was good, and a good time was had by all.

Since I had work commitments, I want to thank assistant CD Dale Gleason for taking up the slack on Saturday. I also want to thank all those who helped prepare the field on Friday.

The making of a contest always involves a large effort of volunteer help. To this end I feel that DMAA has no equal, from registration, to runners, to raffles, food, event directors, judges, etc. All this helps make a Contest Director's job much easier.

Special thanks go to Rachel Wilson for the enormous effort she always puts in before, during and after a contest. The Gleasons, Dale & Linda, always put in an almost tireless effort, with setup, raffle, food, judging and much, much more. Bill Lee handled the Racing events and judged some Stunt, and then he covered it all for our web site. Phil Dunlop took up the reins for the Carrier events. Jake Moon took advantage of his tireless youth to run scores on Sunday. In closing I would like to commend our resident photographer, Dave Russum.

Thanks to all. **SN**

## OLD TIME STUNT June 14<sup>th</sup>

1 <sup>st</sup>	Gaylord Elling	Ringmaster/Brodak 25	305.5*	275.5
3 <sup>rd</sup>	Bill Wilson	Smoothie/LA 40	261.5	295.5*
4 <sup>th</sup>	Mike Greb	Ringmaster/Thunder Tiger	61	295*
5 <sup>th</sup>	Bob Lipscomb	Bandit/Spitfire 65	29.5	291.5*
6 <sup>th</sup>	Mike Finnigan	Ringmaster/McCoy 35	248	284*
7 <sup>th</sup>	Dave Ek	Jamieson/Testors 29	201	282.5*
8 <sup>th</sup>	Jim Phillips	Ringmaster/Brodak 25	271*	248
9 <sup>th</sup>	Tom Farmer	Madman/O.S. 25FP	265*	—
10 <sup>th</sup>	Jim Thomerson	Demon/Fox 35	248	258.5*

## CLASSIC STUNT June 14<sup>th</sup>

1 <sup>st</sup>	Dee Rice	Ringmaster/Brodak 25	531.5*	—
2 <sup>nd</sup>	Joe Bowman	Roadrunner/Brodak 40	506	516*
3 <sup>rd</sup>	Gaylord Elling	Ringmaster/O.S. 25FP	514*	485
4 <sup>th</sup>	Mike Greb	Ringmaster/Thunder Tiger 25	502.5*	497
5 <sup>th</sup>	Louis Rankin	Oriental/McCoy 40	264	486*
6 <sup>th</sup>	Jim Phillips	Skylark/ST 51	449	456.5*
7 <sup>th</sup>	Mike Finnigan	Ringmaster/McCoy 35	443*	188.5
8 <sup>th</sup>	Robert Compton	Gladiator/Magnum 36	PASS	PASS

## PRECISION STUNT June 18<sup>th</sup>

### Senior Beginner:

1 <sup>st</sup>	Zack Stein	Sig Banshee/ O.S. 35 "S"	41.5	81.5*
2 <sup>nd</sup>	Bo Walker	Flite Streak/O.S. 25LAS	48*	47

### Beginner:

1 <sup>st</sup>	Tom Hamblet	Cardinal/O.S. 40 LA	214*	—
-----------------	-------------	---------------------	------	---

### Intermediate:

1 <sup>st</sup>	Pat Gibson	ME 109/O.S. 40 LA	324.5*	286
-----------------	------------	-------------------	--------	-----

### Advanced:

1 <sup>st</sup>	Mike Greb	Strega ARC/RO-Jett 65	504*	502.5
2 <sup>nd</sup>	Louis Rankin	Impact/RO-Jett 76	499	502*
3 <sup>rd</sup>	Gaylord Elling	Caudron/PA 61	492*	—0—
4 <sup>th</sup>	Donald Cranfill	Vector/RO-Jett 40	444	476*
5 <sup>th</sup>	Mike Finnigan	Saturn/RO-Jett 61	458	466*
6 <sup>th</sup>	Craig Beskow	Impact/PA 75	429.5	463.5*
7 <sup>th</sup>	Jim Phillips	Skylark/ ST 51	421.5	437*
8 <sup>th</sup>	Norm Faith	Thai Angel/ST 51	415	428.5*
9 <sup>th</sup>	Dave Ek	Lone Star/FP 40	356	420.8*

