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STUNT NEWS

USA F2B Team Trials,
Election, Bylaws, & Dues voting
results, and a Husband's Tribute to Betty



\$5.00

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PAMPA President Paul Walker and his innovative Impact XLE electric at the USA F2B Team Trials. photo by David Fitzgerald.



4 shady characters in training to be Judges??? Bob Hunt, Frank McMillan, Ted Fancher, and Brett Buck. Photo by Randy Smith.



Matt Neumann and his outstanding Stuka. Photo by Randy Smith.



Junior Ryan Young at the 2007 USA F2B Team Trials. Photo by Randy Smith.

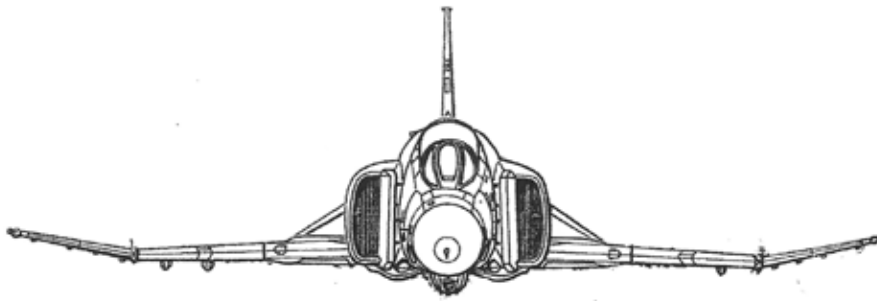
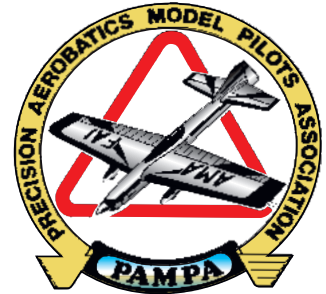


Howard Rush with his immaculate Walker Impact at the USA F2B Team Trials. Photo by Randy Smith.



Dave Fitzgerald and his decade old Stargazer at the USA F2B Team Trials. Photo by Randy Smith.





INSIDE THIS ISSUE:

A Husband's Tribute	3
Advertiser Index	3
Special Featured News	
Orestes Hernandez in his own words	4
Team Trials... After Returning.....	5
Mike Gretz: A Quiet Leader	11
FAI F2B K Factors Status Reports	12
VSC-XX Registration.....	13
Officer Reports	
Secretary/Treasurer: Election Results.....	15
PAMPA Bylaws	16
President.....	18
Vice President	21
Editor.....	22
Membership Secretary	24
Director Reports	
District 1.....	26
District 2.....	27
District 3.....	29
District 4.....	33
District 5.....	35
District 6.....	36
District 7.....	39
District 8.....	42
District 9.....	43
District 10.....	46
District 11.....	49
Contest Calendar.....	53
Contest Reports	54
Columns	
Ask Ken	75
Building	76
Crash Repairs.....	79
Design/Finishing	79
Electric Flight	80
Personalities	83
Safety	85
The Lighter Side	86
The Trailing Edge.....	87
We Have the Technology	89

PAGE 7
PAMPA President Paul Walker at US Team Trials in Muncie.



PAGE 11
Mike Gretz: A Quiet Leader



PAGE 56
Derek, Dale, and Gavin Barry



Cover: SIG Manufacturing's popular kit, the 'Twister.' A painting by Mike Keville. Russ and Randi Gifford presented the original 16x20 oil-on-canvas to designer Mike Gretz at the 25th Annual SIG CL Championships last June 2007. All involved give thanks to Jeff and Toni Welliver for transporting it safely from Tucson, AZ to Iowa.

Centerfold (Left): The 2009 US F2B Team; Seniors Orestes Hernandez, David Fitzgerald, Paul Walker, and Junior Paul Ferrell. Photo by Randy Smith.

(Right): Frank McMillan's Caudron 9 at the 2007 US F2B Team Trials. Photo by Kevin Ferrell.



PAGE 4

Orestes Hernandez in his own words



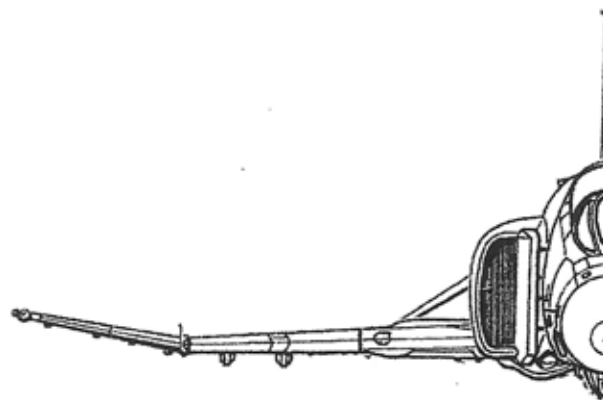
PAGE 5

Team Trials



PAGE 112

3 Australian Firecrackers



Classic Plans..... 91

Beginnings93

Clubs.....95

PAMPA Rules97

PAMPA Products98

International

Australia99

Brazil.....102

United Kingdom.....103

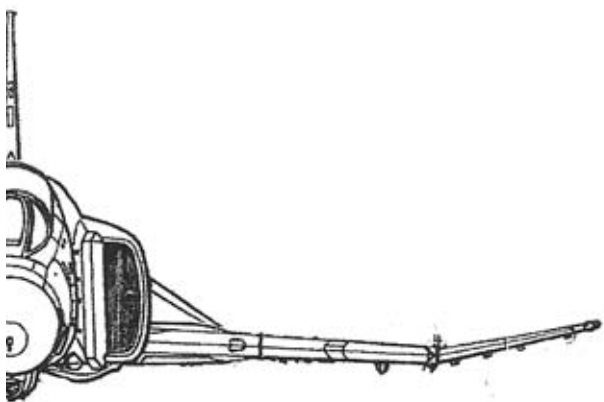
Italy.....105

Disclaimer Page..... 108

PAGE 66

The Aron ARF-OFF





A Husband's Tribute to a Wife



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Dear Friends,

Whether it was the comfort of your presence or the touch of your hand, or the whispers of love or the remembrance of days gone bye or the many emails from all around the world. Each has meant so much and have given us something to lean on when needed. Betty & I spent 60 plus joyous years together. A gracious loving mother, partner, & my friend.

A lady who surprised me one day by saying when I came home from work look in the closet. She built for me in a walk-in-closet with a building board on an angle I had to sit on a bar stool. Built many models on this board including my first GAS MODEL. She was a carpenter's daughter.

Betty was an extremely talented seamstress. She made winter coats for the boys from Cadillac upholstery material. She made all our go-to-contest clothes, including some shirts I still wear. She saved many wedding dresses for girls who brought them over crying "Can you fix this?" She could and did sew many dresses for people from a picture.

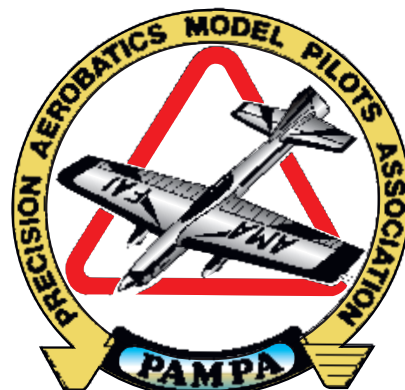
When asked, "Do you have a pattern?" "Yes" she would answer right in front of me. When she made Marie's wedding dress it was the culmination of all her skill and talent.

It took 6 months to do. She hand sewed 5000 white pearl beads on it. Betty was an excellent listener, easy to talk too and reason with. Many times there would be a flyer or a young person sitting talking with her. Many times she would be telling ladies what this hobby was all about. She would say what better place to bring my children too. Here there are professional people, successful people from many different walks of life.

I often called her my job talker. My trips to many of the countries I have been to was because of her talking to the wives of the people from those countries. Dear friends please know this. There could not and would not have ever been a "Big Art" without this Lady. She was "THE WIND UNDER MY SAILS."

Dear Betty I love and miss you very much. YOU MADE ME WHAT I AM TODAY. I HOPE YOU'RE SATISFIED. "Thanks A Lot" dear friends wherever you may be.

"Big Art" Adamisin



INDEX TO ADVERTISERS

Aero Pipes	79
Aero Products	9
Alberto Parra	28
Al Rabe's Home Movies.....	78
Blue Sky Models.....	76
CF Slattery.....	65
Control Line Central.....	20
The Corehouse.....	95
Doctor Diesel	20
Flying Models Magazine.....	39
Fox Manufacturing Co.	14
Lee Machine Shop	10
MNT International	28
PAMPA.....	15, 27
RGGraphix	24
RSM	10, 25
Sam's Stuff & Hobbies.....	98
T & L Specialties.....	80
Virginia Hobby Sport	78
Windy Urtnowski	12



SPECIAL FEATURED NEWS

Orestes Hernandez...In His Own Words

After returning...Team Trials

Mike Gretz: A Quiet Leader

FAI F2B K Factors Status

VSC-XX Registration

PAMPA Election Results

Orestes Hernandez...In His Own Words

(Orestes Hernandez is the 2007 US Control Line Precision Aerobatics Champion. He is also a member of the 2008 United States World Championship Team.)

I'm originally from a small town named Florencia, in north central Cuba. When I was a young man, about 14, a guy came to my town with a model. I remember it well. It was a Nobler. My friend, Jorge Perez, and I started that day to build and fly models with small engines. (Before that we used a PVC plastic tube with batteries inside and one small toy car engine and a little prop. It was my first "model

airplane". It only ran...it never flew because there was no wing in it.) We flew combat for two years. I was the pilot and Jorge was the mechanic, but I always wanted to do one model for stunt.

It took a long time to get my first model, a Nobler, constructed. It was almost ready and stored under my bed when I came home one day to see the model broken in pieces in the wastebasket. My parents said they destroyed it because I never paid attention in school and the only thing I thought about was model airplanes. I cried when I saw it and was sad for a long time. Maybe nobody here feels something like that. Things change, though, and my parents are now very proud of me because they know I really love airplanes and am a good flyer.

After that I finished high school and entered the military university to be an engineer in motors and fuselages, MIG 21s to 29s and new models to come. In my third year there, for I do not know what reason, they changed me to another profession—electronic high and super high frequency radar. I did not like that and I quit the course. I finished my education in the civil university as a Civil Engineer (structure specialist) but I never got aviation out of my mind. I built a hang glider but never flew it. People thought I was crazy.

I came to the United States in January of 1998 from Cuba. In August of 2001 I got to hold a handle for the first time after almost 20 years. I remember I flew a Nobler, and in my first flight I made some loops and inverted flight. That flight had been in my mind for the last 20 years, the years without ever holding one handle in my hand.

The next week I started flying a Caudron and with that model I flew the complete pattern, even before I finished my first gallon of fuel.

After I arrived in the USA I met Orestes Perdomo. With his help I started flying stunt in August of 2001 at Tamiami Park in Miami with my friend Josias Delgado. Enrique Diez, another

aeromodeler from Cuba, flew with us then also. Orestes Perdomo told me that there are stores called hobby shops where I could buy kits to build models. From that moment things were fine. I remember Orange Blossom Hobby Shop in Miami where I bought my first Legacy kits. At the time, I was living in upstate New York, in Watertown, and Orestes Perdomo gave me instructions over the phone for building my first model for the 2002 NATs.

January 2002 was my first contest—the King Orange International. I flew one model of Orestes Perdomo's and without appearance points I got sixth place in Advanced. It was my first experience in my life in stunt competition. In 2002, in my first NATs, I flew a Legacy. I remember buying the Legacy kit in the Orange Blossom Hobby shop. As I remember, I was in the Top Twenty, eleventh place in Advanced I think, but I'm not sure exactly. In the 2003 NATs I was in second place. That was the year of the strongest wind. I remember Kent Tysor was first in Advanced. In 2004 I got to first place (Advanced National Champion) with a Legacy. (At this moment I have two Legacys in my house ready to fly.) That year, 2004, was when I met Yuriy Yatsenko and I started at that time to work with the Shark Project. 2005 was my first year in Open. I finished in sixth place, so close to the top 5. I flew a warm-up flight for the judges that year in the finals. Fourth place in 2006 was better than the year before but in 2007 I was out of practice all year after the 2006 NATs. I knew I had to get to work. From June 7 to July 1 I made 125 flights, as I remember now. My goal was to keep the fourth place, like the year before. For me it was impressive when I got the first place. I know I worked hard for that. Nobody can do it without much practice, I think.

After the 2007 NATs and before the teams trials I spent four gallon plus of fuel—150 flights plus practice in Muncie. This year I think I was the first to arrive in Muncie. After my second practice flight at this year's Team Trials I met Paul Walker. He was the first person on the field after me. We went to dinner that first night, too, and I want to say that I learned very much watching Paul's flights and David Fitzgerald's too.

I have been asked about the Yatsenko Shark I fly. I picked the Shark because the first time I saw the model its fuselage form impressed me.



I always try to do something impressive. I had started to build a Caudron but when I discovered the Shark I never finished the Caudron. I will do that soon. Maybe the Caudron will be as lucky as the Shark.

At the World Championships in 2004 Yuriy said that they would make kits for me when I insisted that I would need a kit airplane for the US NATs. I was friendly with the Yuriy's people in Muncie and they seemed to feel good about my experiment with the Shark. Now I think Yuriy is working on a project to make kits available for everyone. I'm not sure when he will finish that project. At this time I have three Sharks done...one per year.

I don't remember exactly how many hours it took to build the last one but I'm sure I had more than three hundred hours in the first one. The wing is made like a sandwich—two pieces of fiberglass over foam molding. The fuselage and stabilizer are balsa wood with fiberglass molding.

The sections were aligned in a jig. The jig is easy to make. You just need a table and some little pieces of wood to align things. I used the Yatsenko controls supplied with the airplane. The paint scheme is my own and uses urethane car paint.

My engine is a Discovery Retro. There's nothing special about it. I use



Randy Smith's PA needle valve and glow plug and Omega FAI fuel. For me, the best prop is the Andreiy wide-tip prop.

People ask me how it felt to win the Open competition at the NATs, the Walker Cup, and a place on the World Team. It felt especially good to win the NATs because the members of the 2006 US World Team were there and they are very good flyers. I have a good feeling for a lot of people who congratulated me when I got first place, some of them many times. I will never forget that day nor the day I made the US Team and I thank all the people who helped me in the last six years. I wish the best for everybody.

- Orestes Hernandez



After returning...Team Trials

After returning from Muncie after the US Team Trials, there was a great thread on Stuka Stunt Works forum discussing the event. I wrote a few lengthy posts to the thread and Col. Tom asked if I'd like to massage what I wrote to use as commentary about the flying to accompany some pictures from other sources. I said, sure, why not. Here are my thoughts and a few from others I plucked out to make my responses to them make more sense.

I actually worked at this Team Trials rather than competing as I have for the last 12 or 15 of them. I was anointed pit boss by Event Director Warren Tiahrt when the expected volunteer was unable to attend due to weather problems. Originally, I had intended primarily to keep the guys from hitting on Shareen, thus keeping her from her appointed duties as head tabulator for the umpteenth time.

When Warren saw me sitting on my duff I was "volunteered". Good thing, as it turned out, I actually had a wonderful time with a bird's eye view of some amazing flying for two days.

It was a great time to be a spectator.

Which, despite many years of actively competing, I've never actually done since I don't have the stomach to watch the other guys fly and then go out and try to fly better. Instead, I'd always go hide my head in the sand until it was my turn to fly ... and afterwards, run back to my hidey hole until it was my turn to fly again.

Wow, not to put to fine a point on it, but these guys can really fly, especially when you give them six or seven hours of stunt heaven air on finals day. I did not see even one remotely "OK" flight. Without exception the flying was very good to excellent from all ten finalists. I can only imagine how hard it must have been to judge such consistently terrific flying. The scores might look huge to those familiar with the generally expected handful of flights edging into the 1100s but, trust me, the numbers were pretty darn supportable from this slightly more than casual observer's point of view.

The scores may even be more confusing to readers who are unfamiliar with the FAI scoring system that utilizes a scoring range of one to ten for each of the fifteen maneuvers, each of which is multiplied by a distinctive K-factor which can result in a few as ten points maximum for a takeoff and level flight maneuver and as many as 180 maximum for the square eight. I've never actually calculated the max score but it is probably around 1300 or so points. (Somebody look that up, OK?)

In my opinion, what I think may have been the deciding factor that resulted in some flyers consistently standing at the top of the heap each of the three finals rounds was the consistency in size of their patterns as opposed to the others. My position in the pit allowed me a particularly good view of line angles from which a good view of maneuver size was readily visible. I also had a generally "useable" angle for viewing shapes and intersections. Not an ideal judge's seat, but not bad at all. The fact that FAI rules required the flyer to position the judges prior to each flight was very helpful in that the light prevailing wind kept maneuvers in pretty much the same place all day; and made the flyers reluctant to move their maneuvers very far



from 180 degrees across the circle from them. Thus, in the pits, I saw pretty much all of them when I wasn't busy.

Matt Neumann stood out clearly as the flyer most aggressively seeking compact maneuvers and, especially, flying all maneuvers to the angularity he was seeking. In my opinion (and that of another "informed observer" by the name of Gieseke who often sat beside me) Matt's maneuvers were consistently a touch under 45 degrees, maybe 42 or 43. They were small enough so that his vertical eights were at less than 90 degrees at the top with very nicely proportioned top and bottom loops.

David, Brett and Orestes were consistently at 45 to 46 degrees, with Brett tending to be a bit small at times, but again with excellent consistency between the rounds and squares. This was noteworthy because some of the other flyers had a frequent tendency to be able to squeeze some real nice 45 degree stuff out of the rounds, but tended to let the squares (and especially the triangles) grow to noticeably larger dimensions. Some enough so that the judges almost certainly noted it and scored accordingly.

I hasten to point out that nobody flew grossly oversize maneuvers. It was obvious that they were aware that the size of maneuvers was going to be an issue for the judges. What I'm talking about here are degrees of difference that were much easier to be noted from my perspective than from the "ideal" judges' view 180 degrees around the circle from maneuver center. What judges were likely able to pick up was variations in sizes within the same flight which, in my estimation was probably a bigger issue than gross size, simply because none of these very good flyers were ever "gross".

My guess is that one maneuver (in each flight) by Paul Walker was responsible for his (for Paul) lower than desired third place finish. Even though there are truly four winners

on finals day at the Team Trials, these guys are all competitors and finishing numero uno was definitely a separate but important goal for everybody. This is true for no-one more than Mr. Walker Cup ... oops, Walker.

Paul was generally in the group of

excellent sized flyers of maneuvers with the exception of the hourglass which he distorted in both size and shape by a late second corner that was not only



late but also not enough turn to allow the top to parallel the base ... thus flying even further past 90 degrees before starting the third corner to the dive. I know coach Don McClave is aware of this problem and I expect him to beat on Paul until he cures it prior to the arrival in France next summer. Other than that Paul was his usual excellent self.

The quality of bottoms in the competition was consistently absolutely amazing. The generally ideal conditions were certainly part of the reason but excellent piloting, good power delivery and excellent airplane trim were notable throughout the top ten on Sunday. The great bottoms were also in no small part the result of some excellent, but distinctly different, cornering by the different airplanes.

We all have our own preferences in this regard but here was my take on what I watched.

David's corners were by far the crispest, cleanest, and least aggressive appearing corners of the top flyers. The Stargazer appeared to simply change direction and almost always did so an exact 90 or 120 degrees.

Orestes' corners matched David's in terms of radius and accuracy of angular exit. The difference I saw was that they looked aggressive while doing them. I expect some will prefer that look and others, like me, prefer the almost computer executed look that David's ship displayed. Both had agonizingly good bottoms with David just a touch better flight to flight.

Brett's corners were very similar in character to David's (and this is a remarkable statement since Brett has always flown "controlled" looking corners while David was for a large part of his career noted for some very aggressive corners ... although not consistently so throughout the maneuvers.) The difference Sunday was that Brett's were perfectly satisfactory in radius

F2B TEAM TRIALS FINALS - SENIOR									
CONTESTANT	ROUND 1		ROUND 2		ROUND 3		TOTAL (BEST TWO)	RANK	REMARKS
	FLIGHT ORDER	SCORE	FLIGHT ORDER	SCORE	FLIGHT ORDER	SCORE			
JOSIAS DELGADO	3	1060.25	10	1125.82	6	1107.80	2233.02	10	
DAVID FITZGERALD	4	1147.32	12	1181.55	8	1163.05	2344.60	T	
FRANK McMILLAN	5	1092.92	9	1150.82	12	1147.45	2298.27	6	
ORESTES HERNANDEZ	6	1141.90	8	1170.57	9	1172.35	2342.92	T	
BILL RICH	7	1122.74	11	1141.78	3	1105.48	2264.52	9	
HOWARD RUSH	8	1121.32	6	1128.25	5	1158.90	2287.15	7	
PAUL WALKER	9	1166.20	4	1172.13	11	1170.41	2342.54	T	
MATT NEUMAN	10	1158.27	3	1148.27	7	1138.50	2306.54	2nd ALT	
BOB HUNT	11	1143.91	7	1140.58	4	1140.62	2284.53	8	
BRETT BUCK	12	1156.10	5	1167.18	10	1155.68	2323.28	2nd ALT	

JUNIOR									
CONTESTANT	ROUND 1		ROUND 2		ROUND 3		TOTAL	RANK	REMARKS
	FLIGHT ORDER	SCORE	FLIGHT ORDER	SCORE	FLIGHT ORDER	SCORE			
RYAN YOUNG	1	932.71	2	998.81	1	970.20	1969.01	2	ALT
PAUL FERRELL	2	916.62	1	980.53	2	1022.18	2002.71	1	





but, in close comparison with David's, of a noticeably larger diameter. Probably adjustable to match, but not overnight. Brett also had a slight tendency to appear to "seek" a bottom on wingover pullouts and very occasionally during the other maneuvers.

I think these minor but noticeable differences might have been the difference between a team placing and first alternate for my flying buddy.

Paul's corners were very "Impact" like and were generally above reproach. Sharp, consistent, and flown with great exit angularity. Again, poor performance on the high K factor Hourglass was, in my opinion, the straw that broke the camel's back in terms of a higher finish in the very close competition at the top.

During qualifying I noted another problem with Paul's pattern that stood out remarkably ... at least to me (not picking on him, just noting this because it has something to do with his electric powerplant)

Paul's inside squares had a distinc-



tive and hard to miss dive in the top leg ... the result of an overturn of the second corner. This, of course, resulted in a very short downhill leg following the third corner. This was significant enough that it was hard to miss by viewing it. What stood out to me was that the very quiet electric powertrain resulted in an "aural" signature of the event that was almost like pointing a gun (or, a sharpened judges' pencil) at it. The only sound you hear with Paul's (or Bobby Hunt's) electric ships is the prop noise and, although quieter than the IC engine plus prop noise, it is very

distinctive and loud enough that it registers subconsciously even if one is concentrating on viewing the flight path. When the airplane flies a corner, the prop is loaded by the added drag and makes a very distinctive change in its aural signature. In other words, you can hear each corner.

On qualifying day, Paul's inside squares (and also, by the way, the insides half of his square eights) sound like this: vrrrooom, vrrrooom, vrm, vrm; a dead giveaway that the maneuver did not consist of four equal angles and four equal legs. By comparison, the outside square was exceptionally uniform in both visual and aural observations. This emphasized the difference between it and the inside, especially in the square eight.

I don't know if coach Don McClave got on his case about it before finals but it wasn't nearly as noticeable on Sunday. A good catch by one of these two long time collaborators that, I believe, probably paid dividends providing the desired entrée into the top three.

As an aside, this should also be a clue to those stepping into the world of amps and volts that you need to pay attention to the aural clues. I think they stand out even more than an IC powertrain because the overall sound is so quiet that variations in the rhythm and tone of the sounds is exaggerated.

I'll have more on this apparent criticism later; just to keep it in perspective. I didn't want to edit it out because the discussion is, I think, valuable when associated with the electric powertrain.

Matt Neumann's flying was just

awesome. Anybody that thinks stunt is a dying old man's game just hasn't paid any attention to guys like Matt. Matt has paid serious attention to what has been happening around him, what has worked well and what hasn't and applied it appropriately. Working with good ol' papa Len, the result is really starting to blossom. I would have been tempted to call him a team member from my perspective, but trust the better positioning of the judge's to have allowed them to view errors in shapes and/or intersections that I wasn't able to accurately evaluate. One intersection I could see consistently was the vertical eight and nobody nailed that one better than Matt.

Getting on the team is tough. If



I had to predict a future member as a result of what I saw Sunday, Matt would be my first pick ... in a very tough crowd. What I really appreciate about Matt is that he never demands that he be recognized. He simply works hard to perfect the skills required to make it impossible to "not" recognize him.

Two other young people were a thrilling and mature example to all who follow the event. If a two man competition can ever be called exciting, the one that developed between the two Junior competitors for a place on the team certainly qualifies.

Texican Ryan Young (the grandson of former second place NATs finisher Bill Rutherford) and Paul Fer-



rell from northern California have a great ongoing head to head battle for King of the Kids. Ryan edged out Paul in a closely contested battle at the 2007 NATs and Paul returned the favor this weekend at the TT.

Ryan led fairly clearly for the first two of three rounds and (with the total of the two best flight to determine the place on the team) it came down to whether Paul could eke out at least 18 more points on the third and decisive flight than Ryan's two best. After outstanding flights by both young men, Paul's flight turned out to be a very special one, scoring more than enough to overcome Ryan's lead ... and the only Junior flight to exceed 1000 points, receiving 1022.

What I appreciated even more than the outstanding flying and great competitive fire, however, was what happened immediately afterward. I was walking over to the other side of the pits to congratulate Paul and, before I could get there, Ryan and grandpa Bill walked up to Paul and his beaming dad, Kevin, stuck out their hands and congratulated Paul on an amazingly good third flight and wished him well in France next year. There was no hint of insincerity by either the winner in the acceptance of the congratulations or the runner-up in the offering of it.

I was really proud to call all four my friends and pleased to have witnessed a truly "good" human moment.

That's about it. We've got a fine US Team as a result of the Labor Day weekend of 2007. It was a fine event, flown by many terrifically talented flyers and administered by a wonderful group of people who volunteered their time and resources to make it happen.

That's what stunt and PAMPA are all about. Glad I got to see it.

Other errata and observations from others O.K. That's what was in the original post (with a few edits). There were several other very good posts that deserve to be read by those who missed them. Since they were in the public forum I've felt free to include a few here. I don't expect it to be a problem.

Doug Moon posted the following in response:

"Thanks for your insight on the contest. Very informative.

I am wondering what PW did better than Matt and BB. You gave excellent views on what you saw. From what you could see, what would be the good that PW did better and vice versa as well?

I understand it has been a few days and a LONG road since it all came down but if you can compare some that way it would be really helpful. Thanks"

Doug, I think it is very important to remember that the difference in scores among the top five or six guys



was fractional parts of a single percent. It wouldn't be fair at all to take my observations as definitive as to who did the best overall performances. Although I watched a lot of maneuvers critically, I didn't by any means watch them all as did the judges.

I tried to make it clear I wasn't intending to pick on Paul. I do know I watched his and Bobby Who's flights closer than the others because of their unique powertrains and my "competitor's natural interest" in observing how they worked. I used Paul as an example because I was in a uniquely good position to view the angles on the vertical stuff and because I was consciously "listening" as closely as I was "watching". I know you disagree that the sounds should be an influence but I feel quite strongly that critical observation requires the use of all applicable resources. It just happens that the aural aspect of observing the electrics appears to have a noticeably greater impact on the overall evaluation of what the observer sees.

I thought that (from my perspective) David's (first two) flights were the closest to flawless from beginning to end. Orestes (and some others down the line a ways) tended to have flaws in the round maneuvers that don't impact

as greatly due to lower K factors. Matt's rounds were excellent but his corners, although aggressively tight, hadn't the flowing character of equally tight corners of David and to a lesser degree Brett.

Orestes and Matt had the best overheads I saw. Most, including David, tended to fly the loops large to the point the outer extremes didn't leave room for another loop of the same size between that point and level flight (which is the best visual definition of the overhead's loops being the "right" size). Matt and Orestes clearly had the room to do so. This was one maneuver that perhaps Orestes flew smaller than Matt, by the way. To be extremely critical it might well be that Orestes' were a touch too small.

What I'm trying to say is that, although they all flew amazingly well, none were perfect; including Paul (not "especially" Paul). It is pretty easy to pick on Paul, by the way. Because he does most every maneuver with exceptional consistency and correctness flight after flight, the few things he doesn't do near perfectly stand out in stark relief.

I don't for a second question that his performance earned a place on the team. My comments were intended to tell the story of how one man (me) felt what he flew resulted in a third place rather than his customary top of the class finish. Remember, you could have thrown a "beret" over the scores



of the top three (and a sombrero over the top ten) at the end of the day.

Randi Gifford added some very cogent remarks from her perspective as a (drafted at the last moment) judge. (see my earlier remarks about my "job interview" with Warren Tiaht)

"Thank you for the invitation to comment on your posts. I'm at a bit of a disadvantage, because when I judge I do my best to wipe out everything



but the image (and sound) of the airplane flying. That leaves my memory a little fuzzy in some areas. But there are some things that do stand out, simply because they were so remarkable.

Your impressions have all been spot on. The size of Matt's pattern was by far the most striking part of the TTs. No one else flies maneuvers of that size. ... Your "take" on his corners matches mine, also. I don't know what it is about that airplane but when it does turn a sharp corner (and it did) the appearance is of something slightly off.

For corners, I give you Howard Rush. Bang, bang, bang, bang. What a shame his warm-up flight for the judges couldn't have been an official score. He'd be on the way to France.

Regarding round maneuvers, the one who sticks out in my mind most is Frank McMillan. While they were big, Frank flew lush, round loops with nary a flat to be seen in any of them. There were none of the ovals that seem to be so common. They were beautiful.

David's second flight was, I thought, his best. It had far better corners than the other two...something I was watching for because of some comments I heard after the NATs. Beyond that, there just wasn't much wrong with that flight, period.

S'funny, but none of Orestes' nor Paul's maneuvers stand out in my mind. I have a sneaky feeling that's why they're both on the U.S. team...because they made no major errors of any kind and were consistent throughout the day. I can say the same for Brett, which is probably why he is the alternate.

On second thought, the above isn't totally true. There was one part of Paul's flights that stuck with me...his second clover. That's the first

time I've ever given a ten (equivalent of a forty in AMA) on a clover. I couldn't help it. That clover was gorgeous...round in the loops, with the perfect "plus" sign in the middle and all elevations correct. The other parts of Paul's flights that I remember are the loops...not perfectly round.

Thanks for sharing your observations of elevation. You pretty much confirmed what I saw on sizes. There were a lot of "too big" maneuvers. Big loops were harder to spot in single maneuvers but when we got to the vertical eights and the airplane was fifteen degrees past the pilot's head it became much more obvious.

One more thing...Your absence was felt every time I watched a triangle or an hourglass. There were very few of either maneuver that went particularly well. I can think of only one good hourglass (except Howard's warm-up that didn't count) and no dynamite triangles. It seemed that if the basic size and altitude were there the corners were lacking, which destroyed the shape. You need to give a clinic on triangles and hourglasses!

I responded: Randi, I'm certainly in your corner regarding Paul's clovers. Many years ago I think he showed us all how that trick is supposed to look. I especially like your description of the "plus" sign in the middle. That is the most distinctive part of Paul's clovers (and of those that fly it like Paul does). Way too many times the "connections" between the four loops are swoopy climbs, dives and slides. When you see the precisely vertical and horizontal

lines in Paul's clover with the very precise departure from straight line into the loops you can't help but be impressed if you know what you're looking for.

I want to sign off with one last comment regarding #1 flyer David Fitzgerald's last pattern on Sunday. Something occurred there that was sort of unique in my memory and worthy of notice.

As I've commented earlier, FAI rules require that the judges be positioned by the flyer prior to the start of their flight (and are not allowed to move more than 1/8 circle in either



direction to view maneuvers). During the last round of finals the air was mostly dead calm with period of thermal activity which could result in air movement in almost any direction. I had been monitoring the painstaking process of each flyer trying to determine where best to place the judges so that the flyer would get the best possible assistance from what wind there might be. Some guessed right and some guessed wrong and either reaped the rewards or suffered the penalties depending on Mother Nature.

When David went out for his last flight I watched closely as I felt the "trend" had been changing over the previous few flights. I was dismayed when his decision was directly contrary to where I would have placed the judges. I, quite frankly, looked forward to him having problems with what air movement there was being directly into his maneuvers.

By George, that's exactly what happened. That is, the wind blew in his face pretty much throughout his flight. What didn't happen is it didn't "destroy" the resulting pattern. No, it wasn't as good as the first two (as Randi mentioned in her analysis) but it was still very

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presentable and no maneuver suffered inordinately. The final score was still very competitive but not one of his best two of three.

What was very impressive (both from a piloting standpoint and from an equipment capability standpoint) was the fact that David routinely moved toward the airplane in maneuvers (as opposed to trying to back pedal) in order to avoid his wake. He realized that the air movement was such that backing up would have merely pulled the airplane back into the wake turbulence that was drifting toward him. By moving forward he avoided the wake turbulence but put higher demands on the airplane/powertrain to maintain line tension and the controllability required to do competitive maneuvers.

The combination of David's comparatively light wingloading and the substantial power of his four-stroking PA .75 provided the performance that allowed him to walk toward

the airplane during maneuvers and still retain the necessary line tension. It was an outstanding example of flying skill, thinking on his feet, and a well developed and adaptable powertrain.

It was a pretty neat display. Part of the package that made him Number one on Sunday.

It's a good team that was selected at Muncie on Labor Day. Best wishes to David, Orestes, Paul and Paul to bring back the Gold from France in 2008.

-Ted Fancher



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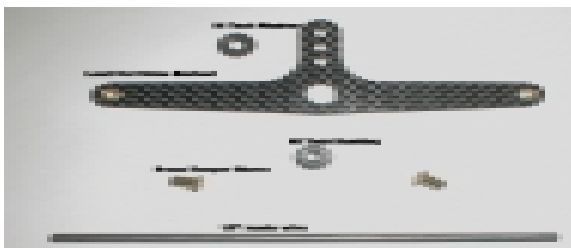
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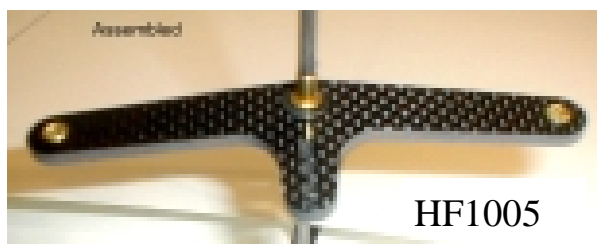
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Mike Gretz: A Quiet Leader.

By Jeff Welliver

At the close of this year's Sig Control Line Championships, when all the competition awards had been given out and when all of the special "personal" awards had been given out, everyone was asked to stay a minute longer for one more very special presentation. At that time a totally surprised Mike Gretz was called forward and presented with a beautiful framed Mike Keville oil painting of the prototype Sig Twister, in flight over an Iowa cornfield. That original Twister was just part of a tale that covers over 40 years and is continuing every day. As the man on the radio says, now let me tell you a little bit of "the rest of the story".

Like many of us, Mike grew up on a steady diet of "things with wings", such as AJ Hornets and Interceptor free flights, meanwhile keeping a close eye on two teenage uncles who flew control line models. Finally, around 1968, Mike was able to afford his first gas model - a Sterling Baby Ringmaster with a Babe Bee. Even though his family had moved away from the uncles, Mike and his younger brother taught themselves how to run the Babe Bee and fly the plane, starting a lifelong obsession that still burns today. I imagine that with just a few changes, this little tale fits almost everyone over 50 reading this a story.

By the late 60's Mike's family moved back to their home area of Mankato, Minnesota, and Mike became part of a great club known as the Mankato Modeleers. It was here that he met Mike Stott, already a successful young competition flyer, and Mike Stott's dad Arnold, who had a neat little hobby shop and were pioneers in the foam wing business. The story of the Stott family would make a great article for another time, but let's just say that with Arnie Stott as a mentor, the two Mikes rapidly grew in their modeling skills.

I first met Mike Gretz around 1970 at one of the great Mankato contests. Held at the airport and with both FF and CL, these were wonderful events

with the full spectrum of CL flown, interrupted only by the occasional North Central DC-3 stopping in. Mike's first win was in Sr. Stunt with a profile built from a wrecked Chipmunk wing and his own fuselage design. From the first you could tell that this guy was a real craftsman and very creative, and within a few years a fantastic Sig Zlin Akrobat scale model was on the end of Mike's lines in addition to a fine series of stunters. Over the years, Mike placed 4th, 5th, and 4 times 1st in scale at the NATs with the Zlin. While doing this he was also becoming a serious stunt competitor using the Sig Chipmunk and Zlin stunters. Fortunately for me, I temporarily (26 years) retired from modeling just as Mike caught and passed me in the stunt circle.

It's funny how little things can change your life. Being a thrifty (!) teenager, Mike went for the best deal when he built the Baby Ringmaster. While the kit & engine came from AHC, he bought the glue and accessories from Sig because they offered a free 8 oz can of dope with a \$3 order. OK, OK, that was a long time ago. Thus started what has been a lifelong relationship between Mike and Sig Mfg. Four years or so later, in 1972, Mike went to work for Sig.

Most of us think of Mike as a designer and product engineer, which is certainly true, but the list of the job titles he's held is incredible, with his guiding imprint touching nearly every phase of design, engineering, production, tooling, graphics, advertising, and public relations. In addition to all these areas, he attends aviation and industry events away from the plant some 15-30 times a year. How many of us can say that we've had 35 years in a career so deeply involved in something we so thoroughly enjoy?

In addition to minor (!) accomplishments like being the only person to win both CL and RC scale at the AMA NATs. There is a whole list of other things you may not know. Here are just a few.

He is the President of the Antique

Airplane Association.

He is one of the co-founders of Kid-Venture at the EAA Oshkosh Convention.

His list of contest wins in various events would easily fill this page.

He has received 16 AMA Special Awards and Distinguished Performance Awards.

He is the Chairman of the FAI Scale Team Selection Committee.

His CL kit designs include the Akromaster, Mustang Stunter, Twister, Skyray, and the new Primary force ARF. I won't even guess what else will come out of his fertile mind.

He is a key force behind the great Sig Control Line contests, and for the last 9 years has been Contest Director.

Through the years Mike has also been a quiet but very strong force in promoting and preserving the "modeling" portion of Aeromodelling, in addition to helping to preserve some balance between the various types.

So what lies ahead for Mike? Since he's far too young to retire you can bet that he will continue to be a force both in the industry and in the Aeromodelling community for many years to come. His unique position with Sig provides him with an opportunity very few people ever have, and I don't see Mike giving that up for a long, long



time. How many of us can say that?

That brings us back to the Twister in the portrait. My guess is that most of you have either built or

at least flown the Sig Twister. This remarkable, simple design builds so easily it can almost be done overnight if you don't need to sleep, yet will fly a very respectable pattern right out of the box. With a few modifications they can be a very competitive airplane-and still get appearance points. The next time you see a Twister, think of Mike Gretz and the next time you see *him*, please thank him for all he has done for Model Aviation and for Control Line!

-Jeff Welliver

FAI F2B K Factors Status Report

On August 28 2007, the F2 Subcommittee has submitted, to the FAI Bureau in Lausanne/Switzerland, a formal proposal suggesting the implementation of a 2 years minimum trial period during which the current k factors for F2B shall be set to one (1). To be set in force by January 2009, the proposal will be incorporated into the Agenda of the upcoming CIAM Plenary Meeting from March 28-29, 2008. Until then, the members of the F2 Subcommittee will decide whether to support or withdraw the proposal or whether to submit the issue for a vote at the CIAM Plenary Meeting.

At this point in time, the F2B Work Group invites the c/1 stunt community to contribute to the opinion forming process of the F2 Subcommittee members. On Sept. 11, a related forum was established on the Internet:

<http://www.rcmodely.sk/Con->

trolline/index.php

Here is a recapitulation of the reasons for establishing a trial on a (FAI-) worldwide basis:

As defined by the 2006 rule, the complexity of manoeuvres is expressed by the number of manoeuvre elements to be judged separately (see current Rule and Judges Guide).

More maneuver elements means more possible errors, leading to lower marks for complicated maneuvers. The application of k factors on top of this leads to a distortion of results by overcompensation.

The range of available marks bandwidth, expanded from 1 - 20 to 1 - 100 in 2006, grants judges sufficient range to qualify all levels of competitors performing all maneuvers and their elements.

In an event where all competitors are obliged to fly the same maneuvers in the same sequence and in all rounds, there is no need to assign different complexity weighting to each maneuver.

While a number of simulations performed on major contest data from the last two years has not led to clear "pro" or "con" evidence and because the opinions within the F2B community are ambiguous, a worldwide trial (in front of judges being aware that their marks will not be modified by k factors) of sufficient duration seems to be appropriate.

The forum is open to anyone. Please feel invited to register and express your points and reasons

whether to support or not the planned 2-year trial without k factors. Should you prefer to address yourself to the F2 Subcommittee direct, you may do so by using this e-mail address: ciam-f2@fai.org

By approximately November 15 2007, a voting tool related to the k factor issue will be made available on the same platform. The voting serves the purpose of supporting the opinion forming process within the F2 Subcommittee and of the CIAM Delegates of those nations not being represented with the F2 Subcommittee.

Thank you for contributing; your effort for the common cause is much appreciated.

-Peter Germann, F2B Work Group Coordinator



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REGISTRATION AND PAYMENT: VSC-XX (20)

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NAME: _____ AMA # _____

STREET & CITY: _____ STATE: _____ ZIP _____

E:MAIL ADDRESS: _____

Needed if you would like entry conformation

FOR ANY AND ALL EVENTS: I hereby certify that I have read all information accompanying this entry form, and that the model(s) entered by me will be built by me (if required) and flown in compliance with the current Competition Regulations (both AMA and PAMPA), and will previously have been successfully flight tested and proved to be airworthy in accordance with the Official AMA safety Code.

Signature: _____

EVENTS ENTERED:

OTS @ \$15.00 _____ (Wed 12th – Thur 13th)

IGN @ \$15.00 _____ (Wed 12th – Thur 13th)

CLS @ \$15.00 _____ (Fri 14th – Sat 15th)

ARF's, ARC's, Purchased, and Borrow models are allowed in all events, but models entered in Classic receive zero (0) appearance points. For details refer to the Cholla Chopper web site; www.ccmaconline.org (See Item #1)

BANQUET (London Broil) _____ @ \$28.00 _____ (Sat Evening the 15th)

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Entry Must be Received Not Later Than Wednesday March 3, 2008
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Mail to: 2658 W. Montgomery Drive, Chandler, AZ 85224
(Cholla Chopper Web Site: www.ccmaconline.org)

1) All contestants entering VSC are now required to sign the entry form where indicated. A builder of the model rule, as it applies to Classic entries, is now included in the current VSC Competition Regulations and is posted on the Cholla Chopper Web Site. The link is: www.ccmaconline.org/vscbuilder.pdf. Call one of the three phone #s listed below if you do not have internet access.

2) During the two official flight days for Old Time and Old Time Ignition (March 12 & 13), the two unused grass circles will be reserved for Old Time practicing until 11:30AM. No Classic practice flights will be permitted at the contest site before 11:30AM the two days of Old Time competition (Wednesday & Thursday) unless the ignition stunt competition ends early. If ignition stunt ends early, that circle is open for practice to any and all competitors. This step has become necessary due to the large number of Old Time and Old Time Ignition entries running over two days.

3) We expect as large a turn out for Classic Stunt at VSC 20 as that of VSC 19. At VSC 20 Classic Stunt official flights will start no later than 7:15AM both days (Friday & Saturday; March 14 & 15) with the pilots meeting taking place at 6:45AM both days. Because of the early start the Classic flight order will be posted at the Rodeway Inn during appearance judging Thursday March 13th.

4) The Dinner and Awards Banquet will take place Saturday night March 15th at the Viscount Suites Hotel located at 4855 E. Broadway; West of Rosemont. Cash Bar at 5PM; Dinner is scheduled for 630PM.

5) The Cholla Chopper web site is: www.ccmaconline.org. Important information and a map are posted there for printing & downloading. You should visit the web site and carefully read all the information provided. If you have any questions, please call one of the three phone #s listed below:

Entry Fee is \$15 per event – Please include address, AMA number, events entered, email address, banquet choices, & Signature. If you have an email address, please list it so that Jim Hoffman can send conformation that he has received your entry. Signature is required.

The Quality Inn is the Headquarters Hotel. See complete flyer for details when making reservations.

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PH 520-749-1812
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Ph: 520-622-7791

Assistant CD: Robin Sizemore
12405 E. Arbor Vista Blvd.
Tucson, AZ 85749
PH 520-749-4434
E:Mail: yscsidekick@ccmaconline.org

Jim Hoffman
2658 W. Montgomery Drive
Chandler, AZ 85224
Ph: 480-897-0630
E:Mail: windswept4@cox.net

Attention: Midnight March 3rd, 2008. By this date we need to know if you are attending VSC 20. Jim's mailing address is on the Registration form above. Download of the Registration Form available at [www.ccmaconline.org]. Three addresses and phone numbers are provided above along with email addresses if you have questions or no internet access.



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By-Laws Revisions:

Yes-----281
No-----18

Dues Increase:

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No-----69

Respectfully Submitted,

Shareen Fancher
PAMPA Secretary/Treasurer



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PAMPA BYLAWS

Article I – Name and Purpose: The name of the corporation shall be the Precision Aerobatics Model Pilots' Association, Inc. The corporation shall be abbreviated hereinafter as PAMPA. The Purpose of the corporation shall be to promote, preserve, and improve the Control Line Precision Aerobatics events.

Article II – Affiliation: PAMPA is recognized by the Academy of Model Aeronautics (AMA) as the Special Interest Group (SIG) representing Control Line Precision Aerobatics (CLPA) enthusiasts on a national and international basis.

Article III – Members: Members with voting rights shall be persons who have PAMPA dues paid for the current year. Members who fly shall be members of the Academy of Model Aeronautics or the national aero club of the country in which they have residence where such is available. The trustees may determine other memberships with or without voting privilege on an individual basis.

Membership is open to all regardless of sex, race creed, national origin or color.

Article IV – Trustees: The Trustees shall be elected officers who include: President, Vice President, Secretary/Treasurer, Membership Secretary, and one District Director for each of the AMA Districts. Each Trustee must be a member and shall serve for a period of two years, with no limitation on successive terms. The Trustees are an Executive Council (EC). The EC may create or amend districts in addition to the AMA districts. Districts created or amended by the EC must be approved by a two thirds favorable vote of the general membership. The terms of office of the President, Secretary/Treasurer and all District Directors from odd numbered districts shall commence on January first of even numbered years. The terms of office of the Vice President, Membership Secretary and all District Directors from even numbered districts shall commence on January first of odd numbered years. The editor of the official PAMPA newsletter, Stunt News, shall also be a Trustee for the duration of his or her service.

A Trustee may be removed from office by a three fourths majority vote at the general membership meeting or by a two thirds majority vote of the membership eligible to elect that Trustee position. Members who wish to remove a Trustee must present a request, bearing the names of twenty five percent of those eligible to elect that Trustee, to the Secretary/Treasurer. The Secretary/Treasurer shall then determine the validity of the request and if valid present the request to the EC. A vote for removal of the Trustee shall be determined by the EC. If the vote for removal is approved the position is vacant. There is no requirement for a signed request for removal of a Trustee at the annual membership meeting.

Article V – Newsletter: A periodic newsletter known as Stunt News shall be mailed to every active member as permitted by available funds. In no event shall any issue of the newsletter be mailed at any one time to less than all of the active members. The newsletter editor shall be appointed by a majority of the Trustees.

Article VI – Meetings: An annual meeting of the corporation, open to all members, shall be held during the annual National Model Airplane Championships or in the absence of same, such event at which the national champion CLPA is determined. A meeting of the EC shall be held prior to the annual general membership meeting. Additional meetings shall be held as determined by the Trustees. A meeting agenda shall be made available on the PAMPA web site at least 7 days prior to the EC and general membership meetings at the annual National Model Airplane Championships or in the absence of same, such event at which the national champion CLPA is determined. Notification of all meetings shall be provided in a timely manner to all active members by publication in Stunt News and/or other means. No quorum shall be required of business conducted at membership meetings. Minutes and results of all EC and general membership votes shall be made available by electronic or other means within 48 hours of the conclusion of the votes taken and will also be published in the next available issue of Stunt News.

Trustees unable to attend meetings may utilize proxy representation. Proxy is subject to the following restraints:

- Proxy must be a member.
- Proxy must be a resident of the district if representing a District Director.
- Proxy must be the designee, in writing, of the Trustee or District Director.
- Proxy may act only per the written instructions of the appointing Trustee or District Director.
- Proxy may not lead meetings.

Article VII – Official Business: The EC shall determine all regular PAMPA business. Results of EC votes taken require a simple majority for passage. Votes taken at the general membership meeting require a simple majority of members present for passage unless otherwise stated in the bylaws. The EC must follow the direction as stated by the general membership. All votes taken at the membership meeting are binding.

The method of taking a vote shall be determined by the EC.



Article VIII – Duties of the Executive Council: The EC is responsible for establishing policy and objectives of the corporation.

The **President** shall preside at all EC meetings and PAMPA General Membership Meetings and shall execute the policies established by the Trustees. He shall appoint commit members and chairmen as he deems appropriate. Committee Chairmen appointed by the President shall serve until removed by the President.

The **Vice President** shall perform the duties of the President in his absence. The Vice President shall assist the President in executing the policies established by the Trustees.

In the absence of the President and Vice President, the chairmanship of all PAMPA Meetings falls successively to the Secretary/Treasurer, then the Membership Secretary, then the Stunt News Editor, and then to the District Directors in order of largest to smallest membership.

The **Secretary/Treasurer** or designee shall keep a correct and accurate record of the proceedings of all meetings of the EC as well as the membership meetings. Such records shall be available to any member at reasonable times, and expenses may be charged. The Secretary/Treasurer shall keep a current membership roll. The PAMPA membership roll shall be provided to the editor of Stunt News. The Secretary/Treasurer shall receive, disburse and account for all funds of the corporation and be responsible for all tax filings. A financial statement shall be published annually and a statement of receipts and disbursements shall be published at least twice annually in the newsletter. The Secretary/Treasurer may hire accountants in this work with the advice of the President.

The **Membership Secretary** shall be responsible to foster increases in membership in PAMPA.

The **District Directors** shall be responsible to provide counsel to the President, advice as to the opinions of constituent members, and carry out such responsibilities as may be assigned to them by the President. The District Directors are encouraged to inform members of scheduled meetings and their results.

The **Executive Council** shall serve as a PAMPA Rules Committee, with a chairman to be appointed by the President. The Executive Council shall serve as an advisory board to the Academy of Model Aeronautics if so asked.

Article IX – Nominations and Elections: Candidates for each vacant Trustee position to become open during the following year shall be nominated at the annual meeting. One nomination each for President, Vice President, Secretary/Treasurer, and Membership Secretary may be made by any member. Nominations for each District Director may be made only by members of that district. Only one nomination for District Director may be made by a member of that district. Directors may self nominate. Members need not be present to accept nomination, but must accept nomination in writing, by telephone, or other means at the General Membership Meeting. Preliminary voting will be taken at the meeting to allow for no more than two candidates for each position in the general election.

Ballots listing the nominees shall be distributed to all members. Write-in votes are allowed and space for such will be provided. Ballots shall be sent out on a date fixed by the President and returned to the Secretary/Treasurer. The President shall set a closing date for receiving the votes. The final tabulation of the votes must be completed no later than fifteen days after the closing date of the election with Article VI.

A nominee must receive a simple majority to be elected, and in the case of a tie the EC shall hold a secondary election to determine the outcome.

Vacancies in office shall be filled only for the balance of the unexpired term by appointment to be made by the President with the advice and consent of a majority of the Trustees, which may be secured by electronic or other means. District Director Trustees must reside in their respective district, and only members who reside in that district shall be entitled to vote thereon.

Article X – Fiscal Year: The fiscal year of the corporation shall be from January 1 through December 31, inclusive.

Article XI – Dues: Dues shall be fixed by the Trustees, and may only be changed by vote of a simple majority of the membership.