## VOLUNTEERS

### June 17<sup>th</sup>:

Old Time Stunt & Classic Stunt  
Event Director: Bill Wilson  
Tabulator/Enrollment: Nan  
Beavers, Rachel Wilson  
Old Time Stunt Judges: Don  
Hutchinson, Dale Gleason  
Pull Tester: Bill Wilson  
Classic Stunt Judges: Bill Wilson,  
Jim Thomerson

Runners: Daang Faith, Jim  
Thomerson, Jake Moon

### June 18<sup>th</sup>:

Precision Aerobatics Event  
Director: Tom Farmer  
Raffle: Linda Gleason, Priscilla  
Scott  
Beginner & Advanced Judges:  
Mike Scott, Tom Farmer  
Intermediate & Expert Judges: Bill  
Lee, Phillip Nickles  
Lunch: George Hamby, Linda  
Gleason, Sandra Lee

**Expert:**

1 <sup>st</sup>	Doug Moon	Geo Bear/PA 65	554.5*	_____
2 <sup>nd</sup>	Bill Wilson	Hunter 7/Fox 60	520.5	541.5*
3 <sup>rd</sup>	Steve Moon	Saturn/O.S. 52	527.5	532.5*
4 <sup>th</sup>	Dee Rice	Oriental Plus/RO-Jett 40	485.5	516*
5 <sup>th</sup>	Robert Compton	Cobra/VF 40	487	493*
6 <sup>th</sup>	Dale Gleason	Skylark/ST 51	478.5	483*
7 <sup>th</sup>	Joe Bowman	ARF Strega	442.5*	_____

**CLASSIC CONCOURS AWARD: Joe Bowman—Roadrunner**  
**PILOTS' CHOICE AWARD: Norm Faith—Thai Angel**

**RSM DISTRIBUTION PRESENTS IT'S** **NEWEST KITS**

 <p><b>CONTINENTAL</b> By Tom Warden Classic Legal</p> <p>* Span 55" * Area 572Sq. In. * Length 39.5" * Engine .46 Price.....\$129.95</p>	 <p><b>SHARK 35</b> By Lew MacFarland Classic Legal</p> <p>* Span 52" * Area 554 Sq. In. * Length 40" * Engine .35-.40 Price.....\$139.95</p>	 <p><b>NEPTUNE II</b> By Jim Ebejar Classic Legal "I BEAM"</p> <p>* Span 50" * Area 536 Sq. In. * Length 35.75" * Engine .35-.40 Price.....\$159.95</p>
--	--	--

**RSM DISTRIBUTION OBTAINS PERMISSION FROM EITHER THE DESIGNER OR HIS ESTATE BEFORE WE PRODUCE A KIT. WE GUARANTEE THAT THE KIT PRODUCED FAITHFULLY REPRESENTS THE ACTUAL MODEL AS ORIGINALLY DESIGNED.**

Phone: 951-678-1406  
Email: [rsm1rule@rsmdistribution.com](mailto:rsm1rule@rsmdistribution.com)



**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.

**FREE SHIPPING** to all PAMPA members in the U.S., **½ PRICE SHIPPING** to Foreign

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

# The Appearance Point

## Bob Whitely's Hawker Hunter

**Designer:** Bob Whitely  
1968

**Construction type:** Built up fully sheeted wing, stab, elevator and rudder. Fuselage is typical with engine crutch with molded top and bottom sheeting.

**Wingspan:** 59 inches

**Wing area:** 712 square inches

**Length:** 54 inches

**Weight dry:** 65 ounces

**Power package:** T&L ST. 60, Dinger Muffler, Randy Smith spinner, Zinger Pro 12.25 X 5.5 prop, 6.5 ounce metal clunk tank by designer.

**Finish:** Sig dope, nitrate to glue carbon mat and Lite Coat to finish thru color. Final clear coat is 2-part acrylic auto paint.