Article XII – Amendments to Bylaws: Any active member may submit a proposal for amendment to the Bylaws. Upon such submission to a Trustee, the Executive Council shall determine after thirty days and before ninety days if the proposed amendment shall be presented to the membership. The individual vote of each member of the Executive Council and the proposed amendment, if passed, shall be reported to the membership by electronic and/or other means, and in the next available issue of Stunt News. The individual vote of each member of the EC and the amendment, if passed, shall be reported by electronic and other means, and in the next available issue of the newsletter. If the amendment is passed by the EC the President shall call for a vote of the membership not sooner than thirty days nor later than ninety days after publication in Stunt News. A two thirds favorable majority vote of those members responding is required for adoption of the proposed amendment.

Article XIII – Indemnification: Every person who is, will be or has been a Trustee or Officer of the Corporation and his personal representatives shall be indemnified by the Corporation against all costs and expenses reasonable incurred by or imposed upon him in connection with or arising in whole or in part from any action, suit or proceeding to which he may be made a party by reason of his being a past, present or prospective Trustee or officer of the Corporation or any subsidiary, affiliate, committee or other subpart thereof, except in relation to such matters as he shall be finally adjudicated in such action, suit or proceeding to have acted in bad faith, and to have been liable by reason of willful misconduct in the performance of duty on behalf of the corporation. Costs and expenses as used herein shall include, but not be limited to, attorney's fees, expert witness fees and other attendant expenses of litigation or arbitration, damages awarded or amounts paid in settlement.

President's Report



Paul Walker

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As you are painfully aware, there was a problem getting out the Sep/Oct issue of Stunt News. What happened? Our printer failed to produce all of the issue and mail the foreign and periodical mail copies. He promptly printed and mailed the First Class copies, then billed us for the entire package (first class, foreign, and periodical). Knowing no better, we promptly paid him. By late September we had not heard that anybody from the foreign and periodical class mailings had received their copies. Tom immediately called the printer to see if he knew anything, and was met with the fact the he didn't want our business anymore. I stepped in and called him, and he assured me that there was no reason for concern and told me that he had mailed them September 29. September 29 was a month later than they should have been mailed. The post office where they were mailed from was contacted, and they helped us understand what was going on. It turns out that he did mail something on Sep 29, and based on the size of the mailing, it could have been ours. However, we had no positive proof. Then on October 5, he delivered our SN copies to the post office for

mailing. This time the post office was watching, and gave us positive identification of the mailing. All copies went out of that post office on Oct 5. Approximately one week after that, the word came that people were starting to receive their newsletters, both domestic and foreign.

All by itself, this would have been nothing more than an inconvenience. Unfortunately, the ballot for the yearly elections was included in this issue. This was due to my "suggestion" as a means to save PAMPA some money. Others on the EC thought a direct mailing of the ballot would yield a higher voting return. If we had done this, the election would not have been held hostage to the mailing problem. If anybody has an issue with this, hold me responsible, not the EC. Due to the delay in the mailing, the deadline for the return of the ballot was extended to November 12 to give everyone a chance to vote.

The results of the election are as follows: The by-laws update and the dues increase were approved and Bill Rich will be the new PAMPA President starting January 1, 2008. I wish Bill the best, and I hope all goes well for him. Now back to my original column

This is my last column as President of PAMPA. It seems like just yesterday that I started my term of office. As of the time of this writing, the election is not finished. I have no idea who has won. Be it Bill or Randi, whomever wins the Presidential election, PAMPA will be in good hands. I wish to thank all the current officers of PAMPA, and also the ones that were in office when I started that aren't in office now. I valued all your inputs and tried to treat everyone with respect. I now pass the baton on to the next President at the first of the year.

Before I go, I want to leave with a summary of where we are and where we still need to go. We have taken measures to correct the finances of PAMPA. In the last issue was a ballot with a proposal to increase the dues to cover the cost of Stunt News as we currently produce it, and the size that we all seem to want. If the vote is affirmative, it should make the next Presidents job a little easier as they will have an adequate budget to work with. However, if this proposal fails, we will reduce

the size of Stunt News to fit within the budget we have. PAMPA will remain afloat no matter what! There are several committees currently in place. Wynn Paul is the Chairman of the Hall of Fame (HoF) committee. You also have seen his notice in the last Stunt News regarding the next HoF cycle, and he is currently awaiting nominations. Brett Buck is chairman of the web site committee. It deals with issues that arise with respect to the functioning of the PAMPA web site. Keith Trostle is the chairman of the competition committee. It deals with issues related to competition and judging. As I leave PAMPA, I feel it is in good shape and the next president can tackle continuing projects that we couldn't finish in my two years. One is the completion of a PAMPA EC operations manual. I also think we need to have the Nationals operations guide available on the web site. As I am now in "that business", I can help with that. There is one thing that many people continue to get confused. That is the fact that the AMA controls the competition rules, not PAMPA. If we want changes, a concise rules proposal should go to AMA covering the wanted changes. Is this a PAMPA function? Maybe it is and maybe it isn't. PAMPA could provide rules proposals, but they still have to go to the AMA competition committee for approval. Remember, arguing within PAMPA will not solve this problem. The proposal must be fully supported to have any chance of passing. The next President must understand this. We are in good shape, and who ever the next president is will continue to keep it that way!

By the time you read this, I will have attended to Nat's planning meeting at AMA headquarters. The schedule will have been agreed to at that time. If lucky, the schedule will be included in this issue. It appears that the dates will be July 13 through the 18th. That's correct; it starts on Sunday and ends on Friday. After the meeting, I will have more information on the options for next year (2009), and what the restrictions are. I will report on that once I know. Understand that I will be there to represent our needs and wants, and will communicate that. We still must fit together with all other AMA events as this is an overall AMA Nationals, not just a stunt Nationals. Our concerns will be heard.

I attended the Team Trials on Labor Day weekend. What a splendid compe-



tition. I arrived there on Monday evening after driving for three long days. I checked in to the motel, unloaded the car, and it was still light out. I went out to the field (without my plane) to see who might be there. It was no surprise to me to find Orestes Hernandez at the field practicing. He has really been putting in the practice flights trying to improve. It is obvious from watching him at the Nationals that he has accomplished that goal. It was still warm at 7:30 in the evening. Tuesday saw the temperatures reach the mid 90's in the afternoon, with the associated humidity. Orestes and I had the field to ourselves Tuesday. I spent the morning practicing as did Orestes until he got the call that the repairs on his car were finished. He ran off to get his car back. I finished and had lunch at the diner, and then returned to the motel to finish charging my used batteries. It was then back to Indianapolis airport to pick up Don McClave, and then to the field for some more flying. One of the unwritten rules of PA competition is that the number of problems you will have is inversely proportional to the amount of practice time you have allocated. This simply means that if you arrive "real" early, there will be few problems and if you arrive late, problems will abound. Don's first assessment of my flying on Tuesday was that it was working real well. Time then started to move real slowly as there was "nothing" going wrong or nothing that needed significant work.

One by one the remaining competitors arrived. Windy was hard at work making last years plane function to his satisfaction. Jose Modesto arrived but his airplane didn't. The word was that they would have it to him by Sunday! Windy volunteered the plane he had been flying to Jose, and he accepted. Windy then went to his Spitfire. Brett Buck flew in and was waiting for David to arrive with their planes. They take turns driving across the country with the fleet of planes from the bay area. This time it was David's turn to drive, as Brett drove to the NATs with all the planes. Tuesday night a cold front passed and brought in much cooler weather. Wednesday was mostly cloudy all day, and by the evening the clouds were gone. With this cooler, drier weather came some wind. The highs were in the mid 70's, with the humidity below fifty percent. The wind was ten to fifteen with a few gusts to twenty. Howard Rush arrived

and was out flying Thursday morning. He arrived "late", and did have his share of issues to work through, thus obeying the previous rule I mentioned. I know that there were different sets of lines on his plane, different leadout positions tried, different pipes in the plane, different tip weights tried, different shims under the tank, different tanks in the plane in an attempt to get it working correctly in Muncie. It has to be noted that he very recently switched to a RoJett 65, replacing the old OS 40 VF of many years, and maybe wasn't "dialed in" fully yet. The bottom line is that by Saturday morning it was working well.

Bob Hunt was also there with last years' electric plane. He had tried many new things, and had it working much better than in the past. One of the most significant changes was the prop. He had a larger diameter prop with more pitch. It was clearly better with this set-up. The rest of the southern crew was there as Bill Rich and Randy Smith were pounding out the flights. Bill had a new plane since the NATs, and it looked better than the other one. There was still some adjusting of that plane to get it working satisfactorily.

The official competition started on Saturday morning, and it was cool and windy. Well, cool for most of our southern friends, however it was just normal for me! The format of this competition is to fly four flights, two each on two circles. The best scores from each circle are added and the top ten move on to Sunday. The flying was very good, and the final ten were not determined until near the final flight of Saturday. Several with "good" scores passed on their second flights, only to move down in the ranking a bit as the scores seemed to improve in the last round. Some approached their third and fourth flight (when they clearly didn't need to fly them) as practice flights. The wind slowly increased as the day went on, which made it tough for the few who were close to the "cut".

Sunday morning was different. It was clear that the recent weather pattern had changed, and it was going to be warmer, more humid, and calmer. In fact, the first two rounds were flown in "stunt heaven" air. Two mile per hour winds, with occasional changing of direction. Many very good flights were put in. After the first two rounds were complete, it was still "up for grabs" for about four pilots, Paul, David, Orestes, and Brett. It came down to the final

round, and that's when the weather changed. It went from "stunt heaven" air to "death" air. The wind stopped completely, and thermals developed. The thermals made setting the judges very difficult, but once set, they could only move +/- 1/8th of a lap. Selection of the team came down to this round of flights!

I "try" to keep emotions out of the competition, but I never seem successful at it. In this case, going into the third round, I was fairly confident that I already had scored enough to make the team, and was feeling good. Then the air stopped, and I had to fly my last flight. Flying in nothing but thermals I couldn't put my plane where I wanted it, or so it felt. I took off and was convinced that something in the control system had failed as I could barely keep it in level flight. After a few maneuvers, I was sure I was going to crash it in the very next maneuver. Emotions were flying here. I was down, and now convinced that I was giving it away on this flight. However, I always try to remember to never give up. That's exactly what I did. I buckled down and did my best with the conditions given. It turned out to be the second highest score of the round and secured my spot. Both David and Orestes had to put up a score in this round as their first round scores were not what they wanted. In those conditions, they both did, and also made the team based on their last round flight. The emotions went from being very high, to being very low, to trying to put them aside and still fly, to feeling low after the flight, to high again after finding that I made the team. This was a quickly changing roller coaster of emotions. In the end, it is important to remember to keep a level head and never give up.

Brett Buck finished fourth as his last round score was also not what he wanted. In fifth place was Matt Newman. It was very apparent to me that Matt has been working hard and burning in lots of flights. In sixth place was Frank McMillan. This was one of Frank's highest finishes at team trials. He also did well in the last round bad air. In seventh was Howard Rush. As mentioned earlier, Howard had recently switched to a larger motor and was finally getting used to it. He put in a burner of a last round flight to boost him in the standings. Bob Hunt improved his electric Genesis and finished in the eighth position. It clearly flew better than the last time I saw it.



In ninth was Bill Rich. His new plane also flew better than his NATs plane. In tenth, and in his first team trials, and fresh from his Advanced win at the NATs was Josias Delgado. It was very clear that he can fly, and will be a hand full for others in the future. What I find interesting here are some of the names in the top ten. Orestes Hernandez, Matt Newman, Howard Rush, Josias Delgado are names that I am sure you will continue to see near the top in the future, both at the NATs and the team trials. These are guys who are willing to put in the practice to improve, and it shows. Congratulations to all involved.

I am continually asked to compare my electric to my gas planes. I feel that this system will, in short order, be better than a comparable gas system. With only 475 flights on my new design, it was equal to two different gas systems, each with thousands of flights on them. I have already made two different adjustments to it to make it better than it was at the team trials. What is different about this system? I was trying to put that into words at the team trials, but couldn't express what I was thinking adequately. On the (long) drive home, it hit me. What I had done with Don as my coach was to focus 100% on how the plane was flying, and how to correct "issues" in my flying. I never worried about the engine run, run time, or anything having to do with that. I simply turned it on and got the same lap times regardless of the conditions. The timing was the same every flight. I realized that I had reached my "dream" situation of having things working so well the only thing I had to do was to fly the plane. So how do I compare this? Pure and simple, I intend to use an electric Impact at the world champs next year. I believe I will do better with it than the previous third place Impact from

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Spain. All that said, do I recommend this to everyone? Yes, but only if you can build very light. My plane weighed in at 68 ounces, but 30 ounces of that is the power system. The rest is airframe, finished and ready to fly, including tip weight, prop, and spinner, etc. If you can bring in an airframe at 750 square inches at that weight, I would suggest this system for you. Yes, there is an up front cost to do this. A power supply, a charger and balancer, a speed control, a processor, an electric motor are all new items for most. The fuel is the batteries, and if you can get 200 flights a pack, the cost of batteries will approximate glow fuel. The only difference is that you buy the "fuel" up front. In summary, I believe that I have shown that an electric powered Impact can be the equal of excellent gas powered planes. The future will be exciting!

Once again, I would like to thank the current and past EC members for putting up with me. There have been trying times, but we have survived and have moved forward. I asked for volunteers, and I was very pleased that so

many stepped forward to help. It's your efforts that will keep PAMPA strong. I was proud to serve all the fine individuals of PAMPA. I now move forward to be the Event Director of the NATs for the next three years, and serve you in a different fashion!

-Paul Walker



Harold Price's Valkyrie. Photo by Lyle Spiegel.



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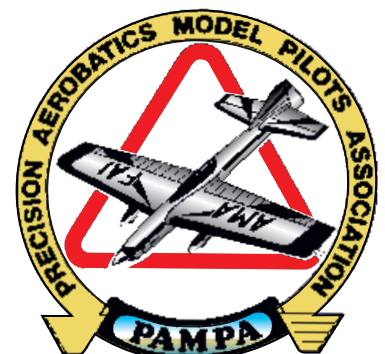
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Vice President's Report



Brett Buck

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All I can say is WOW! Unfortunately that doesn't fill up my allotted page, so I will see if I can pad that out to 1000 words...

It was quite a contest. The results are no doubt fully documented elsewhere, so I will just hit the highlights as I saw them.

On Saturday, it was rather cool and windy. David, Orestes, and Paul were solid the entire time. By the end of qualifying I pretty much figured it would be those three, with Matt Neumann the likely dark horse. I was not feeling too great about things after qualifying, having done some pretty questionable flights, and was not about to keep anyone up at night. But Dave and I literally stayed at the field until after sundown and were back at the field before sunup on Sunday. I never expected to be "that guy" - the guy flying fuel test flights 20 minutes after sundown. Turns out I had to, since I was going to run out of my regular fuel, and the two others I tried "didn't work." Not a good feeling at 7:45PM the day before the finals! Dave made a little bit of tweak, too - changed the entire powertrain! At any rate, in the crystalline perfect evening air, something in my head went "click" and I got my feel back, and felt pretty confident that I might have something for the big boys, after all.

Sunday was warmer and the air was nearly perfect most of the day. Not

surprisingly, a group of 10 of the best pilots in the world, in perfect conditions, proceeded to put on a clinic on How Stunt Is Supposed To Be. I have never, in 35-some-odd years of flying model airplanes, seen better. It was just one nearly-perfect flight after another. I thought I flew very well, about as well as I have ever done and certainly the best I have flown at a Team Trials (which haven't been very good for me). But it wasn't enough.

David, Orestes, and Paul ended up in a class by themselves and made the team. I thought I had a chance after my 3rd round flight, but I came up a little short (but at least I had Paul watching the scoreboard for a while). Matt Neumann was a bit back in 5th and then there was a pretty good gap back to Frank McMillan and the rest of the group. Matt had been leading for a good part of the first round, and I noticed that he was just a little "keyed up" after that! But he dealt with it pretty well. Sometimes it's easier to be an underdog.

So, what about the Junior Team Trials, you say?

Only 2 Juniors entered, but they were some pretty accomplished guys. It was 2006/7 Junior NATs champ Ryan Young VS. 2006 Senior Champ (and 2007 runner-up) Paul Ferrell. It should be noted that at Paul's age, this reporter had yet to fly a complete pattern, and he and Ryan already have 3 NATs wins between them.

Paul had been having an eventful time of it after the NATs. Of course, he had a few accidents at the NATs with his Brodak Vector ARF, and it never made it back to California. He had another one all set to go shortly after we returned, but at Dave and my suggestion, he did take a few turns on the Imitation XL and the "Gray Ghost" - David's China WC airplane, now fitted with a PA75. The "Gray Ghost" name came from the super-fade-out SIG Plyspan. I remember, back in the far reaches of time, it was a pretty blue.

At any rate, either airplane was offered as a potential TT mount. Paul had decided to go with the Gray Ghost. Maybe that's because the IXL is *older than he is, and not by a little bit, either*. Well, it turns out that things are pretty tight with a 7.8 oz. fuel tank and Dave's PA75 setup, and it decided to quit unexpectedly during the cutoff loop. Results were, uh, unfortunate. It could happen to anyone - or at least I know it could have happened to ME, since my

first piped plane met exactly the same fate for exactly the same reason.

Needless to say, this sort of thing would take the steam out of anyone for a while. But Paul jumped back in pretty quickly, now back with his own airplane. He and his pitman/dad Kevin worked very hard to get the Vector up to speed, and Paul all tuned up for the TT.

After about a million practice flights at the L-Pad, he was looking pretty good, with excellent and very consistent shapes, decent bottoms, and OK intersections. There were, however, a lot of "glitches". After two rounds, Ryan was a good bit ahead. Captain Fancher (not competing but drafted as the Pit Boss) and I had noted that the only thing that Paul was giving up to Ryan was that Ryan was *much* smoother. We debated whether we should say anything, concerned over whether it would just make him overthink the flight (or just "smooth" it into the ground on the wingover). You would hesitate even with an experienced adult Expert.

But Ted apparently did it just right, because the next flight was silky-smooth with hardly any loss of precision. It looked good, but was it good enough to overcome a 17-point deficit? It was going to be close. We all - Paul, Kevin, and I, along with Ryan and grandpa/pit man/coach Bill Rutherford - went over and sweated it out. But to my delight (and no offense to Ryan, of course), Paul pulled it out! The flight broke 1000 points and it was definitely no fluke.

This was the highlight of the week-end for me. I like to see that sort of hard work and perseverance pay off. Kevin and Paul thanked all of us profusely of course, and I appreciated that, but we didn't fly the airplane! I was gratified to be a small part of it.

-Brett Buck



Bob Whitely's F-82 Twin Mustang

Editor's Report



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This issue I am going to act like the "Shell Answer Man" and go over the late delivery of the Sep/Oct 2007 issue of Stunt News, some questions about Stunt News editing and publishing, the PDF version of Stunt News on CD, and then give a shameless plug to Eric Rule and RSM. So, let's begin.

Over the past year and half, I have been asked about the publishing of Stunt News. Questions run the gamut from cost, how many are printed, and last, but not least, the cost of mailing Stunt News domestically and internationally. Because of the interest, I believe I need to provide complete information for all PAMPA members and those that are considering joining PAMPA on the state of Stunt News. Therefore, I will cover eight questions that seem to occur most often.

But first, let me explain the latest difficulties of late that have caused much anguish to the PAMPA leadership and membership with the terribly late delivery of the Sep/Oct 2007 issue of Stunt News. The publisher had told me that all copies of Stunt News, domestic First Class, Business Bulk, and International First Class had been delivered to the USPS on August 30, 2007. That was not true and the USPS was very helpful in determining what the actual mailing of the Sep/Oct 2007 issue of Stunt News was by our pub-

lisher, Arlington Press of Arlington, VA. In fact, only the domestic First Class mailing of Stunt News (263) was mailed by our publisher on August 31, 2007, not August 30, 2007 as he had told the PAMPA Secretary/Treasurer in the invoice that he submitted to her on the same date. He attested that he had mailed all 1369 copies of Stunt News and the accompanying CDs. He did not mail the rest of Sep/Oct 2007 until October 5, 2007 after he was confronted with the USPS record of his actual mailings under his permit.

Randi Gifford of Clinton, IA had contacted the USPS and got them to give us the entire mailing history of Stunt News by Arlington Press. We discovered that Arlington Press consistently would mail out the domestic First Class and the International Air Mail, and then submit an invoice to the PAMPA Secretary/Treasurer stating that he had mailed all copies. He would wait for the check to arrive from the PAMPA Secretary/Treasurer, wait for it to clear his bank, and then mail the balance of Stunt News, which were the domestic Business Bulk and International Surface. This would cause a delay of one to two weeks for Business Bulk Stunt News to arrive.

This was even more pronounced with the Sep/Oct 2007 issue because our Secretary/Treasurer was at the US F2B Team Trials when the invoice arrived from Arlington Press. This delayed the check to Arlington Press by one week. Arlington Press waited an additional two weeks and longer after getting their payment in full to begin the process of mailing the domestic Business Bulk and International First Class copies of Stunt News. When I confronted Arlington Press about the apparent lack of delivery of the balance of the Sep/Oct 2007 to the USPS, Arlington Press quit doing business with PAMPA. Arlington Press did not mail out the balance until October 5, 2007 as confirmed by the USPS. We will not do business with Arlington Press again.

We now have a new printer/publisher in Clinton, IA, Pinney Printing. They are a reputable firm that has been in existence for 66 years and their products are superior and price is right. We are on the path to get out the Nov/Dec 2007 issue of Stunt News. It will be three to four weeks late due to the delayed election, which was caused by the late mailing of Arlington Press. We will be back on schedule with the Jan/

Feb 2008 issue of Stunt News. Now let's cover those eight questions that I mentioned earlier (for more information, see the PAMPA President's column about his role in this sordid episode).

Question 1: "75% of Stunt News content is ABOUT GENERAL CL!!!! Nay, MODEL AIRPLANES IN GENERAL. What's next? RC coverage too?"

Answer: No. The page count in the Sep/Oct 2007 issue devoted to control line stunt is 102 of 106. The page count in the Jul/Aug 2007 is 87 out of 104, May/Jun 2007 is 95 out of 114, Mar/Apr 2007 issue is 94 out of 108, and the Jan/Feb 2007 issue is 94 out of 108. The percentage of pages devoted to CLPA in Stunt News in 2007 is 87.4 percent. And if we added in the centerfolds of each issue except Jan/Feb 2007, where there was not one, the percentage goes to 87.7 percent. Stunt News will always stay true to the PAMPA purpose "The purpose of the corporation shall be to promote and improve the Control Line Precision Aerobatics event."

Question 2: "Is the effort to produce SN high? Chatting to prior Editor at 2004WC, 10 days of full time editorial work per issue. Is it really worth it? How much extra effort would it be to produce a CD? I'd guess another day or two. That's more than two weeks of full time work to put together and issue. Isn't 10 days an already insanely large amount of time to spend as a volunteer? Why would we want to increase that?"

Answer: My wife, Sheryl, and I do not consider the two weeks or more we put into each Stunt News issue as an "insanely large amount of time to spend as a volunteer." We consider it a privilege and ministry to the PAMPA membership and control line precision aerobatics as a whole. The friends we have made through Stunt News have made the work more than worth the time.

Question 3: "The effort to put together 100 page magazine 4 times a year is high and that is why there were virtually NO volunteers for the position of the Editor when it was available the last time."

Answer: In 2005 there were four volunteers for editor of Stunt News: Tom McClain, Bob Storick, Larry Cunning-



ham, and Ken Gulliford. None were apparently dismayed by the work involved in publishing the newsletter. And Stunt News is published bimonthly, six times a year, not four.

Question 4: "Majority of people are AFRAID of computers!"

Answer: Over 80% of United States adults are on the Internet and make use of personal computers. Because of grants from charities such as the Bill and Melinda Gates Foundation and Apple Computer to local libraries, most Americans are quite familiar with personal computers and their use. Therefore, I find this statement rather antiquated.

Question 5: "If it (the CD option) DOES get voted in, first year stats should be a throw away only because of the "novelty" factor that will drive up the numbers."

Answer: Why should initial signups be discounted and invalidated as "throw away?" Does this mean the Apple's new Iphone is to be discounted as a "throw away" and a "novelty" because it is new? Steve Jobs and Apple Computer don't believe so and the success of the Iphone and cell phones make this statement rather out of date.

Question 6: "Has anyone looked at page thickness? Take a look at Flying Models: their pages are thinner and therefore lighter. I bet it's cheaper to produce too!"

Answer: No, Flying Models is not cheaper to produce with thin glossy pages. When I took on the responsibility of Stunt News, paper quality and page thickness were two of the first items that were considered to reduce weight and cost. Glossy thin paper, such as what is used in Model Aviation and Flying Models, is twice the cost of the bright white bond paper that is used in Stunt News. Yes, it is lighter, but because we keep Stunt News to 100 pages, with the lightweight bond paper we use, we are below the threshold that the USPS would almost double our mailing costs. Therefore any decreases in postage would be more than eliminated by the considerable additional cost of glossy thin paper.

Question 7: "Why do we need to print 2000 issues of SN if there are only 1300

members? I understand that 2000 was a good number when membership we had over 1600 members but why in the world would one print 700 extra issues? Someone please explain this to me!"

Answer: We do not print 2000 copies with each issue of Stunt News. When I assumed the responsibilities of Managing Editor from Tom Morris (thanks Tom for the good advice and example to follow) Tom was printing 2500 copies of each issue with a membership of over 1760 at the end of 2005. I reduced that to 2000 immediately with the Mar/Apr 2006 issue and later to 1500 with the Sep/Oct 2006 issue. We printed 1350 with the Jan/Feb 2007 issue and then increased that to 1450 with the Mar/Apr 2007 issue. After that the printing has been 1500 for all issues to date with the membership at over 1350. Printing 1500 gives us a pad to handle missing copies, late renewals, and extra orders. We do not print more than we need for demand.

Question 8: "What about costs of printing 40-page SN? I bet it would be cheaper yet! Why do we need to read 5 page long district reports? Is there really THAT much going in just one district? 5 pages for just contest scores? Why not impose word count limits? EVERY commercial magazine imposes word count limits on regular columns!"

Answer: First of all, no District Director gets more than an average of 3 pages, second, PAMPA officers are limited to 2, and third, columns are limited to 5 pages average. Fourth, to avoid exorbitant USPS charges, we stay at under 110 pages with the lightest bond paper possible. Finally, Stunt News is not a commercial magazine, it is a newsletter for a not for profit IRS recognized social club that is tax-exempt.

Now, a sampling of the positive responses we have received about PAMPA offering a free sample CD PDF version of the September/October 2007 issue of Stunt News with the hardcopy newsletter:

Dear Mr. McClain,

I want to send a quick note of appreciation for offering SN on disc as well as hard copy. Since my eyesight failed in 2006, I have had to scan reading matter a page at a time and let the computer screen reader software read the resulting file to me. Laborious, at best. Now, I can

slip the CD into the machine and after a brief preparation time, listen to my heart's content.

After too many years of following stunt, it was discouraging to lose touch. The CDs are a great blessing to me.

Keep up the good work on SN. I can rarely think of anything I would change. You know how nay-sayers are. Give the guy a gold brick and he will grouse that it won't fit in his pocket,,,,, All the best,

Kelvin Heath, Rochester, MN
AMA 8607

I thought the inclusion of a CD was awesome. Very cool that most all the Pictures are in color.

Randy Powell

Hi Tom, I put the CD in my computer and saw it. It looks beautiful. My only complaint is that I won't sit at my computer to read it - it is too uncomfortable. I like to lay around and read stuff so I like the mag for that reason. My husband is the same way.

But the pictures look better on the disc. I like the idea of eliminating using paper. I'm all for going green. So, have mixed feelings about it.

Alice Cotton-Royer

Congrats and a 'well done' for you and the SN staff (and the EC) for having the foresight (and the guts) to actually DO something that has been bandied about on several forums for a number of years.

Yes, there will be bitching and hollering; no good deed goes unpunished.

Bill Jacklin

Hi, Tom

Since there is no way to show my excitement over the CD option with the ballot, I thought you might appreciate a note.

The Stunt News CD worked flawlessly (except for having to turn it over in the CD tray. Big deal!!!). I really like the option of not having to store stacks of back issues but not being able to bear the thought of throwing them away either.

The CD provided several "gifts" I had not considered. First, of course, the entire issue is in color. It was so natural that I didn't even realize it until I noticed an advertisement in color, too. Even the highlights in the "O'Toole Tucker" plans were in color and provided extra emphasis. Since you are

reading the issue on a computer, the internet links work. That means there is instant here-and-now on-line access to advertiser's web pages and email addresses. I expect more of the advertisers will be utilizing color since there is no cost differential for color or b&w on the CD. And, if the camera-ready ad is in color, you can still print it in b&w for the paper copies.

I found CD version of Stunt News equally easy to navigate with the Page Up/Page Down keys on the keyboard or with a mouse. Choosing to format the CD version in Adobe Acrobat was a good decision. Acrobat is easily read over a variety of platforms. Another benefit is the ability to use Acrobat's powerful search function to find specific information anywhere in the issue. Type in Brodak and you'll find 20 instances in the September/October 07 CD. You can click on any one and go directly to that page. It is almost magic. That is the way I think computers ought to work.

The most significant plus I have found (so far!) is the ability to zoom in on photos and plan details. Since most of the pictures are printed in high definition, I can focus on a single photo and enlarge it to full screen size. And, I can print almost anything in the issue. That capability makes the CD worth the price of admission!!!

The only thing that would be better would be to be able to download Stunt News. I know that capacity will come, too.

Pardon me for going on and on. I was talking back and forth with Randi Gifford by email when I realized I needed to share my experience and feelings with you directly. I support your proposal wholeheartedly. You have probably talked about all of the above. I just wanted you to know you didn't miss the mark. If I can help in any way, please do not hesitate to call on me.

regards,

Bill Marvel
Lafayette Esquadrille
St. Louis, Missouri

One of the pleasures we have at Stunt News is providing advertising space to our great cottage industry model CLPA kit and parts suppliers. One such business is RSM owned by Eric Rule of California. Eric and RSM are setting the pace in kit design, assembly, and sales. RSM is now coming out with several new kits with laser cut parts. The new kits are the Midwest Cougar, Sterling Super Ringmaster, Sirotkin Spacehound, and the Shark 35. Kits coming in the future are Keith

Trostle's NATs winning FW-190D, Jim Ebejer's Neptune II, Tom Warden's Continental, Ed Capitinelli's Starduster, and Larry Renger's Skysport.

- Tom McClain

Membership Secretary



Russ Gifford

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Some day I'm going to write a book — "Driving Miss Randi." We had a plan to go to the Team Trials in Muncie on Saturday, then drive

back to the Treetown contest at Aurora on Sunday. The plan was going along nicely till Warren Tiahrt called needing some volunteers for timing duty. Well sure, since we'd be there on Saturday anyway and Sunday shouldn't lack for volunteers since the cut to the top ten on Sunday would make a few idle bodies. Keith Trostle conducted a judge's and timer's session which we attended Friday night and then we showed up at the field Saturday morning. Warren needed a judge. Yep...Randi. Nuts, I'd miss the Treetown contest for the first time in decades.

It's a good thing Keith held that training session. Remember here that the Team Trials is the only contest we have that uses FAI rules. There are a number of differences, namely no BOM, one-lap landing approach, 100-point scoring and different timing.

Bob Hunt and Paul Walker used electrics, while the others used a mixed bag of two- and four-strokes, some with and some without tuned pipes. The final outcome was interesting... one electric, one two-stroke muffled and one two-stroke on a pipe. How's that for demonstrating there is no one best way?

A couple columns back I reported on the efforts of KidVenture at the EAA convention in Oshkosh. Doug Dahlke wants to know what the numbers and so forth are. Doug, there is one young

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man that was introduced to CL there and he has become very good. So good, in fact, that he made the US team in one of the go-fast events. There are two others that I know of who have pursued CL on a more leisurely basis. There may be others I don't know of. The reports for Midwest stunt contests show very few beginners. I have made most of these contests for some years now and my own observations bear that out. Bob Arata reports similar results from St. Louis.

Please don't get the idea that this effort is unsuccessful. It is hugely successful from the standpoint of introducing kids to CL aviation. An advertising man would say it is shopping in exactly the right market at exactly the right time. But we are missing some important pieces, chief among them a lack of follow-up. There needs to be something to remind the kids of the possibility that they may be able to do this on their own.

I know some of you have already guessed the rest. More formally, here is a good way to make use of a couple of pallets of our back issues of *Stunt News*. Give them to the kids at Oshkosh to take home. Yep, that solves some problems. It helps clear out Curt Nixon's garage so we can get to his new mill and provides the kids with some follow-up contact to control line.

The CD sample that went out with the last issue of *Stunt News* appears to be a huge hit. It is the electronic version of *SN* that the publisher makes to put out the magazine. As such, it is very high resolution. We knew it was good but we had no idea it would be so well-received. Tom McClain has hit a bases-loaded home run with this one.

The results of the recent voting will be in by the time you read this. We'll have a new President and Secretary/Treasurer for sure. Also, the bylaws and dues change votes will make it clearer to the EC what direction PAMPA will

move in for the next couple of years.

- Russ Gifford

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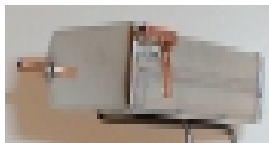
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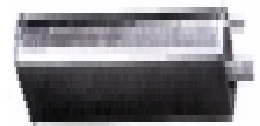
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District 1 Report

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



Dave Cook

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Congratulations to Dick Carville for winning the 07 Mass Cup at the end of a very competitive season in District I. The win was well deserved and special in that Dick was a close friend of Mitch Lilley, the originator of the Cup. Mitch originally donated the Cup and upon his passing the Mass Cup contest is now in his memory. Dick won with his gorgeous Retro, that took the concourse award as well, against some tight competition.

Len Harding brought Mitch's last airplane, the Laser, to the field and Dick flew it in a memorial flight.

Also notable was the progress of a very competitive group of District I



Dick Carville with Mitch Lilly's *Laser*

flyers with new airplanes including Norm Liversidge, Will Moore, Rick Campbell, Dave Eyskins and Steve

Yampolski.

Hats off to Guerry Byers, Bill Hummel, and all those who helped run



Dick Carville's top notch Retro



Steve Yampolski's great performing new Stoli Special



Will Moore's new twin electric



Rick Campbell's Euro - new look and smooth in the air



Dave Eyskin's Starfire - nice design

the three NEST contests this year.

NEST was saddened at the passing of Big Jim in September. He had a lot of influence over engine and airplane designs here in the North East as well

as across the country. His engine set ups and Pattern Master design were prominent in many contests as well as the Nationals.

On the soap box:

It was brought to my attention by Bill Zimmer (one of the best judges ever) as well as a couple of other Nat's judges, that the talk around score comparison is no longer being used during Judge's training and warm up at the Nat's. This is in the current judging guide derived directly from the following in the FAI judging guide.

"After each warm-up flight the judges should **not** discuss the individual scores they have awarded to each flight. Instead they should go through a manoeuvre-by-manoeuve discussion, comparing and discussing their individual assessments of each error (including the severity of those errors) that they have seen during every segment of every figure and every manoeuvre flown. In order to avoid the definitely undesirable "levelling" of marks awarded by each judge, the actual marks (scores) awarded by each judge should not be discussed - rather, the discussions should focus upon the number, extent, and degree of severity of each error seen. The content of all such judges' warm-up flight discussions should not be made public"

The thinking behind this is by not letting the judges compare scores you will keep them from scoring alike and thereby get more point margin between flyers. This is a fallacy because the only thing that should put margin between flyers is their relative skill by as evaluated by a competent judge - not a scoring system. If the scores are very tight or "leveled" it more likely means that the flyers are very close in skill level. A better way to put more margin or distance between flyers would be a new more difficult pattern.

Having been involved in judging statistical evaluation for many years I see nothing wrong with letting judges discuss scores in a talk around during training and in daily warm-up flights.

As a chief judge I did not really care if a judge scored high or low as long as they tracked roughly with the placing of the majority of the judges. In other words a bad maneuver is a bad maneuver and it should be scored relatively lower, than a good maneuver, by both high and low judges. One benefit of letting the judges discuss scores is to allow overly high or low judges to get into a normal range so that their scores



will not always be tossed out.

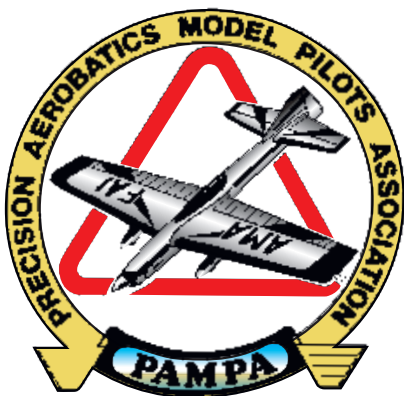
The only thing that we used the training session scoring for was to balance the judging teams so we did not end up with all the low or all the high judges in one circle.

Giving a judge an idea how he/she compared with other judges and allows them to adjust their range and there is nothing wrong with that as long as they get the placing right. The same goes for a judge that uses a narrow range versus a judge that uses a wide range, both are ok as long as they get the placing right.

What we did look for was inconsistency - a judge that ballooned, suddenly, changed position on a flyer or wandered all over the place in comparison to other judges. The guide is just that - a guide and my read is it can be used or not used at the discretion of the ED and the Chief Judge.

This is an art form and you are striving to draw the perfect maneuver, picture perfect. Basic principal - the scoring system must not distort or get in the way off the judge's scoring of the overall maneuver. In my opinion this system does just that by shifting the judge's attention away from the overall presentation of maneuver. My concern is that imposing the restriction on score discussion during warm up and mandating an error counting scoring system will distort true placing.

- Dave Cook



District 2 Report

New York, New Jersey



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This summer we've had a banner year in District II—lots of new ships, electrics, ARFs, and even a new place to fly, thanks to the efforts of **Rich Giacobone**.

John D'Ottavio is wearing out his RO-Jett .76 in my old *Strega* ARF—it's been flown by just about everyone in our district, at the summer Texas meet, and at the Brodak Fly-In.

Brian Manuet has his ARC *Strega* at the field early every morning—he's getting better very quickly thanks to his hard work and motivation.

Bill Hummel has a stunt clinic at end of August—he'll report on it next issue. It's held the Friday before the Lee, MA meet.

Rich Peabody has a new motor-cycle and is trying to figure out how to carry a stunt ship on the luggage rack!

Reuben MacBride has his RO-Jett .76 in the now-famous 80-ounce *Strega* kit and impressed everyone with the upgrade in power at the G.S.C.B. meet.

Mike Cooper has his Brodak *Ares* with Aerotiger .36 running great—this ship *loves* the air at the G.S.C.B. field.

Bob Krug has taken over the PowerMaster fuel business and I think has flown more than anyone this summer. His efforts seem to be paying big dividends, and he's almost got his *Strega* ARC done as of this writing.

Poor **Danny Banjock** lost his *Vista* in some dead air but he showed his talent by winning it all at the Brodak

Fly-In. **Mike Palko** was flying great but did four outside loops—he said he loses count because he can't hear the motor! Mike's work is paying big dividends for everyone interested in electrics—he's the Chris Columbus of electric CL Stunt, for sure. Thanks for sharing, Mike!

Congrats to **Orestes Hernandez** and **Josias Delgado** for their NATs wins. I don't think any two flyers ever worked harder in the pursuit of excellence.

Jose Modesto is always coming up with unique molded parts and now has branched out into electrics. We'll see his latest at the G.S.C.B. Fall meet in Palisades Park, I hope. Funny story: When we were developing the *Strega* ARF, Jose and **Bob Lampione** locked themselves in the car with the heater running while we all flew ARFs. Now they lock themselves in the car with the air conditioner running!

George Waters is only days away from test flying his A-26 made from my molds and spare parts. He showed this model off at the Brodak Fly-In, and it was a real show-stopper every time he took it out of the van. I hope his is as much fun to fly as mine was!

Tom Morris is making me crazy talking about a *Black Widow* twin stunter—that would be a hard act to follow, and if he does it, it will steal the show wherever he flies it. Good luck Tom!

Raimo Barck of Sweden was in District II for several weeks, flew my *Strega* ARF many times, even helped us clean up our newest field, and took three ARFs back to Sweden when he left. His son Johnatin built a control line model for his senior class project and got highest points possible. He documented every step on video and takes great photos and DVDs to share.

Rich Giacobone's bent-wing *Stuka* got test flown three times at the Brodak Fly-In, but Rich was vacationing in Italy later and didn't get to fly it on our grass fields, so this Fall when we return to Palisades Park we'll be giving it top priority. Rich is using the new RO-Jett .90 and **Brian Eather** props, a **Scott Dinger** custom exhaust, and full Brodak dope finish with custom colors by **Bob Brookins**. Very scale and super cockpit details—I can't wait until it's adjusted to competition trim.

Dave Midgley is now selling his famous composite wings. I've used these on my *Testarossa* and *Novanta* with excellent results, and they are

world-class items made in aluminum molds, vacuum bagged, and oven cured while still in the mold. **Peter Mical** and **Woody Midgley** are part of the team every time we have a Buildathon up at Dave's—contact him direct for his literature and availability.

Walt Brownell's electric twin was simply amazing to see fly this summer at the NATs! There are so many new things coming in the near future it promises to be the brightest future ever for our sport.

- Windy Urtnowski







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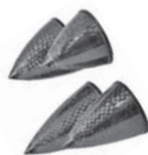


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District 3 Report

Ohio, Pennsylvania, West Virginia



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I have photos for 3 contest/events to share with you in District 3.

First is a club contest by the Bean Hill Flyers club from the Erie, PA area. They had a club stunt/fun fly event. Here are some photos from their Albion, PA field in Dalton Hamett's back yard.

Next are photos from the Skylarks of Sharon, PA Profile contest 7-28/29-07 at



Bean Hill plane line up



Dalton Hamett getting ready for his flight



Alan Buck holding his ARF Cardinal LA 40



William Stewart signals the judges while Sumner Forrest holds.



Mike Ditrich with his Chipmonk.

the club field in Transfer, PA. 2 flights each day. Best 2 scores combined for your total. There were 19 entries! Phil Spillman had a nice pizza party at his home on Sat. night. Much fun.

Next contest was the Western PA Stunt Championships in Transfer, PA. 8-25/26-07. Sat. OTS, ARF/ARC & Classic. Sunday PA with classes &



Alan Buck with his ARC Cardinal LA 40



Harry Crespo's Bell X-1 profile. Neat looking plane



Denny Thomas's ARF Cardinal Webra 40



Gary Tultz Oriental profile clockwise flyer



Gil Reedy with Cardinal LA 46



Harry Crespo with his prototype Brodak Hellcat



Jim Harris with his Twister LA 46. Jim dose the Stunt News "Ball Diamond Flyer"



Jim Harris, Sam Laugherty, Clyde Ritchie & Gil Reedy between flights



John Rakes of Virginia with his ARF Brodak P-40 he flew in Advanced



2nd place Patrick Rowan with Stunter 131 LA 46. 1st place Phil Spillman with Model Air LA 46



Ray Rowh with his ARF Cardinal LA 46



Sam Laugherty with the first Brodak Corsair profile LA 46.



Judges Mike Ditrich & Les Nering



Pete Moskel with his profile entry



Sumner Forest with his Tanager LA 46



BOM.

Sat. weather got bad by the end of the day & flying halted by lightning. Sundays weather was great. Sat night a bunch of us ate dinner at near by Carinies Restaurant. Good food.

Fly Stunt

-Patrick Rowan



Judges & workers at the WPASC contest



Alan Buck with his ARC Cardinal LA 40



Dave Johnson with his Viking, 2nd place OTS



Ryan Nau's classic entry Magician



Carl Lovin's Vector, Brodak 40



Eric Keller's Smoothie, 1st place in Beginner PA



Ryan Nau's Legacy PA 61 flow in the Advanced class



Carl Lovin's Tucker Brodak 40, 1st place in Classic



Gary Tultz flew some low bottoms with his Classic Apollo



George Nau's Giles, electric powered



Ryan Nau's 3rd place overall OTA Viking LA 46



Phil Spillman starting his OS 40 Surpass powered Dragon in OTS. Dave Heinzman holding



Sumner Forrest holding his new Banshee, Enya 35c powered

The next 3 photos are what I have been doing lately & 1 of my friend Sumner Forrest.



My 2 Destroyers. Far 1 is 680 square inches PA 61 powered. The Near one is 615 square inches LA 46 powered



I'm holding my Destroyer 46. LA 46 powered



I finally broke down & bought an ARF Vector 40. LA 46 powered, APC 11-4 prop. Flies great



District 4 Report

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



Bill Little

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Well things are going well here in district 4. As I write this column you may see me use the word we instead of I. This is because my son Aaron is back and flying again and we do basically everything together. This can be good and bad!

Virginia seems to be a real hot bed of activity with Steve Fitton out burning as much fuel as he can. Steve went to a Philly contest recently and placed well. He said the field is always a fun place to try and figure out, and he has the highest respect for Dan Banjock and the other locals! John Tate, Willis Swindell and the rest of that gang get out to fly a lot and you can tell in performance at local contests!

John Rakes has been working on some ARF Brodak planes, I want to say they are P-40s but John is going to have to forgive me that I forgot exactly which. After the first few sessions John seems to be real happy with them. We have heard so many good things about the ARFs I think we will be getting one soon just to have around the shop. John is a great guy, lots of fun to be around, and we really enjoy spending time with him at the local contests. I still remember him having to let Aaron borrow a pair of shoes because his were falling apart, they were so bad at the end both pairs got thrown away! Kids, I don't know if they ever grow up.

Kent Tysor has been flying an ARF Strega. He has had very good things



William Davis, Rusty Brown and Watt Moore at Brodak 2007



Willis Swindell with his P-40 at Brodak 2007



Ed Ruane's Saturn at the June 2007 Charlotte Contest



William Davis and Curtis Comer at the June 2007 Charlotte Contest

to say about it and with Kent's proven track record, he is one person I would trust about a Strega! Kent is arguably our district's premiere flier, he just missed Top Twenty at the NATs and I am confident it is only a matter of time before he is a regular! Kent has been so helpful with ideas, advice, etc., and is definitely one guy we enjoy talking to and seeing at the local meets or at Hobby Park in Winston Salem. Speaking of Winston Salem, from what I can gather Terry McDowell and Tom Luper have been putting in some good practice time lately.

On more of a local front, Aaron's work situation has finally slowed down and he is anxiously awaiting being able to get back to a contest. He is working on a SV at the moment, he has been very happy with his PA 40 powered Satona, the next one is going to use a PA 61, he found it to work so well in his GEO-XL and wants another plane around that size.

I got to fly my Vulcan. The Vulcan is an older, classic Legal Bill Werwage Design. All I can say is wow, from the first flight it worked very well. A few small trim changes were needed but all in all I am very happy with it. I am using a Randy Smith AeroTiger 36 and have nothing but positive things to say about this motor, it has an incredible stunt run and the power is more than what the airplane needs. I plan on flying the Vulcan at the next few local meets in both classic and Advanced. My next project is a Hunt/Little P-51. I can say Little because I have re-drawn it to a P-51B configuration and it will have a "racer" paint scheme.

As of this writing we are getting ready in the district to host the Carolina Criterium on October 20 and 21. It is now a big event, the last event of the year for a lot of people so turn-out is always excellent. Bill Francis, William Davis, Ed Ruane, Watt Moore and the rest of the Metroliner Controline Society do an outstanding job with the contest anyone who enjoys CLPA but more importantly a good time needs to make plans to come!

That is it for this time, attached are some pictures. Please call me or e-mail me with your local information!

- Bill Little



The Metroliner Gang. The guys and gals who make things run so smooth at all the Huntersville Meets. Thanks for all the hard work!

District 4 Happenings



The Vulcan at a recent flying session. Very happy with this one so far!



Dale, Derek, and Gavin at the June 2007 Charlotte Contest. Although not in our District these guys are good friends! Gavin is going to be hard to stop soon!



The Vulcan and Aaron's Oriental during the same session



District 5 Report

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



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I really don't have much to report this time around. As some of you may know my work shop with all of my and Derek's airplanes burned to the ground on July 29th. We're going to rebuild, but it will take a while.

We would have been at the Team Trials on Labor Day weekend, normally, and even though Derek was offered the use of planes from several people we decided to stay home and try to get restarted. District 5 still did well, Orestes Hernandez, the Walker Cup winner, made the team, along with Dave Fitzgerald and Paul Walker. Bill Rich finished 9th and Randy Smith was 11th.

The only other event going on was the contest in Memphis held on Sept. 15-16. I wasn't there and my results came from the internet, but here's what I've got. I don't know everyone that was there, so some first names are initials and others are people that I know.

Basic

Dee Tison

Beginner

1st-B. Rahilly

2nd-R. Taylor

3rd-P. Taylor

Intermediate

1st-Tom Morris

2nd-R. Thompson

3rd-Rollin Kezler

Advanced

1st-J. Gilbert

2nd-Marshall Busby

3rd-M. Donovan

Expert

1st Kenny Stevens

2nd-John Simpson

3rd-Bob Dixon

These were Sundays scores, so let me back-up and do Saturday.

Profile

1st-J. Gilbert

2nd-John Sunderland

3rd-Kenny Stevens

OTS

1st-Charlie Reeves

2nd-Dee Rice

3rd-Allen Brickhaus

Classic

1st-John Simpson

2nd-Kenny Stevens

3rd-Bob Dixon

I don't know what the weather was like, even though you can assume it wasn't too bad. I would have liked to have been there, but that kind of distance is beyond what I can do in a weekend now.

The next report will have results from Huntersville and the first contest by the guys in Clanton, Alabama. Here are a couple pictures from my loss, I hope no one ever has to see this on their own property. Plus one good one of Gavin and Bob Gieseke. See you then.

- Dale Barry



Aftermath



Aftermath #2



Gavin with Bob Gieseke at the 2007 NATs

District 6 Report

Illinois, Indiana, Kentucky, Missouri



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My travels this issue include trips to Lexington, Kentucky contest, our Western Kentucky/Southern Illinois Champs at Paducah, the Peoria Area Wyreflyers held at Davenport this year due to high water over the original site and a few of Ireland. My thanks to Crist Rigotti, Dennis Vander Kurr, and Michael Schmitt who always help me capture some shots I cannot get. You guys are great.

- Allen Brickhaus



Jason Pearson has to only travel an hour and a half from Mcleansboro, Illinois to attend the WK/SI in mid-August. He won Advanced on Sunday with his Top Flite ARF Nobler.



Wes Eakin has only a similar short drive from his home in Kentucky to find the WK/SI and flew in Old Time Stunt and picked up the Best Appearing OTS model. His plane is a Combat Feno with no flaps.



Dennis Vander Kuur and Michael Schmitt travel together from the northern Chicago area and Dennis won Profile among a field of very fine flyers. His weapon of choice is a Brodak kit Pathfinder with OS Max 40 1a for power.



Ty Marcucci comes north from Huntersville Alabama and utilizes a foam winged bird to fly Advanced. Ty had engine run problems and could not get his model to start for two attempts. You will have better luck next time.



Chuck Feldman took first in Intermediate and won Old Time Stunt at the WK/SI in Paducah this August.



Steve Smith is being coached by Bill Marvel and is getting better by the flight. His model is a Twister and OS for power.



Bob Sparky Storick brought his Navalized Jet stunter to Paducah and his choice of power is a PA .75.





Zuriel Armstrong from Little Rock Arkansas asked that this picture be taken and published in this column. He asked for anyone who was a Nationals' Champ in one class or another and for one or more times. Left to right are: Walter Brownell (Scale), Allen Brickhaus (OTS and Scale), Charles Reeves (OTS), Jim Lynch (Classic), Kenny Stevens (Advanced), and John Sunderland (Advanced).



Zuriel Armstrong is helping Louis Rankin prepare for a flight at Paducah with Charlie Reeves and Jim Lynch judging.



Walter Brownell crosses the upper circle at Paducah in order to retrieve his Gemini twin electric stunter.



Eric Taylor of the New Albany Skyliners came in Sunday morning to fly Expert. This is Eric's second time here on site.



Jason Pearson is extolling the virtues of how to fly the overhead eight for all to see and applaud.



Bill Marvel and Randi Gifford write numbers as they judge together at Paducah. Both traveled a far distance and their work is appreciated.



Tom Dixon has a bunch of miles to attend to while coming in from the Atlanta area. He flew his Dee Rice Oriental at the WK/SI.