**Line length:** Center of model to center of handle is 69 feet, .018 x 7-strand.

The original Hunter is a direct descendant of the Shark .45 by Lou McFarland. When I built the first one in 1968 I used a Veco .45 as it seemed to have the power and smoothness I wanted. It worked well. The model was lost due to a flap horn failure where the vertical arm broke at the solder joint with the horn. Tom Warden flew it many times and deemed it a very good plane.

The advent of the VSC made me want to build one of my own designs and so the resurgence of the Hunter. The Hunter has won and placed in many local and regional contests and is a consistent threat in any contest.

Eric Rule of RSM kits produces an excellent kit of the Hunter, all laser cut. I would recommend this kit to anyone that wishes for an extremely competitive model of one of the most elegant and gorgeous jet fighters ever designed.—*Bob Whitely SN*



RSM DISTRIBUTION PRESENTS IT'S

NEWEST KITS



**SUPER RINGMASTER**  
Classic Legal

\* Span 42" \* Area 381 Sq. In.  
\* Length 24.5" \* Engine .25-.35  
Price.....\$129.95



**STARDUSTER 40**  
By Ed Capitanelli  
Modern Stunt

\* Span 56.5" \* Area 635 Sq. In.  
\* Length 41" \* Engine .40-.46  
Price.....\$159.95



**BIG JOB**  
By Addie Naccarato  
OTS Legal

\* Span 54" \* Area 572 Sq. In.  
\* Length 32.5" \* Engine .59-.74  
Price.....\$169.95

RSM DISTRIBUTION OBTAINS PERMISSION FROM EITHER THE DESIGNER OR HIS ESTATE BEFORE WE PRODUCE A KIT. WE GUARANTEE THAT THE KIT PRODUCED FAITHFULLY REPRESENTS THE ACTUAL MODEL AS ORIGINALLY DESIGNED.

Phone: 951-678-1406

Email: [rsm1rule@rsmdistribution.com](mailto:rsm1rule@rsmdistribution.com)



## EVOLUTION .36CL (EVOE0365)

### SPECIFICATIONS

Displacement:	.36 cu in (5.71cc)
Engine (only) Weight:	9.30 oz
Cylinder Type:	ABC
Mufflers Included:	1 – Machined Tongue Muffler 1 – Cast Expansion Chamber Muffler
3 Venturis Included:	.224 in (5.7mm) .236 in (6.0mm) .276 in (7.0mm)
Available for:	\$79.99



***THE POWER IS IN YOUR HANDS***

Evolution is bringing attention to control-line flying with the .36CL glow engine. It works right out of the box, so there are no conversions and nothing else to buy.

Not only is the .36CL ready to use right out of the box, it also has a specially designed chromed brass liner to optimize control-line sport and aerobatic performance. Also included are multiple control-line venturis for operating choices and multiple muffler options so the lightweight exhausts fit into a wide variety of models.

And of course, like all Evolution® engines, these powerhouses are engineered with the same Evolution quality and reliability you've come to know and trust. When it comes to a no-fuss flying experience, you simply won't find another engine that comes close to an Evolution.



[evolutionengines.com](http://evolutionengines.com)

HORIZON  
HOBBY

©2008 Horizon Hobby, Inc. [evolutionengines.com](http://evolutionengines.com) 12959

# GENERATIONS OF *Control Line Fun*

## Introducing the PT-19 Profile

The sun warms your face as you head out onto the field. You can already feel the power of the controls in your hands and you remember the days of flying control line in schoolyards. What you're most excited about though, is passing along the excitement to a younger generation. Introducing Hangar 9's PT-19—a control line plane that allows you to be in touch with the airplane through two lines that connect you with the plane, with your hand movements guiding the plane.

The PT-19 Almost-Ready-to-Fly kit is available with or without Evolution's new ready-to-use .36CL engine. The PT-19 also includes a wood control handle, spool of stainless steel cable for control lines, fuel tank and aluminum spinner nut.

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.

**HANGAR 9**

*Fly First Class™*

**HORIZON**  
H O B B Y

© 2008 Horizon Hobby, Inc. Hangar 9 products are distributed exclusively by Horizon Hobby, Inc.  
For additional information or your nearest Hangar 9 dealer, call toll-free 877-504-0233. [www.hangar-9.com](http://www.hangar-9.com)

13541