Dennis Vander Kuur is holding for Michael Schmitt with his Encore 50 as published in the November issue of Flying Models.



Terry Meidroth and his wife Karen helped tabulated at the Peoria Area Weyerflyers contest held at the Davenport Mt. Joy Airport.



Russ Gifford helped the Mt. Joy contest as a judge. Russ was the contest director for the Peoria Area Wyreflyers event.



The Profile crew is shown here at Davenport this past September on the Mt. Joy Airport facilities.



Don Ogren drove from Florida to attend the Lexington, Kentucky contest.



Michael Schmitt brought his new profile Jamison Special to the P-40 event in Davenport, Iowa this past September.



Jim Schuett is a one to watch in Expert in the upper mid-west area. His Raptor is a clean classic looking model with an ST .51 for power.



John Gladfelter took the time to travel from the Cincinnati for the UK area contest.



Dennis Vander Kuur and his dreaded Pathfinder profile is a danger to all the other competitors in most of the events he is involved with.



I met Louis Rankin for dinner in Memphis during the Hot Rod Power Tour. He is proud of his Ringmaster and Oriental.



Jerry Norin of Metropolis, Illinois goes along with our columnist to fly in the Lexington, Kentucky contest.



Larry Lindburg and Randi Gifford judge Expert at the Peoria Area Wyreflyers contest in Davenport, Iowa.



Louis also has a "Bearified" Score by TopFlite. He is unsure of which engine to motivate the model.



Mark Messmer of Columbus, Ohio comes along with John Sunderland but is too ill to put in a flight. Get better Mark.





Rob Young of Columbus, Ohio works his Primary Force to his advantage in Intermediate in Lexington.



Maurice Doyle of Belfast, Northern Ireland is caught on site at the Belfast flying circle while Allen and Kathy Brickhaus toured Ireland from August 1 until August 9.

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District 7 Report

Iowa, Michigan, Minnesota, Wisconsin

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Hello everyone. Let's start off with some correspondence from District VII members. I received an email from Bob Gialdini thanking me for keeping him informed and the location change of the Peoria contest. Bob says that he is going in for some back surgery. He further states: "While I am flying R/C my first love and best friends, I think, are the control line friends I was so lucky to meet over all the years of competition. They remain my closest friends and I am happy to remain a part of this group as long as they will include me." Bob should be back from his surgery so why don't you call him or drop him a note. Here's wishing Bob well and rest assured, you will always be a part of this group.

Frank Carlisle let me know that the AMA District VII website has a new control line forum thanks to Frank. Drop by, register and give it a whirl.

Rich Kacmarsky wrote me a nice report on The 2007 Michigan Musciano Fun Fly at Kalamazoo, Michigan. It was held on July 21. It consisted of 2 events, the balsa log solid balsa wing type, and a new event called Unlimited. Frank Carlisle took top honors for the Craftsmanship award with his Kellet Autogiro. Rich Kacmarsky took first place in the Musciano Unlimited with his up scaled Gulfhawk Bearcat. This plane was originally designed as

an .049 sized aircraft and grew to a full 42-inch wingspan bird for this event. Paul Smith placed second with his Giant Stunt Master. Jacob Evans won the Junior Division.

Sam Scirrotta sent me a report on his Strega. He'll be using a ST 60 for power.

By now the flying season is all but over except for the occasional nice weekend here or there. I remember last Thanksgiving week the weather was nice enough to get some flying in. Don't forget to go over your equipment and airplanes. Be sure to clean them up, oil the engines and fix those little things that you meant to get around to. I'm already planning what I want to build for next year. Hope you have a good building season. Please send me some photos (set your camera at the highest pixel count) and some notes.

- Crist Rigotti



Frank Carlisle's Kellet Autogiro. Kacmarsky photo.



Rich Kacmarsky built this nice Golden Hawk.



Rich Kacmarsky enlarged a Gulkhawk to a 35 size stunter. Nice job. Kacmarsky photo.



The awards were signed by Walt himself. Kacmarsky photo.



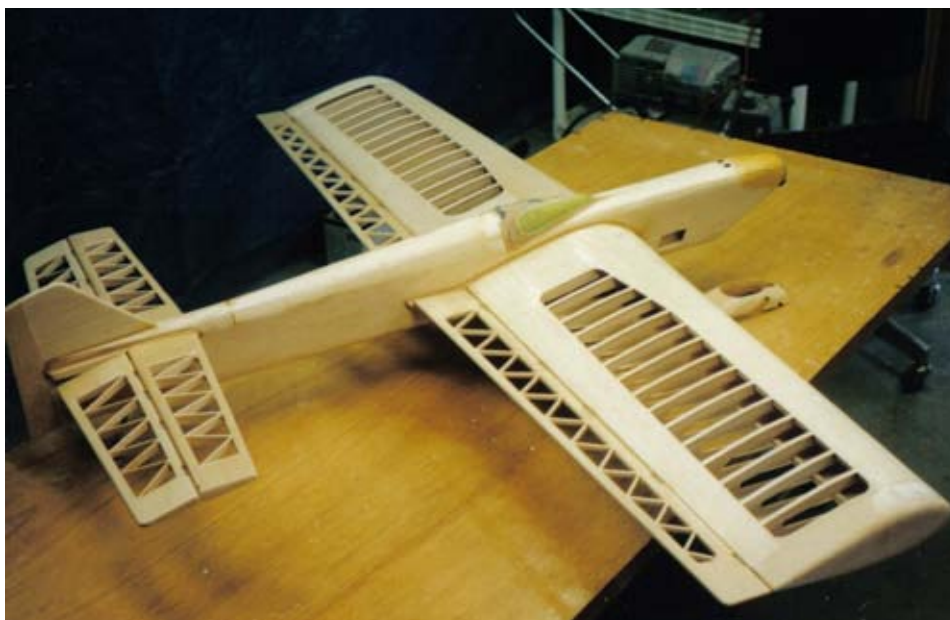
The participants at the Musciano contest. Kacmarsky photo.



Pete Mick does some overheads at the Milwaukee contest.



The finished airplane. Sam, I need a flight report! Scirrotta photo.



Here is another picture of Sam's Strega. Looking good! Scirrotta photo.





James Gifford concentrates on his pattern at SIG..



Jeff Welliver is assisted by Larry Lindburg at the Milwaukee contest.



Glen Peterson at the SIG contest.



Pete Mick was the CD at the Milwaukee contest.



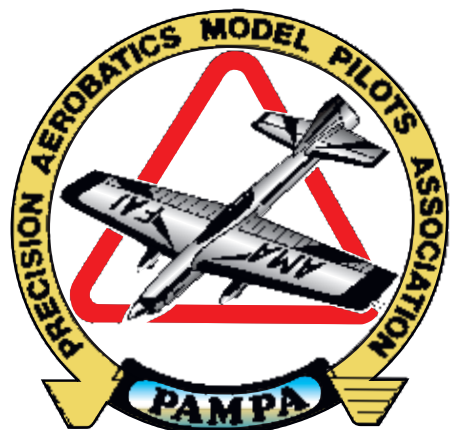
Sina shows off his fine flying profile Force.



Mike Gretz holds up an original painting by Mike Keville of his famous design, Twister.



Aaron Nottingham places 3rd at the Firecracker contest in Aurora.



District 8 Report

Arkansas, Louisiana, New Mexico,
Oklahoma, Texas



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We are coming to the end of the year and the contest season is drawing to a close. Soon it will be building season for us here in the south, working on our new creations for next years contest season. Many of us will build the same design, with a few changes, while some of us will try something new and different. Hopefully we will all have the new airplanes ready for the spring...

I would like to recognize some of the individuals in the district that have made this column successful. A big thank you goes out to Elwym Aud, David Russum and Dee Rice for all of the great photos that they have supplied over the course of the year. Thank you Dale and Linda Gleason, Mike Scott, Norm Faith, David Gressens, Dee Hill, Joe Gilbert and a host of others who have put on the contests and fun flies that we all attend and enjoy. Most of all I think we should applaud all of the judges and volunteers who have so unselfishly given their time so we can enjoy flying our creations.

We have had a 50th birthday this year for one of the well known classic airplanes of the late fifties, the Oriental designed by Dee Rice was fifty this year. Dee sent me this little write up.

Dear Brothers of the Ring,

Last weekend was the 50th birthday of the Oriental. I want to share this with my Brothers.

When I was 16 years old, I designed and built the first Oriental in the summer of 1957. One week after it was finished, I flew it in the Southwest Model Airplane Championships at the Dallas Hobby Park on Labor Day weekend.

The Oriental won its first contest. Since then, it has become what "Wild" Bill Netzeband said about it in 1971 in Model Airplane News. He said, "Dee, you have created a classic."

I went back this year to the same contest, at the same location, fifty years later. I flew my current Oriental there, in Classic Stunt. I had hoped to win again. I did not, but I got third behind two terrific fliers. But it turned out to be even better for the sweet little Oriental than the first competition.

Dale McCord from Bryan, Texas got first in PAMPA Intermediate, Louis Rankin from Memphis, Tennessee got first in PAMPA Advanced and I sucked up a third in Classic, all with the Oriental. Amazing!

That is two first and a third and better than 1957.

Thank you Ralph (Bud) Tenny (deceased) for mentoring me and changing my life. I would not be who I am today with out you. Bud once told me, after I asked him what could I ever do to repay him. He said, "Give back to other modelers what I gave to you."

All the Brothers do that.

Dee



Gaylord Elling launches a P40 entry at the Dallas Summer Heat contest. Russum photo.



Bill Wilson helping a fellow flyer to the circle with a Rice Oriental. Notice the other Oriental in the background after landing. Russum photo.



Dave Ek preparing his Old Time entry for a flight at the Dallas Summer Heat contest. Russum photo.



Al Rabe with his newest Cavalier Mustang at Richard Olivers house. AL's airplanes are an absolute work of art and this one is no exception. Hill photo



David Gressens in inverted flight on one of his officals at the Houston Memorial Day contest. Russum photo.





Mike Scott's new "fish" I mean Hunt Genesis on a wingover at the Houston Memorial Day contest. Russum photo.



Steve Moon going to the circle for an official flight at the Houston Memorial Day contest. Russum photo



Doug Moon with "Old Faithful" preparing for an official. Notice the sophisticated cowl hold down straps . Ah Rubber What? Russum photo.



Some more Dallas Summer Heat action with Bill Wilson signaling the judges for the start of an official flight. Russum photo



Norm Faith on an inverted pass between rain showers in Dallas. Russum photo.



Bob "G" and Louis Rankin with Louis's Bob G designed Bear. Russum photo.



Joe Gilbert, Bill Wilson and Mike Greb kibitzing at the Texarkana contest. Aud photo.



Just happy to be here, Gil Causey of Baton Rouge LA. dinged his model so he pitched in to help judge at the Texarkana contest. Aud photo.

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

- John Hill

District 9 Report

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



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I was planning on attending the Rocky Mountain Controlline Championships as a pilot, but due to an injury to my right arm, which makes it very painful to fly, I offered to help. They asked me to judge, and I had a great time. I had hoped to take lots of pictures, but judging took alot more time than I imagined. So thank you to all the Judges who have judged at any of the contests that I have ever flown in. If I forgot to thank you then, I am thanking you now.

I received this from Jerry Higgins, It is really nice to get something from other people.
2007 ROCKY MOUNTAIN CONTROL LINE CHAMPIONSHIPS

The Rocky Mountain Aeromodelers sponsored the Rocky Mountain Control Line Championships on Saturday and Sunday September 1 and 2 at the Front Range Airport near Watkins, Colorado. The airport provides space on a remote parking area located east of the main part of the airport. The club laid out five circles, which provided plenty of space for the various events and practice. The stunt events made use of three circles for official flights and practice through most of the contest, so everyone had ample opportunity to get their practice flights in before the

official flights.

The weather was warm (around 90 degrees each day), no wind in the morning, and breezy both afternoons. Rusty Brown served as the Event Director for all stunt events and was helped by many: Jerry Higgins, Chris Brainard, Mark Gerber, and Regina Jacobson tabulated, and Alex McMahon ran pull tests. Rusty and Jerry served as judges for Beginner and Intermediate PAMPA classes. Linda Brainard and Carl Shoup went above and beyond the call of duty by serving as judges both days for all of the remainder of the stunt events. The food was prepared by Vickie Myer, Bill Ledden, Sarah Barthel, and George Wadtke. Chris and Linda Brainard organized the food supplies.

The specific contest results should appear elsewhere in this issue. Included below are pictures from the contest.



Linda Brainard and Carl Shoup judging an official flight. They spent all of both days in the hot sun watching the rest of the group fly.



Robert Compton (L) and Jim Rhoades (R) waiting their turns to fly from the pits.



Dave Myer holding his OTS (4th place) Zilch powered by a Silver Fox .40.



Chris Brainard's OTS (2nd place) Jamison powered by a Brodak .40.



Keith McMahon is holding his Tower .40 powered original Katera Profile (1st in Profile Stunt).



Dave Myer's Serious JuJu is shown. The plane is an ARF-bashed Pathfinder ARF. Dave placed one point out of 1st in Profile Stunt.



Robert Compton holds his Mo Best, 3rd place in Profile Stunt.



Brian Hadley's entry in Profile Stunt, a LA.46/Macs pipe powered Pathfinder.



Jerry Higgins' modified Cardinal .40 (Picture 9) was built from a Brodak kit and finished in red, gold, and black Ultracoat. It is powered by a modified O.S. .46 LA. He placed 4th in Profile Stunt (one point out of 3rd) and 2nd in Advanced Stunt.



Dave Myer holds his Pegasus, which he flew to 1st place in Classic Stunt.





Robert Compton and his TT .36 powered Gladiator. Robert took 3rd in Classic Stunt.



Chris Jacobsen readies his beautiful dope finished Colossus for an official flight in Classic Stunt



Keith McMahon is holding his Nakke that he flew to 2nd in Classic Stunt. Keith missed 1st by one point, but managed to win the remainder of stunt events he entered.



Dave Myer and his ST 51 powered Bear, shown, captured 2nd place in Expert class.



Chris Brainard and his Brodak 40 powered Oriental took 4th in Classic Stunt and 1st in Advanced. Chris's flying skills have improved considerably in the past year, and his flights blew away (by 50 points) all of his advanced class competitors.



Keith McMahon is holding his original design "Katera". Keith has worked hard to improve his flying skills since last year. He cleaned up over the two-day contest with 1st in OTS, Profile, and Expert and 2nd in Classic. He also won Grand Stunt Champ for 2007 and Contest Grand Champion.



Jerry Chambers and his entry for Profile Stunt, an ME109



Jerry Chambers with assistance from Vince Lemack preparing Jerry's Stuka for an official flight.



Jim Rhoades' RTF Classic Aerobat with a Discovery Retro 60 for power. This is the ultimate in RTF!



Brian Hadley and his Saito 62 powered Brodak Strega ARF. The Saito pulled the plane effortlessly in the warm, dry, thin air.

Everyone appeared to have a great time at the contest. The flying surface is glass-smooth, the air is relatively free of turbulence, and there is plenty of room for practice flights throughout the contest. We would like to invite everyone to join us next year on Labor Day weekend to do it

again.

Jerry D. Higgins, Ph.D., P.G.

Jerry forgot the special award given to the special person that consistently forgets that the pattern should take less than 8 minutes. Chris Jacobsen managed to pull it out again this year with a 9 minute 12 second over run. The special award was a 2 foot high pink Energizer bunny. So he has someone with him that will keep going and going and going.... All photos were taken by Jerry Higgins Please send in pictures and what is going on in your areas.

- Carl Shoup

District 10 Report

Arizona, California, Hawaii, Nevada, Utah



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Hello all from District 10, once again. Contest season is hot and heavy. NATs are done, Team Trials are just complete and the Fox 15's have been hurled.

I would like to also report on another sad passing. Once again, we have lost a long time friend, one of only 14 years young. It recently had a new lease on life with a heart transplant. That ended up indirectly causing the fatal blow, but she had a very good life. She went to China with the US F2B team in 1994. She was

very young at the time, but made up for it in determination. She went to the NATs in Texas, also in 1994, but that was about it for her professional life. Oh, did she have a temper. Unstable as you can get, but loyal to a fault. We all worked with her, and her personality quirks, and in the end, she shined like a beacon, right up to the end. Many guests at our house had the pleasure of her company and her experience, even at such a young age.

I am speaking of none other than Star Geezer II. She went straight in, and exploded. I wasn't there to witness the demise, probably for the better. I am still having trouble believing she is gone, and can't let go. I hear it just blew away in a cloud of confetti balsa dust, blowing in the wind...which gets me to my point.

During the autopsy, I figured she was built just right. There wasn't one piece that didn't suffer damage, or deceleration fracture. The engine mounts are both broken, as the nose collapsed into the leading edge, both wings failed forward, as well as the tail. Numerous longitudinal fractures lace the fuselage and tail. It seems there wasn't any excess structure or weight. She was just right. No spar failed. They were still intact, the controls are still intact, and show no wear after about 1,000 flights. Yes, 1,000 flights, and she was the baby of the fleet.

Her most important role for me was as a test bed. She flew extremely well, good enough to take to any major contest, but she was not the prettiest thing. I threatened many times to refinish her, but I'll not get that chance now. So, as a test bed, her value was validating new technology and systems for front line brothers and sisters. Yes, it was a she, but Star Geezer IV is definitely a temperamental baby brother. She was also the guest plane and had the opportunity to demonstrate the new engines or tech, in fact at one point, Jim Aron flew her for almost 2 years.

Another point I am making, my dad used to say, "New planes don't win the NATs." What he meant was that often, a new plane is difficult to trim and diagnose. It took me a long time to make her competitive, but it was worth it.



Remains of Star Gazer II



Collapsed Nose



Intact Controls



Note, prop not broken



The Team Trials are also done, and once again, congratulations to Orestes on making the team, as well as Paul Walker. This is Paul's 11th team. Brett was the bride's maid, oh so close. I thought for sure he made the cut after watching his last flight. A big congratulations to Paul Ferrel for being the Junior entry. It was a close contest, right down to the last round, but Paul put it all together and flew a great flight. He'll be a great asset, and will be filling some very tall shoes after Robbie Hunt, Derek Barry, Dondi Garrison, Chris Rudd, and the likes of Rob Gruber. What can I say; the PA 75 was just awesome. The last round the wind went to light and variable. I was due up, with a 180 deg wind shift. I went with positioning the judges where the air had been for the last two flights, but alas, it did not switch back. Similar to one of my flights in Spain last year, I flew the majority of the flight up wind to stay across from the judges. That's power. Thanks Randy Smith and Aero Products.

Another traditional District 10 participant, found himself in a new role. Warren was having a heck of a time with last minute problems getting enough judges and volunteers to run the event, so Ted Fancher found himself the pit-boss. I had a chance to talk with him during and after the competition. He was in a very good spot to watch most of the finals on Sun. He said he normally does not watch the competition while he is flying, but what he saw was an incredible bunch of flying with a lot of intensity. I agree. The Team Trials are probably one of the most intense contests I ever fly, including the worlds. Every flyer has the potential to make the team at any given time. It was a good contest after having, once again, winds during the week, and on qualifying, but with decent air for the finals. Thanks to Warren Tiaht and Shareen Fancher and all the other volunteers.



Jim Aron's Arf Off table of Trophies



Brett Bu.....uhh unknown ARF winner...



ARF Line up



Jake Moon at the NATs



The Gang



Cassidy Delaney, Now NATs official trophy hugger



Paul Walker with his Electric Impact



Phil's state of mind—note the duck on his shirt.



Eric Fitzgerald's Sig Skyray



Jim Tichy's new Walker Mustang



Larry Fernandez, keeper of the Fox 15 Hurl



One Perry....



Two Perry's, 4 is here, is there more?



Oki Minato

This just in from the wires, Jim Aron's Meet & Meat contest is now complete. Jim may be able to get a contest report in this issue if he hurries. Lousy, cold, windy, rain on Saturday, but nice for Sunday. However the news from the front.....Jim is a good friend and has been the target of and been the guest columnist for a long time. Once in a while, events come together and have resounding impact.

Jim runs this event almost single handed from the admin end. He prints, organizes, provides a lot of the fixings for the BBQ, and tabulates the scores on his computer, which got rained on on Sat. I brought my Veco 19BB powered Ringmaster out of semi-retirement after a 4-year hiatus so my good friend from Germany, Gunter Wagner—house guest this week, could fly in Classic. Anyway, Jim also flew Old-time. The point of this paragraph is, Jim handily won Old-Time, and barely squeaked out a victory over me in Classic, after not having flown my plane for 4 years and not remembering the engine setting—not practicing (Which is almost cheating) flying it cold out of the box. Jim had a rare day where the planets aligned and either he will lord this over me for a long time, or I will regularly remind him, that he only beat a Ringmaster....barely. Jim went on Sunday to place 3rd in Expert Stunt beating out many time National Champ, and team member, Ted Fancher, for the first time. So, even though Jim ran the contest and had ample opportunity to jigger the results, he had one of those rarest of days where he excelled at everything he did. Nicely done Jimby.

As I mentioned, my good friends from Germany were out for a visit and it worked out that they were able to attend the contest. Gunter, his wife Herid, and his son Hendric were with us for a week. We thoroughly enjoyed having them stay with us. I took advantage of Gunter's abilities, I also brought out of retirement Star Geezer III and managed to fit a PA 75 in the nose with a large enough tank for the job. I think there goes another convert to the 75. Many people saw the two brother planes together, III and IV, running quite well. Gunter acquitted himself nicely.

There were two other stories of note, the Fox 15 hurl, and a contestant with the planets all askew. I'll let Larry Fernandez tell the latest Hurl tale, but Phil Juarez repeated as hurl champ, able to hurl the venerable Fox 15 165

feet with no geezer points added. Phil Granderson, on the other hand, did not have a good day. He was back flying the yellow Diva with the Magnum 36 with some good practice in the morning. Time came for the official flight; Phil couldn't get it started, typical, attempt 1. Attempt 2, we turned it over and cranked it up, decent take off, ready to pull up in the wing over-----and----the engine suddenly went blubbery rich. It is fairly common practice to yell to the pilot lap times, so I told Phil, 9.1s laps. Needless to say he was not happy—I mean just barely running blubbery rich, with 20 deg AOA just to stay in level flight. So, he finished the tank, we brought it back to the pits. I said that was weird. Phil has had on and off problems with the engine, and said, "That's a new one for me." Jokingly, I said, sounds like a bug in the venturie. You see, several years ago, Ted Fancher sucked up an extra large bumble bee in his Purple Trivial Pursuit at the NW Regionals—inverted—it quit, we all laughed. Phil looked in the venturie to pull out half the remains of a bug. Brett Buck found the other half at the back inside the pipe tunnel. Phil had already used an attempt when he didn't get started, so the first round was history. But wait, there's more. Round two, Phil and I retired to the practice circle to make sure everything was really going to work and did some light coaching as well. Everything was working, and he was flying pretty good. Official flight time, start ok, flight ok, from the pits Paul Pomposo, and Jimby were remarking what spectacular triangles Phil had just done. We were still all agog when Phil then continued his pattern with the square eights. We went, huh?? Are you sure, yeah...Jimby yelled at Phil at the end to do his round eights, but Phil was in the zone, didn't hear a thing. He finished and was very proud of his flight, so we told him about the round 8's. Now many of you know the jokester Phil. He really didn't believe us; he thought we were trying to put one over on him. Really?? "Round 8's you say? No way, I've never done that before." Phil got a can of bug spray at the awards for his trouble.

Sincerely,

-Dave Fitzgerald





Repeat Fox 15 Hurl Winner, Phil Juarez



Paul Pomposo and Gunter



Gunter Wagner



Uncle Jimby Aron



Peanut Gallery



District 11 Report

Alaska, Idaho, Montana, Oregon,
Washington



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With two more contests complete and two more to go, the Northwest flying season is quickly coming to a close. The Western Canadian Stunt Championships held in Richmond, BC has become a fun destination for Northwest pilots. Besides the adventure of trying to get back and forth across the Canadian border, there is always a whole group of Canadian control-line enthusiasts from the Vancouver Gas Model Club that make this an enjoyable event. In particular everyone owes a standing ovation to Chris and Joan Cox, especially Joan, who host, organize, judge, tabulate, feed and hug everyone who attends. This year a unique feature of the contest was the use of the FAI scoring system, with and without the K factors. No appearance points and a seven minute time limit also added to the challenge. With only seven minutes to work with, you have to know your model. Contest day is not the day to start guessing how much fuel you'll need. With clouds and a light breeze we had two good days of flying.

On Saturday Classic Stunt was won by Bruce Hunt flying his Southwick Lark in its first contest. Second was Don McClave flying his Southwick Skylark. Don only flew one round before he had to return to Portland.



So he missed his chance to come from behind as usual. Third place went to Pat Johnston flying his Shark 35. Pat then bettered his classic performance in the afternoon's profile event taking first place by a good margin over Bruce Hunt and Dan Rutherford who took second and third respectively. Dan as usual was flying his FP20 powered Flitestreak with its usual grace and consistency. The word is that Dan will be making another FP20 powered model with multiple fuel tanks and enough plumbing to confuse even those that know better. After all the fun at the field, everyone retired to Delta Airpark for the Cox sponsored cook out. A great evening, good company, and good food; what more can you ask for?

On Sunday all the scoring was strictly FAI. Howard Rush showed up to take first place in expert class with some great flying. Bruce Perry showed the class of the Canadian pilots taking second place with his Jester. And in a close race Pat Johnston took third just out pointing Jim Rhodes and Bruce Hunt. In advanced class Mike Haverly took first with his Oriental Plus. Keith Varley was second and Dave Gardner was third. Intermediate champion was Dave McCheyne with Bryan Carr Second and Paul Gibeault third.

The next contest was one no one should miss. Sponsored by The Evergreen Aero Modelers (TEAM) at the Evergreen Aviation Museum the TEAM Country Classic gets better every year. In particular, if you like to camp out, the facilities at the field behind the Museum are perfect. They have even added a \$400,000 bathhouse with showers and flush toilets. Next year they may even add mirrors and enough toilet paper. The Museum has also been upgraded with a new OMNI-MAX theater and a second exhibition building under construction. A lunch was provided for fliers both days. Perfect weather was the norm during the contest even though the wind had a hard time making up its mind where it would blow.

Saturday, Classic and two classes of Profile stunt were flown. Pat Johnston, Scott Riese, and Bruce Hunt duplicated their one, two, three finishes in Classic and Expert Profile stunt. The Sportsman Profile stunt event was won by Rod Claus with Mike Haverly coming in second and Mark Scarborough coming in third. John Thompson and Joe Just entered Sportsman profile with

twins.

Sunday's Expert Class was won by Howard Rush while on his way to the team trials. Howard continues to fly better every year. Who knows, at this rate his five year old Impact may go from 19 appearance points to 20 appearance points next year. Scott Riese was second with some excellent flights that just beat out Pat Johnston in third. In the Advanced class Mike Haverly took first. Greg Hart was second with John Thompson only a half point behind in third. Intermediate had good solid flights from Mark Scarborough who took first, Rod Claus in second and Mike Denlis in third. This was Mike Denlis' first contest after just returning to stunt from a twenty year layoff and you could tell he was taking in advice and help from every direction. In Beginner, Richard Entwistle took first place and Joe Just was second.

Of particular note during the contest was enthusiasm shown by Jessica Hanson who arrived with Mark Scarborough as a spectator, and left as a seasoned score sheet runner and model pilot. With just a bit of coaching and first flight support from Pat Johnston, Jessica was able to make her first solo flight and show a real knack for flying.

- Bruce Hunt



The flight line at the Western Canadian Stunt Championships.



Don McClave signals before his Classic Flight. This was the last competitive flight for the Skylark. As is Don's custom he gives his season's model to another flier each year. This year Gerald Schamp is the proud owner of a Skylark.



Bruce Hunt displays his Southwick Lark after its Classic win in its first contest at the Western Canadian Stunt Championships.



Bruce Perry makes a perfect landing with his Jester.



All ready for the road, Bruce Perry's Jester shown in its pieces. When put together, its hard to tell where this model comes apart.





Bruce Perry shows off his Jester. This is a beautiful piece of art.



Speaking of art, here is Howard Rush preparing to make a winning flight at the Western Canadian Stunt Championships..... all 19 points still showing.



Dave Gardner ably assisted by his new bride packs up his profile entry. Notice who's carrying all the heavy stuff.



Stunt Master makes its appearance in Canada.



Harold displays one of his many unusual models at the Richmond, BC field.



Pat Johnston gets his Pilots choice Trophy for his Mustang and a hug from Joan Cox. Who needs a trophy?



Alan Resinger fires up his engine in the pit.



Bryan Carr displays a unique feature of his Cardinal profile. What was an attachment for a pipe sure made the Cardinal look like a "male" in flight.



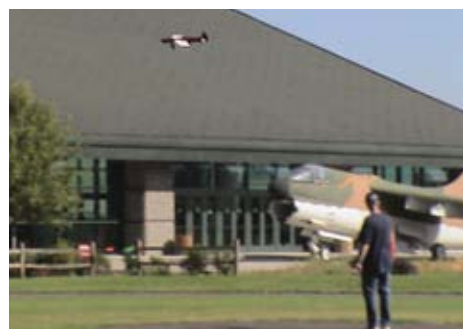
Saturday night feed sponsored by Chris and Joan Cox was a well attended highlight.



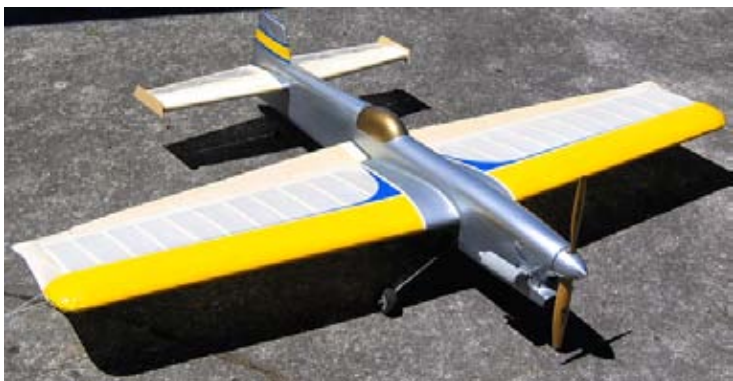
Bruce Hunt models his profile Cardinal for a picture used to make a framed award for second place at the Western Canadian Stunt Championship.



Scott Riese waits his turn to fly his Cobra at McMinnville.



Greg Hart flies his profile entry in McMinnville. The building that houses the Spruce Goose is in the background.



Leo Mehl's new Bear Nobler made its first contest appearance in McMinnville.



Jessica Hanson solos with Pat Johnston's Ringmaster



Rod Claus goes vertical during his Intermediate flight at McMinnville.



Mark Scarborough and Jessica Hanson get a lesson from Pat Johnston after Mark found the ground with Pat's profile QED.



Joe Just fires up his twin for a Sportsman Profile flight.



Jessica Hanson looking very serious about her flying.



It flies! Joe Just's twin making its way above the Evergreen Aviation Museum.



Woops!!! This is what happens when you try to do a cut off loop with a twin and only one engine quits half way through it. Landing on the tongue mufflers snaps the cylinders off both FP15's.



CONTEST CALENDAR



Howard Rush
14321 SE 63rd St.
Bellevue, WA 98006
(425) 746-5997
hmrush@comcast.net



Jim Snelson
7200 Montgomery Blvd NE #287
Albuquerque, NM 87109
(505) 296-2884
janjhobbies@msn.com

Stunt News Contest Calendar

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

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

2008 Contests:

January 19-20

King Orange International, 2300 N Temple Ave., Stark, Florida

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

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

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

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

March 7-10

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

F2B, New Zealand Sportsman Aerobatics

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

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



Michael and Chris McMillin



Mike Keville, Lee Black, and Robin Sizemore

CONTEST REPORTS

Bob Palmer Memorial
April 14-15, 2007, South El Monte, CA
Results from www.kotrc.org

Expert

- 1 Keith Trostle
- 2 Bart Klapinski
- 3 LeRoy Black

Advanced

- 1 Antone Kephart
- 2 Bob Smiley
- 3 Bob Brooks

Intermediate

- 1 Parrish Jacoby
- 2 Bill Barber
- 3 Fred Staley

Beginner

- 1 Frank Martin
- 2 David Kick
- 3 Michael McMillin

Classic

- 1 Keith Trostle
- 2 Dave Sabon
- 3 LeRoy Black

Old Time

- 1 Keith Trostle
- 2 Bart Klapinski
- 3 LeRoy Black

1cc

- 1 Bart Klapinski
- 2 Larry Renger
- 3 Scott Dinger

P-40 Competitor

- 1 Bart Klapinski
- 2 Stan Tyler
- 3 Bob Smiley

P-40 Sportsman

- 1 Parrish Jacoby
- 2 James Holmack
- 3 Scott Harness

Mid Iowa Controlliners Spring Kick-Off

May 5-6, 2007, Polk City, IA
Results from Bob Baldus, CD

P-40 Expert

- Judges: Bob Brookins, Randi Gifford
- 1 Dennis Vanderkuur 505
 - 2 Allen Brickhaus 498.5
 - 3 Mike Schmitt 475

P-40 Advanced

- Judges: Sam Sciorratta, Randi Gifford
- 1 Bob Brookins 466.5
 - 2 Sina Goudarzi 466
 - 3 Jim Funk 449.5

P-40 Intermediate and Beginner

- Judges: Bob Brookins, Randi Gifford
- 1 John Christensen 359.5
 - 2 Denis Downs

Classic Expert

- 1 Allen Brickhaus 534
- 2 Ed Prohaska 516
- 3 Mike Schmitt 492.5

Classic Advanced

- 1 Lew Woolard 499.5
- 2 Larry Lindburg 465
- 3 John Holliday 405

Classic Intermediate and Beginner

- 1 Emily Dennison

Mowing: Mal Fawley, Mike Anderson,
Bob Baldus, Jim Wilson
Food: Jim and Lynn Wilson
Registration: Fred Miller
Tabulation: Elaine Brookins, Julie Woolard,
Buzz Brodak
Raffle: Jim Funk
Pit Lanes: Randy McMahill
Pull Test: Randy McMahill, John Brodak
Awards: Bob Baldus
Runner: Clark Baldus (my grandson)
Score Board Prep: Paul McElrath

We had our Spring Kick Off Contest May 5th. The weather was a typical spring weekend with strong winds on Saturday and a complete rain out for Sunday. The pilots did a terrific job and most flew their 2 flights in each event. There were no accidents which was a real tribute to their efforts and skill. One of our members, Randy McMahill, spent 12 hours painting lines in the pits. They were numbered and had small pieces of pine painted and in place to hold their handles. He and John Brodak also pull tested before every flight. Fred Miller, our 80 year old treasurer, did all the registration. We're not allowed to sell food at our DNR location, so Kelly Wilson prepared a great lunch for all of the helpers and flyers. We provide this as a way of saying thank you for entering our event. We divide all of our events into many classes and give three nice plaques for each. We had 22 Stunt entrants.

Stunt Director: Bob Baldus, Des Moines IA



Northwest Control Line Regionals

May 25-27, 2007, Eugene, OR

Results from flyinglines.org

<http://flyinglines.org/nwregionals.07.html#anchor45418>

Expert

Judges: Steve Helmick, Mike Conner

Appearance judges: Rod Claus, Steve Helmick

1	Paul Walker	588
2	Brett Buck	581
3	Howard Rush	574
4	David Fitzgerald	569
5	Bruce Perry	568
6	Phil Granderson	568
7	Chris Cox	566.5
8	Jim Aron	562.5
9	Alan Resinger	555
10	Pat Johnston	552.5
11	Scott Riese	549
12	Randy Powell	544
13	Jack Pitcher	542.5
14	Paul Pomposo	539.5
15	Mike Pratt	533
16	John Leidle	526
17	Jim Rhoades	523.5
18	Igor Panchenko	519
19	Leo Mehl	485
20	Keith Varley	476

Advanced

Judges: Pat Johnston, Chris Cox

Appearance judges: Rod Claus, Steve Helmick

1	John Miller	529
2	Mike Haverly	518.5
3	John Thompson	507.5
4	Robert Duncan	499.5
5	Richard Walbridge	491
6	Dave Royer	486
7	Greg Hart	464

Intermediate

Judges: Bruce Hunt, Leo Mehl

1	Doug Wood	476
2	Jeff Rein	465.5
3	Rod Claus	461.5
4	Art Zehner	431
5	Jim Schneider	353.5
6	Mark Scarborough	165.5

Beginner

Judges: Keith Varley, Scott Riese

1	Lee Powell	222
2	Buzz Wilson	220
3	Ken Burdick	202
4	Richard Entwistle	199
5	Eric Fitzgerald	159.5

Classic

Judges: Paul Walker, Steve Helmick

Appearance judges: Rod Claus, Chris Cox

1	Scott Riese	539
2	Pat Johnston	529
3	Don McClave	521.5
4	John Leidle	514.5

5	John Miller	499
6	Mike Haverly	476
7	Mike Pratt	469.5
8	Dave Royer	442.5
9	Randy Powell	408
10	Mark Scarborough	393.5
11	Jeff Rein	370

Old Time

Judges: Scott Riese, Pat Johnston

1	Jim Aron	284.5
2	Jeff Rein	282
3	Keith Varley	279.4
4	Robert Duncan	276.3
5	Mike Haverly	269.5
6	Doug Wood	265.9
7	Dave Royer	239.5
8	Mike Conner	228.3
9	Buzz Wilson	193.5
10	Ken Burdick	185

Profile Sportsman

Judges: Keith Varley, Leo Mehl

1	Robert Duncan	490
2	Greg Hart	462.5
3	Mike Haverly	460.5
4	Rod Claus	448
5	Rich Salter	407.5
6	Roger Hebner	405
7	Art Zehner	381.5
8	Mark Scarborough	365.5

Profile Expert

Judges: Keith Varley, Leo Mehl

1	Pat Johnston	516
2	Bruce Hunt	497
3	Paul Pomposo	487.5

Concours d'Elegance P. T. Granderson, Diva

Overall Stunt Champion Pat Johnston

Event Director:

Dave Gardner

Tabulators:

Angela Stratton, Jill Claus

Pit Bosses:

Rod Claus, John Leidle



Bob Whitely and his F-82 Twin Mustang

Windy City Classic
May 27, 2007, Rolling Meadows, IL
Results from Michael Schmitt, CD

Expert

1	Allen Brickhaus	556.5
2	John Paris	549.5
3	Jim Schuett	546.5
4	Jim Renkar	481
4	Crist Rigotti	481
6	Russ Gifford	444

Advanced

1	Mike Ternstrom	494
2	Gene Scheiderer	454
3	Peter Mick	448.5
4	Larry Lindburg	422
5	Bill Calkins	166.5

Intermediate

1	John Broughton	442
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Beginner

1	Charles Fowler	266.5
2	Denis Downs	253
3	Nate Batey	244
4	Stan Guzik	218.5
5	Robert Schroeder	215.5
6	Grace Paris	209
7	Art Johnson	151.5

Basic Flight

1	Michael Paris	76.5
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9	Phil Cartier	Corehouse	Brodak 40	319.0
10	Bill Mandakis	Enterprise-Pro	OS 40	203.5

CD:

Bill Francis

Runners:

Gavin Barry, Gene Guffey, Olivia Mills

Tabulator:

Jeanna Mills



TEOSAWKI ISOC (International Stunt Of Champions), Kent Tysor got first place. All flew the same plane because of the bad wind and rain. The plane survived with Kent coming out on top.

Back row: Will Davis, Derek Barry;
Front row: Steve Fitton, Kent (Champ) Tysor, Tom Luper

Carolina Classic

June 1-3, 2007, Huntersville, NC

TEOSAWKI "Crazy" PAMPA Expert

Everyone flew William Davis's airpane

Judges: Watt Moore, Pat Robinson, Ed Ruane

1	Kent Tysor	TEOSAWKI	OS LA 46	468.3
2	Derek Barry	TEOSAWKI	OS LA 46	454.0
3	Steve Fitton	TEOSAWKI	OS LA 46	448.6
4	William Davis	TEOSAWKI	OS LA 46	442.6
5	Tom Luper	TEOSAWKI	OS LA 46	431.0

Basic Stunt

Judges: Sarah Davis, Melissa Davis

1	Gavin Barry	Flite Streak	OS LA 25	255.0
2	Charra Reeves	Flite Streak	OS LA 25	251.5
3	Brady Nash	Flite Streak	OS LA 25	193.5

Classic

Judges: William Davis, Neville Montagriff

1	Gene Marline	Lark	AT 36	428.0
2	Ed Ruane	Saturn	ST 46	342.5
3	Phil Cartier	Smoothie	Brodak 40	340.0
4	Bill Mandakis	Smoothie	Brodak 40	225.0

Old Time

Judges: Terry McDowell, Ed Ruane

1	Tom Luper	Victpry	ST 46	297.0
2	Charles Reeves	Big Job	Fox 59	293.0
3	Dale Barry	Humongous	PA 40	288.0
4	Phil Cartier	Smoothie	Brodak 40	248.5
5	Bill Mandakis	Viking	Brodak 40	246.5
6	Watt Moore	Jamison	OS FP 40	244.5
7	Ray Hurtabo	Twister	OS 35	118.5

Profile

Judges: Bill Francis, Watt Moore

1	Stan Powell	Imitation	Powell K&B 40	520.0
2	Kent Tysor	TEOSAWKI	OS LA 46	518.0
3	William Davis	TEOSAWKI	OS LA 46	503.5
4	Curtis Comer	Tutor	OS LA 46	500.5
5	Willis Swindell	P-40 ARC	OS FS 46	490.5
6	John Tate	P-40 ARC	Royal 46	471.0
7	Bill Medders	Nobler Profile	Brodak 40	411.0
8	Alan Buck	Cardinal ARF	OS FS 46	404.0



Gavin Barry, First place in Basic Flight, with Derek Barry, former Jr. World Champ, and Dale Barry, former Advanced NATs Champ

Charlie Reeves, Charra, and Tom Luper at OTS circle, Big Job, Fox .59





Tom Luper's Victory, Fox .60



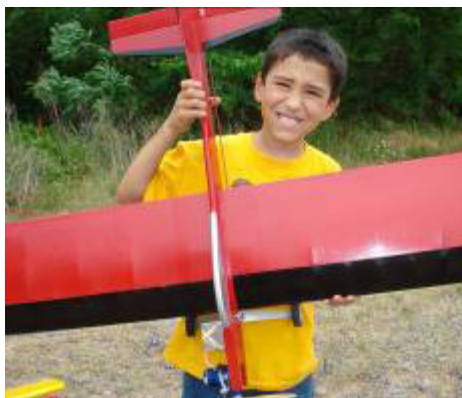
Watt Moore's Clown



Stan Powell's Impact, PA .61



Imitation, K&B 40



Gavin Barry . All smiles after a flight on the Skyray



Gene Martine's Classic Winning Lark



Stiletto, ST 51



Derek, Dale and Gavin Barry



William Davis and Curtis Comer pose for a picture. Curtis designed the 1960 Skydancer. William Davis is currently using the Skydancer in Classic Competition.



Charlie Reeves , First in OTS



Gene Martine , first in Classic



Kent Tysor first in ISOC



Ed Ruane's Saturn, ST .46 ABC



Curtis Comer gets help from his friend and 1948 NATs flying buddy Steve Felker. Steve designed and flew the OTS-Legal Sabredancer, soon to be published

Sir Dale Kirn's Knights' Joust

June 2-3, 2007, South El Monte, CA

Results from www.kotrc.org

Expert

Judges: Lee Strickland, Milton Graham

- 1 Shuren Wang
- 2 Kirk Mullinnix
- 3 Bart Klapinski

Advanced

Judges: Stan Tyler, Rudy

- 1 Warren Walker
- 2 Bob Smiley
- 3 Richard Walbridge

Intermediate

Judges: Lee Strickland, Bart Klapinski

- 1 Parrish Jacoby
- 2 Gary Gingerich
- 3 Al Shorey

Beginner

Judges: Eric Rule, John Wright

- 1 Ray Ebert
- 2 Frank Martin

Classic

Judges: Rickii Pyatt, Steve Harris

- 1 Lou Wolgast
- 2 Dave Sabon
- 3 LeRoy Black

Old Time

Judges: Larry Renger, Stan Tyler

- 1 Dennis Choate
- 2 Bart Klapinski

3 John Wright

1cc

Judges: Rickii Pyatt, Gary Akers

- 1 Bart Klapinski
- 2 Lou Wolgast
- 3 Mark Smith

P-40 Competitor

Judges: Rickii Pyatt, Gary Akers

- 1 Jeff Anderson
- 2 LeRoy Black
- 2 Ray Firkins

P-40 Sportsman

Judges: Larry Renger, Frank Martin

- 1 Gary Gingerich
- 2 Parrish Jacoby
- 3 Al Shorey

CD:

Dennis Coleman

Event Director: Larry Renger

Pit Bosses: Bob Werle, Ken Kaiser

Tabulators: Sylvia Strickland, Jeannette Horne,
Randy Heydon





1cc / LEPRECHAUN			
NAME	ROUND 1	ROUND 2	PL
LOU WOLGAST	295.5	492.5	2
BART KLAPINSKI	517	514	1
LEROY BLACK	472.5	—	5
MARK SMITH	482	—	3
S. DINGER	353.5	—	7
Larry Renger	474	470	4
AL SHOREY	335	386.5	6

P-40 SPORTSMAN			
NAME	ROUND 1	ROUND 2	PL
Parrish Jacoby	359.5	415	2
Al Shorey	388.5	285.5	3
John Gudvangen	—	—	
Gary B. Gingerich	463.5	434	1

P-40 COMPETITOR			
NAME	ROUND 1	ROUND 2	PL
Warren Walker	466.5	500.5	10
Eric Rule	PASS	CAN'T SCORE 600.50 will not	1
Jerry Silver	515	—	9
Ray Firkins	530	—	2
Antone	514	526.5	4
Bob Smiley	456	516.5	8
Dennis Choate	523	519	6
Le Roy Black	530	—	2
Jeff "Joey" Andersen	536	—	1
Bart Klapinski	441.5	524.5	5
Lou Wolgast	516.5	520.5	7

**Toronto and District
Control Line Championships**
June 9-10, 2007, Etobicoke, Ontario
Results from www.balsabeavers.ca

Profile

Judges:	Chris Brownhill, Geoff Higgs			
1	Kim Doherty	Saturn FTP	DS .60	136.4
2	Peter Hanson	Fossil	Saito .51	135.3
3	Lenny Bourel	Twister		130.8
4	Dave Kelly	Cardinal Profile	OS LA .46	128.7
5	Bill Bowmer	Cardinal Profile		123.6
6	Janek Zalewski	Avia	OS FP .20	114.6
7	Paul Smith			105
8	Keith Morgan	Cardinal Profile	OS FP .46	

F2B

Judges:	Chris Brownhill, Janek Zalewski			
1	Konstantin Bajaikine	KB1111	KB .61	137.
2	Kim Doherty	Shockwave	Plettenberg	134.4
3	Geoff Higgs	110% Nobler	OS LA .46	131.6
4	Peter Hanson	Fossil	Saito .51	131.3
5	Bill Bowmer	Forerunner		124.5
6	Pat MacKenzie	Chipmunk	Fox .35	123.6
7	Lenny Bourel	Twister		123.3
8	Paul Smith			111.4
9	Stuart Henderson	Funkee Twist	OS LA .40	110.3
10	Gustavo Urtubey	Avanti	Brodak .40	101
11	Keith Morgan	Cardinal Warbird	OS FP .46	79.1

Tabulator: David Hoover

Tulsa Glue Dobbers' Firecracker Meet

Recreation of the Stunt Portion of the 1953 Mirror Meet
June 23-24, 2007, Glenpool, OK
Results from De Hill, CD

Mirror Meet Open

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

Mirror Meet Sportsman (Beginner-Intermediate)

1	Bill Leddin	ARF Flite Streak	OS LA .25	252
2	Rick Blankenship	Mod. Ukey 40	Fox .35	172.5
3	Elwyn Aud	Flite Streak	OS FP .25	105
4	Lee Thiel	Tomahawk	Magnum .25	
5	Steve Raney	Profile Stuka	OS LA .25	25.5

Mirror Meet Spirit Award: Tom Farmer
Best Crash: Lee Thiel

Judges: Marvin Denny, Rusty Brown,
Tom Martin, Brian Norton
Tabulators: Pat Reeves, Jim and Norma Jean Shamblin
Workers: Bill Butterfield, Jerry Neafus, Lee Thiel,
Jesse Thiel, Vance Munsell
Food: Bob Beasley, LeeAnn Gilbert, Colleen Gilbert

Mirror Meet Spirit Award trophy:
Larry and Ginger Scarinzi, John and Elaine Miske (donation); Bob Reeves and De Hill (finish); Jim and Norma Jean Shamblin (carrying case)

Skylarks Of Sharon Profile Contest

July 28-29, 2007, Transfer, PA
Results from Patrick Rowan
Scores are the best flight of each day combined

Expert

1	Phil Spillman	Model Air	LA 46	1107
2	Patrick Rowan	Stunter 131	LA 46	1106
3	Mike Alimov	Quikie	OS 40	1101
4	Phil Cartier	Giles		908

Advanced

1	Jim Harris	Twister	LA 46	1068.5
2	Price Bub Reese	Cardinal		1044.5
3	John Rake	ARF P-40		1023
4	Gil Reedy	Cardinal	LA 46	1004
5	Pete Moskel			465.5

Intermediate

1	Sam Laugherty	Cardinal		9705
2	Alan Buck	ARC Cardinal	LA 40	859
3	Clyde Ritchie	Xceeder	LA 46	653.5

Beginner

1	Eric Keller	Shoestring		534.5
2	Ray Rowh	Cardinal		534
3	Keith Maro			497
4	William Stewart	Tutor (kit)	Double Star 40	464.5
5	Harry Crespo	Hellcat		320.5
6	Sumner Forrest	Tanager	LA 46	257
7	Denny Thomas	Cardinal	Merco 40	68.5

CD: Bob Crusan

19 contestants! We had great weather both days. Phil Spillman also had a nice pizza party at his home Sat. night.

VGMC Western Canada Stunt Championships

July 28-29, 2007, Richmond, BC

Precision Aerobatics scores shown are the new Canadian-rules scores (F2B without maneuver difficulty coefficients) and the resultant scores using the current F2B scoring system.

Expert

1	Howard Rush	130.5	1125.95
2	Bruce Perry	126.75	1096.05
3	Pat Johnston	121.4	1037.4
4	Jim Rhoades	120.7	1025.2
5	Bruce Hunt	120.25	1030.8
6	Alan Resinger	118.15	1005.7
7	Dan Rutherford	115.4	967.35
8	Will Reeb	113.4	963.85

Advanced

1	Mike Haverly	103.2	852.55
2	Keith Varley	96.9	806.05
3	Dave Gardner	90.85	748.95
4	Hube Start	88.15	677.25
5	Neil Rogers	86	723.65

Intermediate

1	Dave McCheyne	101.75	846.5
2	Bryan Carr	92.7	759.05
3	Paul Gibeault	91.45	778.55



Beginner

1	Don Phelps	19.9	41
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Classic

1	Bruce Hunt	527
2	Don McClave	524
3	Pat Johnston	514
4	Jim Rhoades	513.5
5	Mike Haverly	506.5
6	Will Reeb	504.5
7	Dan Rutherford	495
8	Dave McCheyne	430
9	Paul Gibeault	367
10	Bryan Carr	334

Profile

1	Pat Johnston	492.5
2	Bruce Hunt	478.5
3	Dan Rutherford	475
4	Will Reeb	467.5
5	Mike Haverly	444
6	Jim Rhoades	438
7	Neil Rogers	419
8	Dave Gardner	401.5
9	Bryan Carr	390.5

Pilots' Choice Award: Pat Johnston's Mustang

CD: Chris Cox

The 2007 edition of the Western Canadian Stunt Championships ushered in the Canadian newly adopted FAI (F2B) rules, less "K" factor scoring.

Weather both days began with a high overcast, which burned off by noon resulting in many sun-burned faces. Light winds prevailed throughout, offering little excuses for missed maneuvers. On Saturday we started off with Puke-Eh Stunt (notice how we have Canadian-ized the event), followed by Classic. Both entries were very strong with nine and ten competitors respectively. Just for fun and to prepare contestants for what would surly appear to be low scores on Sunday, we posted an equivalent FAI score less the "K" multiplication factor. There appeared to be some major discrepancies at first, but we quickly came to the realization that the lack of appearance points caused the FAI scores to not necessarily correspond with the Classic traditional scoring method.

Sunday brought Precision Aerobatics with another strong turnout. This time we offered up the "new" FAI scoring sans "K" factor, but thought it would be interesting to add the "old" scoring method by adding a second column showing how they would have made out had we been utilizing the "K". Not surprisingly, but fully expected, the final placings did change somewhat between "K" and "No K" scoring, but nothing too dramatic. No doubt if scores were closer, more variances would have been noted. Some of the interesting new twists were certainly the 0 to 10 scoring method which most judges caught on to very quickly. Seemed very natural to score a "percentage" (i.e. 7.5 = 75%) vs. 10 to 40 points. The 7-minute time limit vs. 8 minutes did not pose much trouble for anyone. If anything, it did seem to speed the contest up! Another interesting aspect was the ability for each contestant to have two attempts to post a score in each round vs. three attempts to post two scores. Several folks took advantage of this bonus. The FAI rules regarding what constitutes a scored maneuver vs. a zero seemed more straight forward as well.

So, was the FAI scoring a method a success? I think the answer is a strong affirmative. No appearance points certainly helped those with the "Arf Arf" models as well as Jim Rhoades who was flying his Jurii Yatsenko model (By the way, Jim offered me

a flight on this model following the contest. I must say it would not take too many flights on this model to become extremely competitive! Thanks, Jim.).

With the lack of "Builder of the Model" rule due to the FAI, we did ensure a "Pilots' Choice Award" was presented. This award went to Pat Johnston for his beautiful Mustang. I suspect no BOM will dissuade Pat from building his own ships for competition purposes, nor will it dissuade the majority of the other top level pilots.

My sincerest thanks to all those who were able to come visit and compete. Once again our Alberta and American buddies fully supported our endeavour. The FAI scoring was a mystery to most at first, but acceptance was quick to come. The dual "K" vs. Non "K" tabulating took considerable extra effort, but with Joan's, Bruce Duncan's and Ron Belcourt's hard work, we were able to have the scores up in 6 or 7 minutes following each flight. Pretty darn good if you ask me!

Finally, and most important, many hugs, kisses and "I Love You" to Joan, who busted her butt tabulating and organizing during the contest, and then feeding the masses Saturday evening out at "Delta Airpark". I wouldn't be able to pull off any of this stuff without her.

Chris

Fellowship of Christian Modelers Championships

August 11-12, 2007, Muncie, IN
Results from Allen Goff, CD

What a wonderful weekend it was. Hotter than the dickens, but no bad winds and no rain. The flying, as always, was outstanding. A few memories that will stay with me: Mike Schmitt flying a lighted airplane in pitch blackness at 10:00 PM through the entire pattern, with no moon. Unreal. The entire outboard flap on Sparky's plane free-flying down through the center of the circle in the vertical eights. Larry Robertson rustled up some five-minute epoxy. Sparky stuck it back on and put up two more good flights. (Once more... when something comes off your airplane it is a foul. A foul constitutes an attempt. It is NOT a "DQ"). Rich Tupper flying a borrowed TEOSAWKI for the first time in P-40 and burning a flight in. Don't tell me there's no such thing as a five-foot radius corner. I saw more than one yesterday. Bob McDonald winning first in Classic by one point, decided by the score of the lower flight. It doesn't get any closer than that. And the originator of this, Frank Carlisle, waltzing to a tummy-toucher sung by Bob Dixon and Dee Tison... with his airplane. Fred and Ginger would've been jealous. Thanks to Allen Goff for a wonderful weekend and a hatful of memories.

- Randi Gifford

Expert

1	Matt Neumann	589.5
2	Jim Schuett	569.5
3	Dennis Vander Kuur	568
4	Bob McDonald	565.5
5	Larry Robertson	561.5
6	Bob Dixon	561
7	Mike McHenry	559.5

8	Dennis Adamisin	553.5
9	Robert Storick	549.5
10	Eric Taylor	545.5
11	Archie Adamisin	543
12	John Paris	542
13	Crist Rigotti	531
13	Michael Schmitt	531
15	Sina Goudarzi	507
16	Russ Gifford	382

Advanced

1	Larry Lindburg	495.5
2	Jim DeYoung	494
3	Will Hinton	484.5
4	Scott Reynolds	483
5	Scott Condon	478
6	Jim Morway	435
7	John Jordan	413
8	Steve Smith	404
9	Lloyd Gregory	394

Intermediate

1	Les Bird	476
2	Brad Smith	452.5
3	Gregg Bossio	450
4	Larry Fruits	448

Beginner Open

1	Howard Terrell	267
2	Bob Young	266.5
3	Lynn Hyndman	172
4	Jeff Hitchcock	131

Beginner Jr.-Sr.

1	Grace Paris	264
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Basic Flight Open

1	Dee Tison	239.5
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Basic Flight Jr.-Sr.

1	Michael Paris	268.5
2	Nick Hitchcock	239.5

Profile

1	Dennis Vander Kuur	544
2	Mike McHenry	540
3	Sina Goudarzi	527
4	Scott Condon	525
5	Jim Schuett	520
6	Crist Rigotti	515
7	John Paris	514
8	Rich Tupper	509
9	Larry Lindburg	485
10	Les Bird	482
11	Michael Schmitt	479
12	Larry Fruits	474
13	John Jordan	472
14	Gregg Bossio	433
15	Frank Carlisle	433
16	John Gladfelter	427
17	Archie Adamisin	270
18	Lloyd Gregory	179

Classic

1	Bob McDonald	538, 538
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2	Bob Dixon	538, 537
3	Mike McHenry	518
4	Dennis Adamisin	502
5	Scott Condon	490
6	John Paris	483
7	Jim DeYoung	453
8	Mike Condon	466
9	Eric Taylor	455
10	Archie Adamisin	453
11	Michael Schmitt	446
12	John Gladfelter	415
13	Brad Smith	387
14	John Jordan	363

Old Time

1	John Paris	299
2	Crist Rigotti	292
3	Scott Condon	286
4	Roger Wildman	274
5	Michael Schmitt	269
6	Brad Smith	267
7	Sina Goudarzi	267
8	Jim Morway	261
9	Lloyd Gregory	220

Concours Award: Bob McDonald's P-47 Dodge Thunder-bolt

Western Kentucky / Southern Illinois

Stunt Championships

August 18-19, 2007, Paducah, KY

Results from Allen Brickhaus, CD

Expert

Judges:		Randi Gifford, Bill Marvel	
1	Matt Neumann	Vincennes, IN	Stuka
PA 75 pipe		556.5	
2	Kenny Stevens	Lexington, KY	SV-22
PA 61 pipe		552.5	
3	John Simpson	Fyffe, AL	Cavalier
Aero Tiger 36		548	
4	Tom Dixon	Marietta, GA	Oriental
DS 40 BB		547	
5	Bob Storick	St. Louis, MO	Jet
PA 75 pipe		538.5	
6	Dennis Vander Kuur		Northbrook,
IL Legacy kit		PA 65 pipe	536
7	Joe Bowman	Camden, AR	ARF Strega
RO Jett 61 cast		532.5	
8	Eric Taylor	Henryville, IN	Katana
PA 61 pipe		525.5	
9	Walter Brownell	Wentzville, MO	Gemini
Twin Electric		523	
10	Jim Renkar	Chicago, IL	Smoothie
ARC		Brodak 40	516.5
11	Michael Schmitt	Greyslake, IL	Encore 50
PA 65 pipe		516	
12	Russ Gifford	Camanche, IA	Zoot Lady
Lynn		PA 61 muff	451.5

Advanced

Judges:		Charles Reeves, Jim Lynch	
1	Jason Pearson	Mcleansboro, IL	ARF Nobler
OS 40FP Dixon		491.5	
2	Larry Lindburg	Galva, IL	Vector 50



DS 50	467	
3 Louis Rankin	Mumford, TN	Tutor II/Bear
ST 51	461.5	
4 Zuriel Armstrong	Beebe, AR	ARF Nobler
Fox 35	438.5	
5 Steve Smith	St, Louis, MO	Twister
OS Max 40LA	425.5	

Intermediate

Judges:	Jerry Norin, Allen Brickhaus	
1 Chuck Feldman	Stuart, FL	Smoothie
ARC	OS 35S	448.5
2 Tom Morris	Aniston, AL	Profile Cavalier Aero Tiger 36
	440	

Beginner

Judges:	John Sunderland, Allen Brickhaus	
1 Bryon Rahilly	Munford, TN	Cardinal ARF
Brodak 40	247	
2 Rob Young	Grove, City, OH	Primary Force
OS Max 40FP	242	
3 Jeremy Payant	Munford, TN	Tutor II
OS Max 46LA	188.5	
4 Jerry Norin	Metropolis, IL	Tutor
Fox 35	107	

Basic Flight

Judges:	John Sunderland, Allen Brickhaus	
1 Samuel Jacobson	Metropolis, IL	Dewey Bird
OS Max 40FP	170.5	
2 Jennifer Jacobson	Metropolis, IL	Dewey Bird
OS Max 40FP	145.5	
3 Brianna Norin	Metropolis, IL	Dewey Bird
OS Max 40FP	144.5	
4 Lucille Jacobson	Metropolis, IL	Dewey Bird
OS Max 40FP	127.5	

Canadian National Championships

August 24-26, 2007, Chatham Airport, Ontario

Results from www.balsabeavers.ca

Profile

1 Peter Hanson	Fossil	Saito .51	132.35
2 Dave Kelly	Cardinal Profile	OS LA .46	129.5
3 Mike McMahon	Fossil Replica	OS 4-stroke?	118.45
4 Bill Trumble	Profile Mustang	OS LA .46?	116.65
5 Brad Lapointe	Profile Zero	OS FP .35?	112.1
6 David Hoover	Cardinal Profile	OS LA .46?	49.7

F2B

1 Konstantin Bajaikine	KB1111	KB .61	144.65
2 Geoff Higgs		OS LA .46?	142.35
3 Bill Konduros	Tempest II	PA .61 piped	141.2
4 Peter Hanson	Fossil	Saito .51	138.3
5 Mike McMahon	Fossil Replica	OS 4-stroke?	125.3
6 Stuart Henderson	Profile Twister	OS LA .40	123.9
7 Bill Trumble			122.75
8 Brad Lapointe	Profile Zero	OS FP .35?	115.25

CD: Chris Brownhill

Canadian 2008 F2B Team Trials

September 8, 2007, Niagara Falls, Ontario

Results from www.balsabeavers.ca

1 Konstantin Bajaikine	290	Team
2 Kim Doherty	286.3	Team
3 Bill Konduros	278.6	Team
4 Peter Hanson	276.3	Alternate
5 Geoff Higgs	274.6	
6 Pat MacKenzie	274.4	
7 Ron Peters	248.7	
8 Stuart Henderson	248.4	

Judges: John McFayden, Ivan MacKenzie, Dave Kelly
Tabulator: David Hoover

The Evergreen Aeromodelers' Country Classic

August 25-26, 2007, McMinnville, OR

Results from Flying Lines

<http://flyinglines.org>

Expert

Judges:	Dave Gardner, John Thompson	
1 Howard Rush	Bellevue, WA	562
2 Scott Riese	Portland, OR	549
3 Pat Johnston	Boise, ID	545.5
4 Randy Powell	Port Orchard, WA	538
5 Pete Peterson	Tacoma, WA	531
6 Leo Mehl	Portland, OR	474
7 Nils Norling	Madras, OR	481.5
8 Bruce Hunt	Salem, OR	429

Advanced

Judges:	Bruce Hunt, Leo Mehl	
1 Mike Haverly	Auburn, WA	480
2 Greg Hart	Molalla, OR	472.5
3 John Thompson	Eugene, OR	472
4 Floyd Carter	Eugene, OR	449
5 Dave Gardner	Renton, WA	444.5

Intermediate

Judges:	Pat Johnston, Scott Riese	
1 Mark Scarborough		Pullman, WA
	444.5	
2 Rod Claus	Kent, WA	433
3 Mike Denlis	Eugene, OR	412.5

Beginner

Judges:	Pat Johnston, Scott Riese	
1 Richard Entwistle	Scappoose, OR	264
2 Joe Just	Waitsburg, WA	152.5

Classic

Judges:	Randy Powell, Jerry Eichten	
1 Pat Johnston	Boise, ID	527
2 Scott Riese	Portland, OR	517
3 Bruce Hunt	Salem, OR	504.5
4 Pete Peterson	Tacoma, WA	500
5 Nils Norling	Madras, OR	481
6 Mike Haverly	Auburn, WA	473.5
7 John Thompson	Eugene, OR	463.5
8 Greg Hart	Molalla, OR	438
9 Rod Claus	Kent, WA	425
10 Mark Scarborough	Pullman, WA	408

11 Floyd Carter Eugene, OR 371.5

Profile Expert

Judges: John Thompson, Jerry Eichten
 1 Pat Johnston Boise, ID 509
 2 Scott Riese Portland, OR 504
 3 Bruce Hunt Salem, OR 498.5
 4 Randy Powell Port Orchard, WA
 5 Nils Norling Madras, OR 478

Profile Sportsman

Judges: Pete Peterson, Scott Riese
 1 Rod Claus Kent, WA 458
 2 Mike Haverly Auburn, WA 457
 3 Mark Scarborough Pullman, WA 419.5
 4 Dave Gardner Renton, WA 405.5
 5 Greg Hart Molalla, OR 398
 6 John Thompson Eugene, OR 384
 7 Joe Just Waitsburg, WA 78.5

CD: Jerry Eichten
 Registration and Tabulation: Dave Bibbee
 Score Runner: Jessica Hanson
 Pull tester: Richard Entwistle

Stunt In The Berkshires August 25-26, 2007, Lee, MA Results from Bill Hummel, CD

Expert

Judges: Earl Midgley, Rich Peabody
 1 Windy Urtnowski Novanta RO Jett 90 536.5
 2 Steve Yampolsky Stoli Special RO Jett 51 527.5
 3 Rick Campbell Eurostyle Retro 61 524
 4 Rich Giacobone Strega PA 61 521
 5 Dick Carville Raven ST 60 512.5
 5 Jim Damerell Patternmaster ST 60 512.5
 7 Jim Borrelli PM 46 DS 54 508
 8 Will Moore Electric Twin 502
 9 Noel Drindak Berserker PA 65 493.5
 10 Dave Eyskens Starfire PA 61 486.5
 11 Bob Lampione SV-22 PA 65 481.5
 11 Mike Cooper Strega RO Jett 61 481.5
 13 Mike Chiodo Olympic Brodak 40 445
 14 Don Herdman P-40 ST 60 425
 15 Dick Wolsey JD Falcon DS 40 361

Advanced

Judges: Dave Eyskens, Tom Hampshire
 1 Pete Moskel Magnum ST 60 483
 2 David Chang Tutor 2 OS 52 482.5
 3 Norm Liversidge Magnum DS 54 439.5
 4 Reuben MacBride Strega RO Jett 76 410.5
 5 David Reagan 385.5
 6 Bob Krug Strega ST 60 378.5
 7 Jim Sumner Great Joy 2 or 3 341
 8 Steven MacBride Strega ST 60 315.5

Intermediate

Judges: Dave Eyskens, Tom Hampshire
 1 John Passalacqua Vector 188

Beginner

Judges: Dave Eyskens, Tom Hampshire

1 Matthew Colan FW-190 McCoy 35 288.5
 2 Lyle Spiegel P-Force Brodak 40 232
 3 Sarah Hummel Miss Sarah Brodak 25 18

Classic (to 1985)

1 Jim Damerell Patternmaster ST 60 528.5
 2 Tom Hampshire Ares Aero Tiger 36 509
 3 Jim Borrelli Patternmaster DS 54 506.5
 4 Don Herdman Brodak 40 493.5
 5 Mike Chiodo Oriental Brodak 40 493
 6 Will Moore Gieseke Nobler Cold Fusion 490.5
 7 Mike Cooper Ares Aero Tiger 36 475
 8 Brian Manaut Jamison Brodak 40 473
 9 Guerry Byers ARF Nobler OS 35 FP 450
 10 Rich Peabody Jamison Brodak 40 433
 11 John Passalacqua Oriental Brodak 40 426
 12 Rick Campbell ARF Nobler OS 35 FP 415

Best Classic Model: Tom Hampshire

Old Time

1 Dick Wolsey Madman DS 40 293
 2 Tom Hampshire Ringmaster Fox 25 282
 3 Rich Peabody Jamison Brodak 40 275.5
 4 Dick Carville Ringmaster OS 35-S 54.5

Best Old Time Model: Dick Carville

Assistant CD: Guerry Byers

Western Pennsylvania Stunt Championships

August 25-26, 2007, Transfer, PA
 Results from Patrick Rowan

Expert

1 Gary Tultz Cyclone PA 61 580.5
 2 Patrick Rowan Destroyer 46 LA 46 546.5
 3 Phil Spillman Model Air LA 46 542

Advanced

1 Jim Harris ARF Nobler Aero Tiger 36 533.5
 2 Price Bub Reese Rounder 524
 3 Gil Reedy Cardinal LA 46 523.5
 4 Ryan Nau Legacy PA 61 479.5

Intermediate

1 Sam Laughery Cardinal 418
 2 Alan Buck ARC Cardinal LA 40 411
 3 Clyde Ritchie Xceeder LA 46 315.5
 4 Wayne Buran ARF Oriental 312.5

Beginner

1 Eric Keller Smoothie 257.5
 2 Ray Rowh Cardinal 253.5
 3 Sumner Forrest Tanager LA 46 216
 4 William Stewart Tutor (kit) Double Star 40 200.5
 5 Harry Crespo Hellcat 200
 6 George Nau Giles Electric 169
 7 Dalton Hammett 124.5
 8 Duane Hammett Banshee 121.5



Old Time

1	Patrick Rowan	Viking	LA 40	314.5
2	Dave Johnson	Viking	McCoy 40	307.5
3	Ryan Nau	Viking	LA 46	295
4	Phil Spillman	Dragon	OS 40 Surpass	292.5
5	Jim Harris	Barnstormer	Fox 35	280.5
6	Eric Keller	Smoothie		260
7	Price Bub Reese	Ring Master	Enya 35	256
8	Gil Reedy	Zilch	Fox 40	238.5
9	Alan Buck	Super Clown	Fox 35	225
10	Clyde Ritchie	Barnstormer	Fox 35	211
11	Gary Tultz	Zilch	Fox 35	203.5
12	Sam Laughery	Ringmaster		149.5
13	Bob Crusan	Flying Clown	LA 15	73.5

Classic Expert

1	Carl Lovins	Brodak 40		499
2	Dave Heinzman		Chipmunk	Brodak
40				492.5
3	Phil Spillman	ARF Nobler	Brodak 40	488
4	Patrick Rowan	Oriental	LA 46	294.5

Classic Advanced

1	Ryan Nau	Magician		465.5
2	Jim Harris	ARF Nobler	Aero Tiger 36	462.5
3	Gil Reedy	Zilch	Fox 40	453.5
4	Price Bub Reese	Nobler		33.5

Classic Intermediate

1	Clyde Ritchie	Nobler	Fox 35	351.5
2	Sam Laughery			270.5
3	Alan Buck	Super Clown	Fox 35	204.5

Classic Beginner

1	Eric Keller	Smoothie		255
2	Sumner Forrest	Magician	OS 35 s	195
3	George Nau			125

ARF/ARC Expert

1	Gary Tultz	ARF Cardinal	OS 40	
2	Phil Spillman	ARF Nobler	Brodak 40	

ARF/ARC Advanced

1	Jim Harris	ARF Nobler	Aero Tiger 36	
2	Ryan Nau	ARF Nobler		

ARF/ARC Intermediate

1	Sam Laughery			411
2	Alan Buck	ARC Cardinal	LA 40	323.5

ARF/ARC Beginner

1	Eric Keller	Smoothie		242.5
2	Ray Rowh	Cardinal		232.5
3	Harry Crespo			191

CD: Phil Spillman

By late afternoon on Saturday the winds really picked up, and a thunderstorm stopped the flying for the day. Sunday the weather was great.

Rockford Stunt Classic

August 26, 2007, Roscoe, IL
Results from Art Johnson, CD

Expert

1	Owen Richards	545
2	Jim Schuett	541
3	Jim Renkar	535
4	Dennis Vander Kuur	532, 528.5
5	Michael Schmitt	532, 517.5
6	Russ Gifford	524
7	Crist Rigotti	515

Advanced

1	Larry Lindburg	488
2	Bill Smith	464
3	Bud Bodzioch	449.5
4	Bill Calkins	380.5
5	Aaron Nottingham	185.5

Intermediate

1	Glen Petersen	442
2	John Christensen	440.5
3	Denis Downs	436



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DEALERS FOR SIG, BRODAK, AND RSM

VISA, MASTER, DISCOVER CARDS

SEND S. A. S. E. FOR CATALOG

The GREAT AMERICAN ARF-OFF

Or... Instant Gratification Stunt ★

Sunday, July 29

Mavis Henson Field, Woodland, CA

CD: Jim Aron Judges: Everyone



Barker Cup Champion Brett Buck (Unknown Pilot #2) flying Windy's Strega.

Arfidently, I have no one to blame but myself. Who could have guessed that having a mere 23 judges would create even a ripple in my administrative Wa?

The Rules, The Short Version:

Aircraft must be an ARF (ARCs OK but penalized for too much effort). Everyone who flies, judges. Contestants will be assigned to one of four groups: Green, White, Orange and Yellow. Green judges White, White judges Green, etc. Winner of each group advances to the Barker Cup fly-off; two flights,

Barker Cup Finalists

Place	Pilot	Airplane	Qualifying			Finals		
			Flt1	Flt2	Official	Flt1	Flt2	Official
1	Brett Buck	Strega	559.40	559.20	559.40	570.67	573.67	1144.34
2	Ted Fancher	Strega	546.00	552.00	552.00	546.67	568.33	1115.00
3	Ray Firkins	Pathfinder	518.40	520.60	520.60	466.67	518.67	985.34
4	Heman Lee	Tutor	483.83	492.67	492.67	471.67	471.33	943.00

Non-Finalists

						Circle High	Ranking
5	Jim Aron	Vector 40	530.17	535.83	535.83	552.00	0.970707
6	Phil Granderson	Vector 40	521.00	532.20	532.20	559.40	0.951376
7	Jerry Arana	Strega	463.50	426.33	463.50	492.67	0.940792
8	Ken Ribardo	Vector 40	481.40	475.60	481.40	520.60	0.924702
9	Walter Hicks	Tutor II	444.00	472.40	472.40	520.60	0.907415
10	Cleon Lingwood	Nobler	500.20	497.00	500.20	559.40	0.894172
11	Doug Barton	Pathfinder	445.00	396.20	445.00	520.60	0.854783
12	Michael Scholtz	Score	444.20	422.00	444.20	520.60	0.853246
13	Erik Rogers	Score	420.50	459.67	459.67	552.00	0.832736
14	Lewis Lingwood	Cardinal	443.67	458.83	458.83	552.00	0.831214
15	Paul Pomposo	Flite Streak	301.83	400.67	400.67	492.67	0.813262
16	Bob Duncan	Cardinal	195.17	371.50	371.50	492.67	0.754054
17	Howard Yamagata	Vector 40	334.60	417.40	417.40	559.40	0.746157
18	Jim Schneider	Nobler	98.67	371.00	371.00	559.40	0.663211
19	Paul Ferrell	Vector 40	239.00	346.20	346.20	559.40	0.618877
20	Elliott Scott	Cardinal	209.17	270.16	270.16	552.00	0.489420
21	Tim Mello	Vector 40	189.20	212.00	212.00	520.60	0.407222
22	Dick Myers	Vector 40	124.67	0.00	124.67	552.00	0.225851
23	Alyse Yerbe	Flite Streak	86.83	55.50	86.83	492.67	0.176244



The Barker Cup

Hamburger Helper, the ARF of food, seemed appropriate for the 2nd thru 10th trophies.

both count. No skill classes. No whining. Negative fidelity points awarded at the discretion of the CD. No Whining. Five bonus points for flying someone else's airplane. No effort!

OK, the *DISCLAIMER*: Do I have anything against ARFs? No, I own six of them. Do I think ARFs will save stunt? No, and I don't think stunt needs saving. Do I think the BOM is holding stunt back? No, and I believe the BOM is, in part, responsible for stunt's appeal, albeit limited. Stunt, in my opinion, is a modeling event; i.e. You build, fly and sometimes design your toy. Our models are beautiful and are responsible

for the violation of one of those sins, *PRIDE*!

Now I'm in trouble. Do I think flying only events like the ARF-OFF should be the model for our contests? Gawd NO! But was it fun and does it deserve a place in the schedule? You bet your sweet arse! From what I could tell, most people (there were exceptions) had a very good time. (Unless you were the CD, it was a nice break in the schedule, but the activity of flying "store bought" airplanes every week-end, in the end, would bore me to tears. OK, enough.

For many, a positive outcome of the format was the perspective gained from judging. This was one of my primary goals in putting together the event and except for some administrative ineptitude on my part, was one of the highlights. Next year, while I'm wrangling with the paperwork associated with 23 judges, we'll have a one hour judge's flight and clinic. This will be helpful for me and enlightening for those with little judging experience. So...congratulations to our current Barker Cup Champion, Brett, the Unknown Pilot #2, Buck!

-Jim Aron





23 Dedicated ARFers



Barker Cup Finalists: Heman Lee, Unknown Pilot #2, Unknown Pilot #1, and Ray Firkins



Shareen Fancher keeps a "watchful" eye on Christiana Tran.



Chumley, The ARF-OFF Mascot



Newcomer Eric Rogers with his Electric Score. He can fly!



Tim Mello receives 1 of 3 "Have you considered freeflight?" awards generously donated by Dirty Dan Rutherford. They are Russian CO2 Freeflight kits....ARFS, of course.



Alyse Yerby's 1st ever official flight. Proud hubby, Paul Pomposo, lounges.



11th thru 23rd trophies thanks to Tap Plastics, Snickers and a hot glue gun.

TopCLASS II
August 26, 2007, Topeka, KS
Results from Jim Lee

Mitch Lilly Memorial Mass Cup Championship
September 1-2, 2007, Wrentham, MA
Results from Dave Cook

Classic

Judges:	Dale Hrenchir, Bob Henningsen			
1 Jim Kraft	Magician	McCoy 40	475.5	
2 Gary Mondry	Magician	OS 25 FP	459.5	
3 Ken Nash	Oriental	B-40	454.5	
4 Ed Prohaska	ARF Nobler	Stalker 40 RE	452.5	
5 Andrew Hathaway	ARF Flite Streak	OS 20 FP	418	
6 Robert Brookins	Oriental	B-40	415	

Profile 40

Judges:	Jim Lee, Ginger Taylor			
1 Jim Kraft	Magician	McCoy 40	492	
2 Lew Woolard	Profile Force	B-40	485.5	
3 Ken Nash	Oriental	B-40	471	
4 Robert Brookins	Profile Force	Fox 35	460	
5 Andrew Hathaway	ARF Flite Streak	OS 20 FP	447.5	
6 Wade Pearson	Profile Force	OS 35 FP	409	
7 Gary Mondry	Flite Streak	OS 20 FP	110	
8 Kevin Prier	Hellcat	OS 40 FP	342.5	

Pull Test, Pit Boss: Melvin Schuette
Tabulators: Patty Chilton
Score Runners: Adrianna and Kayla Hrenchir
Contest Director: Kirby Chilton

Expert

1 Dick Carville	Retro	ST 60	538
2 Rick Campbell	Styles	Retro 60	537
3 Steve Yampolsky	Stoli Special	RO Jett 51	530.5
4 David Eyskins	Starfire	PA 61	521
5 Will Moore	Twin Electric	Electric (2)	519
6 Bill Hummell	Cascade	ST 60	515

Advanced

1 Bob Robertshaw	Styles	ST 46	510
2 David Chang	Tutor II	OS 52SP	500
3 Pete Moskel	Magnum	ST 60	490.5
4 Norm Liversidge	Magnum	DS 54	476
5 David Reagan	Nobler	Fox 35	412

Beginner

1 Lyle Spiegel	Primary Force	ST 46	212
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Classic

1 Steve Yampolsky	496.5
2 Rick Campbell	471.5
3 David Reagan	451

Old Time

1 Dick Carville
2 Steve Yampolsky
3 Will Moore
All flew Dick's Ringmaster

Best Old Time Plane: Dick Carville

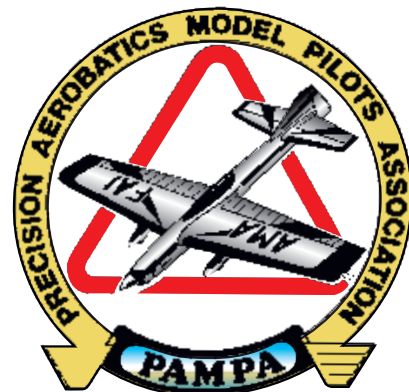
Concours Winner: Dick Carville

Mass Cup Champion: Dick Carville

CD: Guerry Byers
Tabulators: Doris Carville, Kathy Byers
Cook Out: Bob and Nancy Lindsay
Raffle Sales: Chris Clifford
Donations: Steve Yampolsky, Creative Hobbies
Field Preparation: Bob Lindsay, Jerry Pike, Clayton Rheume, Dick Carville, Guerry Byers



Warren and Frank, best of buds



Rocky Mountain Control Line Championships
September 1-2, 2007, Front Range Airport, Watkins, CO
Results from Jerry Higgins

Expert

1 Keith McMahon	Katera	ST 51
Zinger 12X6	570	
2 David Myer	Bear	ST 60
Zinger Pro 13X6	555.5	
3 Robert Compton	Cobra 9	OPS 40 piped
Bolly 11.75X4.2	551.5	
4 Jim Rhoades	Classic Airobat RTFDR 60	
548.5		

Advanced

1 Chris Brainard	Oriental	Brodak 40
BYO 11X5	561.5	
2 Jerry Higgins	Cardinal 40	OS 46 LA
BYO 11X5	511	
3 Brian Hadley	Strega ARF	Saito 62
497		
4 Chris Jacobson	Raptor	
486.5		
5 Jerry Chambers	Brodak ME 109	Brodak 40
Zinger 11X4.6	485.5	
6 Vince Lemack	TF Nobler ARF	Fox 35
379		

Intermediate

1 Mark Gerber	Thunderbird
Gristo	Smoothie

Beginner

1 Russ

Classic

1 David Myer	Pegasus	Brodak 40
BYO 11X5	573	
2 Keith McMahon	Nakke	Mod Tower 40
Z 11X5	572	
3 Robert Compton	Gladiator	TT 36Bolly
11.25X4.4	570	
4 Chris Brainard	Oriental	Brodak 40
BYO 11X5	568.5	
5 Jim Rhoades	Humongous	Magnum 36
Old TF 11X4	548	
6 Chris Jacobson	Colossus	ST 51
523.5		
7 Vince Lemak	Nobler ARF	Fox 35
502.5		
8 Jerry Higgins	Fancy Pants	L.Foster Fox 35
BYO 10X4.5	460.5	
9 Jerry Chambers	Still's Stuka	Fox 35
BYO 10X6	452	
10 Brian Hadley	Oriental ARF	OS 25 LA
403		
11 George Wadtke	Jamison	Magnum 36
Zinger Pro 11X4	348	

Old Time

1 Keith McMahon	Humongous	Tower 40 (mod)
290		
2 Chris Brainard	Jamison	Brodak 40
APC 10.5X4.5	280	
3 Jim Rhoades	Humongous	Mangum 36
Old TF 11X4	255	
4 Dave Myer	Zilch	Silver Fox 40

TF 11X6 Power Prop	253.5	
5 Chris Jacobson	Easy	Fox 35
Zinger 10X6EW	211	
6 Jerry Chambers	Still's Stuka	Fox 35
BYO 10X6	193.5	
7 George Wadtke	Jamison	Magnum 36
Zinger Pro 11X4	190	
8 Russ Gristo	Smoothie	Brodak 40
APC 11X4	156.5	

Profile

1 Keith McMahon	Katera Profile	Mod. Tower 40
528		
2 David Myer	Serious JuJu	ST 51
Zinger 12X5	527	
3 Robert Compton	Mo Best	OS 46 LA
APC 11.5X4	512	
4 Jerry Higgins	Cardinal 40	OS 46 LA
BYO 11X5	511	
5 Chris Brainard	Butt Ugly	Merco 40
BYO 11X5	503.5	
6 Chris Jacobson	Brodak P-40	OS 40 FP
CF 11.25X4	500	
7 Brian Hadley	Pathfinder	OS 46 LA
492		
8 Jerry Chambers	Brodak ME 109	Brodak 40
325.5		

Stunt Event Director: Rusty Brown
Judges: Carl Shoup, Linda Brainard

Charles Ash Memorial
September 1-2, 2007, Dallas, TX
Results from Dale Gleason, CD

Expert

Judges:	Jerry Leuty, Bill Lee			
1 Bill Wilson	Hunter 8	ST 51	546	
2 Doug Moon	Bear 4660	ST 60	543.5	
3 Steve Moon	Saturn	OS FP 52	534	
4 Dee Rice	Ringmaster 526	LA 46	495.5	
5 John Hill	McMillan Caudron			
502.5				
6 Joe Bowman	ARF Strega	RO Jett 61	495	
7 Tom Farmer	Score	ST 60	468	

Advanced

Judges:	Tom Farmer, Dale Gleason			
1 Louis Rankin	Oriental	McCoy 40	502	
2 Mike Greb	Impact	RO Jett 65	485	
3 Jim Svitko	Time Machine 40	OS LA 40	478	
4 Don Hutchinson	Dauntless Profile	OS FP 40	475	
5 Mike Donovan	Fancher Twister	LA 40	467	
6 Bob Reeves	Score	Saito 56	437	
7 Stan Haugarth	#1 Nobler	RO Jett 40	389	

Intermediate

Judges: Tom Farmer, Dale Gleason

1 Dale McCord	Oriental	OS FP 401	457
2 Norm Faith	Thai Angel	ST 51	400.5
3 Bryan Norton	Profile Nobler		352.5
4 Ken Boone	Original	OS LA 40	306
5 Pat Gibson	Brodak ME109	OS 40	152

Classic

Judges: Tom Farmer, Jim Thomerson

1 Bill Wilson	Panther	Johnson 35	571
2 Joe Bowman	Roadrunner	Brodak 40	554
3 Dee Rice	Oriental	OS FP 40	552
4 Louis Rankin	Oriental	McCoy	510.5
5 Jim Svitko	Gieske Nobler	Magnum 36	502
6 Dale McCord	Oriental	OS FP 40	499.5
7 Stan Haugarth	#1 Nobler	RO Jett 40	398.5
8 Pat Gibson	Brodak ME109	OS 40	145

Old Time

Judges: Don Hutchinson, Bill Wilson

1 Dee Rice	Ringmaster	Brodak 25	317
2 Mike Donovan	El Diablo	Fox 35	316.5
3 Tom Farmer	Madman	OS 25	308
4 Jim Thomerson			293.5
5 Stan Haugarth	#1 Nobler	RO Jett 40	271

Assistant CD: Mike Greb

Tabulators: Rachel Wilson, Nan Beavers

Food: Linda Gleason, Sandra Lee, Mary Mar Kirby

Treetown Modelaires' Midwest Regional Championships

September 2, 2007, Sugar Grove, IL

Results from Dennis Vander Kuur,

http://www.clstunt.com/htdocs/dc/dcboard.php?az=show_topic&forum=103&topic_id=284136&mesg_id=284136&page=3

Expert

1 Allen Brickhaus	542
2 Dennis Vander Kuur	515.5
3 Crist Rigotti	511.5
4 Owen Richards	504.5
5 Michael Schmitt	502.5
6 Frank Carlisle	434.5

Advanced

1 Larry Lindburg	499.5
2 Bill Smith	458

Intermediate

1 Denis Downs	405
---------------	-----

Beginner

1 Brad Jungheim	256.5
2 Jordan Segal	245.5

Profile

1 Dennis Vander Kuur	523
----------------------	-----

2 Michael Schmitt	507
3 Allen Brickhaus	504
4 Crist Rigotti	497
5 Owen Richards	482.5
6 Denis Downs	401

CD: Bill Calkins

Peoria Area Wyreflyers'

Heart of Illinois Championships

September 8-9, 2007, Davenport, IA

Results from Crist Rigotti and Randi Gifford

Expert

1 Allen Brickhaus	547.5
2 Dennis Vander Kuur	545.5, 532.5
3 Robert Storick	545.5, 476.5
4 Owen Richards	536
5 Crist Rigotti	528
6 Jim Schuett	526.5
7 Michael Schmitt	514
8 Sina Goudarzi	512.5
9 Jim Renkar	508.5

Advanced

1 Bill Smith	499
2 Bill Calkins	431.5
3 Robert Brookins	414
4 Jim Funk	402

Beginner

1 Nate Batey	263.5
2 Mal Fawley	227.5
3 Bob Johnson	217.5
4 Jerry Norin	169.5
5 Art Johnson	74

Old Time

1 Allen Brickhaus	302
2 Crist Rigotti	285
3 Sina Goudarzi	273
4 Michael Schmitt	267

Profile

1 Dennis Vander Kuur	539
2 Allen Brickhaus	523.5
3 Michael Schmitt	520.5
4 Jim Schuett	511.5
5 Sina Goudarzi	496.5
6 Crist Rigotti	495.5
7 Bill Calkins	452
8 Pete Williams	449

CD: Russ Gifford

Assistant CD: Floyd Layton

Field Preparation and Setup Larry Lindburg, Terry Meidroth

Tabulator:

Judges:

Pit Boss:

Runners:

Karen Meidroth

Russ Gifford, Terry Meidroth,
Larry Lindburg, Randi Gifford

James Gifford

Nathan Batey,
Jerome Pinkerton







September 14-16, 2007, Millington, TN
Results from Louis Rankin, CD

Expert

1	Kenny Stevens	SV 22	PA 61	556.5
2	John Simpson	Cavalier	AT 36	552
3	Bob Dixon	Crystal	OS 52	549.5
4	John Sunderland	Chevelle	Stalker 61	545
5	Robert Storick	P-47	PA 75	525.5
6	Dee Rice	Ringmaster	576 OS 46	522
7	Tom Dixon	Oriental	DS 40 BB	510.5
8	Larry Robertson	P-51	Saito 72	487

Advanced

1	Joe Gilbert	Mr. Hyde	PA 61	554.5
2	Marshall Busby	Cavalier 650	PA 40	529
3	Mike Donovan	SIG Mustang	MAG 36	515.5
4	Bob Reeves	Score	Saito 56	498
5	Steve Kocher	Forerunner	ST 46	470.5

Intermediate

1	Tom Morris	Cavalier Profile	AT 36	512.5
2	Ronnie Thompson		Vector 40	Brodak 40 496.5
3	Rollin Keszler	Flite Streak	PAW 19	482
4	Norm Faith	Thai Angel	ST 51	461.5
5	Jim Oliver	Oriental	Brodak 40	432.5
6	Lewis Popwell	Force	Brodak 40	393

Beginner

1	Bryan Rahilly	Cardinal	Brodak 40	243.5
2	Ryan Taylor	Tutor II	LA 46	228.5
3	Paul Taylor	Skyray	OS 25	227.5
4	Jeremy Payant	Tutor II	LA 46	188

Basic

1	Dee Tison	Oriental	Brodak 40	135
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Classic

1	John Simpson	Cavalier	AT 36	531
2	Kenny Stevens	Caprice	AT 36	520
3	Bob Dixon	Nobler	Fox 35	511
4	Dee Rice	Ringmaster	Brodak 25	510.3
5	John Sunderland	Magician	Brodak 40	505.3
6	Joe Gilbert	Nobler	Brodak 40	504.6
7	Tom Dixon	Oriental	DS 40BB	502
8	Allen Brickhaus	Humongous	DS 50	487
9	Ronnie Thompson		Thunderbird	Brodak 40 449
10	Jim Oliver	Oriental	Brodak 40	338
11	Stan Haugarth	Nobler	RO Jett 40	336.7

Old Time

1	Charlie Reeves	Big Job	Fox 59	302.3
2	Dee Rice	Ringmaster	Brodak 25	283
3	Allen Brickhaus	Humongous	DS 50	276
4	Joe Gilbert	Ringmaster	Brodak 25	275
5	Mike Donovan	El Diablo	Fox 35	259.3
6	Steve Moore	Smoothie	LA 46	221

Profile

1	Joe Gilbert	Nobler Profile	OS 35S	533.6
2	John Sunderland	Magician	Brodak 40	530
3	Kenny Stevens	Tutor II	OS FP 40	529.6
4	Allen Brickhaus	Teosawki	FP 40	518
5	Dee Rice	Ringmaster	Brodak 25	516.7
6	Curtis Comer	Tutor (Original)	LA 46	494.6
7	Marshall Busby	Teosawki	LA 46	489.3
8	Mike Donovan	Twister	Brodak 40	487.3
9	Bob Reeves	TwistMaster	Saito 40	485
10	Norm Faith	Twister	Brodak 40	435
11	Steve Kocher	Forerunner	ST 46	425
12	Steve Moore	Pathfinder	FP 40	423.3
13	Lewis Popwell	Force	Brodak 40	364.3
14	Jim Oliver	Cardinal	ST 51	357.6

MSC Pilots' Choice Award: Robert Storick's P-47

MSC BOOT-UP Award: Joe Gilbert, Tom Morris

Columbia Basin Fall Classic

September 15-16, 2007, Pasco, WA
Results from Joe Just and Leo Mehl, CD

Expert

Judges:	Steve Helmick, Leo Mehl
1	Howard Rush 576
2	Pat Johnston 552

Advanced

Judges:	Steve Helmick, Leo Mehl
1	Mike Haverly 476
2	Mike Foley 428

Intermediate

Judges:	Steve Helmick, Leo Mehl
1	Mark Scarborough 434

Beginner

Judges:	Steve Helmick, Leo Mehl
1	Richard Entwistle 239
2	Dave Miller 217
3	Logan Just 40

Classic

Judge:	Leo Mehl
1	Pat Johnston 552
2	John Miller 513
3	Mike Foley 455
4	Mark Scarborough 369
5	Todd Ryan 309
6	David Miller 179

Profile Expert

Judges:	Mike Foley, Leo Mehl
1	Pat Johnston 444

Profile Sportsman

Judges:	Mike Foley, Leo Mehl
1	Mark Scarborough 433
2	David Miller 205

Pit Boss: Carl Duesner
Classic Trophies: Scott Riese
Saturday Night BBQ: Norma Miller



Meet and Meat
September 22, 2007



CLASSIC	**	**	*	OLD TIME	**	**	*
BOB DUNCAN	393	—	7				
HEMAN LEE	89	435	4				
JIM GOSS	—	—					
CARTER FICKES	—	—					
				L. FERNANDEZ	—	6	
JIM TICHY	443	—	3	DICK MYERS	166	200	
P. ISENHOWER	—	—		M. SCHULTES	152	3	
D. FITZGERALD	478.5	465.5	2	LARRY WONG	—	—	
PETE CONHA	—	—					
				D. HUESMAN	183	182	
N. SCHULTES	401.5	396	6	HEMAN LEE	231	201	
JIM ARON	486.5	484.5	1	JIM RHODES	277.5	280	
				JERRY ARANA	—	—	
				BOB DUNCAN	263	10	
GUNTER WAGNER	431	428	5	P. ISENHOWER	—	9	
				JIM ARON	284.5	11	

ADVANCED	**	**	*	EXPERT	**	**	*
PHIL JAKOZ	491.5	508	1	JOHN LEIDLE	494	531.5	7
JIM GOSS	490.5	491	2	DAVE FITZGERALD	580.5	597	1
LENIS LUGAN-D	484	482.5	4	GUNTER WAGNER	501	530	8
HEMAN LEE	477	471	7	TED FANCHER	573.5	567.5	4
				JIM RHODES	522.5	522.5	10
ERIK ROGERS	477	476	6	BOR PANCHENKO	529	189	9
CLAREN LUGAN-D	487	480.5	3				
PETE CONHA	447.5	483	5	PAUL POMPOSO	579.5	542	6
BOB DUNCAN	466	467	8	BRETT BUCK	578.5	590	2
				LARRY WAGNER	522.5	543.5	5
				JIM TICHY	472.5		12
				PHIL GRANDERSON	502.5	502.5	11
				JIM ARON	569	576.5	3

CLASSIC	**	**	*	OLD TIME	**	**	*
BOB DUNCAN	393	—	7				
HEMAN LEE	89	435	4				
JIM GOSS	—	—					
CARTER FICKES	—	—					
				L. FERNANDEZ	—	6	
JIM TICHY	443	—	3	DICK MYERS	166	200	
P. ISENHOWER	—	—		M. SCHULTES	152	3	
D. FITZGERALD	478.5	465.5	2	LARRY WONG	—	—	
PETE CONHA	—	—					
				D. HUESMAN	183	182	
N. SCHULTES	401.5	396	6	HEMAN LEE	231	201	
JIM ARON	486.5	484.5	1	JIM RHODES	277.5	280	
				JERRY ARANA	—	—	
				BOB DUNCAN	263	10	
GUNTER WAGNER	431	428	5	P. ISENHOWER	—	9	
				JIM ARON	284.5	11	
				JIM GOSS	—	—	
				KIM NORTHER	—	—	



ASK KEN



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At the risk of “stepping in it” just one more time, here is the Question for this issue. **“Can I use a modern engine, say a .25 or .28, in place of the recommended .35 on my Old Time and Classic Stunt planes?”** The old hands out there are saying oooooh-noooo not again, and the newbies are saying that’s a good question.... Well, as is my usual style, the short answer is, “Yes”. However, the long answer is slightly more complicated.

When you look at it from a performance angle, there is no question that the new .25s through .28s (and the odd .32) are more powerful, have better noise control without power loss, are mechanically more sound than engines of the “Era”, and get much better gas mileage. Yes, those old engines were some of the best engines of the time, and nostalgia wise are probably still the best choice for the planes they were designed to go into. But, the fact that the new engines have a pressure tap already installed on the muffler, and many of them have the needle valve away from the prop, tends to sway me to the modern side for choice. Of course, there is a sparkling example of a Redhead McCoy on my Ringmaster....

Just because you can, doesn’t mean that you should. The purists out there in the Old Time and Classic world (maybe I should make it singular

instead of plural...) will say that it’s just not right to use a modern engine, and many don’t. But, the draw of the better economy, availability, and dependable power is really something that many flyers give in to, and for good reason. The thing is, if we narrow the rules to include only period engines, where does it end? There were only so many Johnsons, Vecos, McCoys, and K&Bs ever made. If you start with the engine, does it continue to the propeller? Rev-ups were not around back then, and neither were any of the carbon or fiberglass props. Can you imagine having to use a period engine with a period prop? How about fuel, and fuel line? Neoprene was the method most used then, as silicon and surgical tubing were not ready for the mass market yet.

Many years ago Top Flite introduced a new miracle covering. It replaced; filling, painting, sanding, sealing, top-coating, and polishing with one quick iron-on sheet! Monokote has been around for quite a while, but when it first came out, it was not allowed in contests where the finish of the plane was considered. That Monokote bares no resemblance to today’s Monokote. Back then it was sticky back, and you needed to use your hands and feet as well as a prehensile tail to control the stuff while covering. Heaven forbid if you let the sticky sides touch each other. Point is, like the new engines, Monokote is not in the “true spirit” of Classic or Old Time stunt. However, this VSC Concourse Judge is here to tell you, there were plenty of plastic film covered planes being submitted for points. Some, like Grady Widener’s red, white, and blue beauty, were so pretty and so well done; you couldn’t see the seams much less tell that it’s iron-on. Did it make the plane fly different? Did it give any kind of an advantage to the flight characteristics at all? Nope! In fact, unlike Grady’s plane, when most of us cover a plane with iron-on, they come out heavier than with paint.

At one contest I was drawn to a DeBolt Stuntwagon. It looked and flew just great, and the Fox .59 seemed to play music that reverberated over the airframe with each maneuver. If there was ever an airplane and engine that were in tune, those two were it!

Just for the record, this was at Old Warden Airdrome (England) in the early Ninety’s; it was not Charlie’s machine. I inquired about the plane and where he had found the kit. Much to my dismay, he told me it was a foam wing and it needed lite-ply fuselage sides. Geeeeeezzzz!! OK, OK, I know the rules too; it’s the outline, not the method of construction, that is to be accurate. But, a Stuntwagon for cryin out loud..... Then I find out that the stiffer fuselage and foam wing not only make the airplane more sturdy, they significantly make it much more safe. I think that is the issue here. Not whether it is a true period plane down to the Ambroid and brass tank.

Basically, this all falls back onto it being as much what it’s made of, as it is who built it, and how they put it together. Some of you may want to skip to the next paragraph; dead ahead are some sympathetic views on ARFs. Today you can get a pretty decent stunt plane, either Almost Ready to Cover (ARC), or Almost Ready to Fly (ARF). Yes, there are drawbacks. The nose on the Flite Streak is a bit soft, and crushes easily. But, I’ve built around a dozen Top Flite one’s in my life, and none of them came out as true, straight, and light as the ARF. Yes, the Nobler needs to have the flight controls reworked a bit, but again it’s truer and lighter than anything I ever built, and to top that, I can be flying them in a matter of hours. So, your ARF doesn’t qualify for concourse points. So what! Are you such a great flyer that you’re going to get within 20 points of the big boys any way? Not me, but I’ll be flying in nothing flat when I need to, if I get an ARF. Anyway, have you seen what Brodak is putting in the box these days? ARF and ARC wise, they beat my best building on my best day! And, they are strong too. Now, what has that got to do with period planes and period engines? A lot of them are right out of the Classic era, and a couple of them are out of the Old time era. With newer engines, and newer paint, glue, covering, and equipment, they are safer than a lot of the planes that I built back when, and the same is probably true for you too. I would rather have a plane that I built, but if it means there are more people flying while they are

waiting to build, then it can't be all that bad.

The new engines help make our new-old stunters more safe. Just like the new glues, fibers, paints, plastics, fiberglass, tanks, lite-wheels, and ball link connections. Consider an ARF/C, a kit, or scratch built, everything new contributes to a safer plane. How in the world can a newer engine contribute to safety? I am pretty sure that if you ever held a plane for someone that had a Fox, or a McCoy, or a K&B, or nearly any of the period engines on it, you could feel the vibrations all the way to your shoulder joint. That is reason No. 1. Your plane does not self-destruct nearly as fast with a smooth running engine. Most props are pretty close to being balanced on the counter top these days too. The precision, availability of spares, and after-market parts all contribute as well.

OK, the long answer is "Yes" too. But, add to the pile the fact that .25s and .28s get a stunt pattern done using around three ounces of fuel, and you'll soon see that it is worth running the higher RPMs and flatter pitched props required. While you're getting that extra flight every other tankfull, over what your nostalgia engine used to burn, you'll really appreciate the smooth quiet flight, and so will the neighbors.

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Keep It Simple, Build Composite Stunters

Simple? Composite? Well, maybe that's overstating it a bit, but *it ain't that hard either*. I must admit, this column started with a thread in "Stuka Stunt" that ticked me off in several respects:

First in the implication that our reigning National Champion was flying an ARF (which has little to do with this column, but it was a stupid, moronic thing to say, and absolutely untrue).

Second was a more wide spread notion, in the same thread, that composites were beyond the capabilities of the average modeler. This is, as Colonel Potter used to say, "HORSE HOCKEY!" First off, anyone who has sheeted a foam wing core has some experience with composite construction. Conventional foam wings use balsa and styrene foam in a manner that utilizes the best properties of both materials, the very definition of composite construction. Almost all of us have used epoxy and glass or carbon fiber as a strengthening element over balsa or ply or foam. Going significantly beyond the above isn't done as often, but it's still

well within Joe Bellcrank's abilities.

To put some historical perspective on things, I built my first fully composite, i.e. non- balsa, stunter in the early '60s. It was a small (300sq. in.) Almost exact scale "Typhoon". It had blue foam wings and stab/elevator, and a fuselage and fin/rudder carved from urethane insulating foam. The entire skinning was with GM grade silkspan and white glue. Three to five laminations as I deemed necessary for the location. With a Fox 35 the finished weight was in the 25-28 oz range (I don't have any records so I'm relying on memory). What I do recall vividly was that it flew quite well, right up to the massive disintegration in mid air. To this day, I have no idea what failed first, only that the pieces were all very small.

That was it for me and composites, until the Macchi 202 series in the late '60s. The first, Mk I and Mk II, were balsa skin foam winged with (Mk I) planked, (Mk II) molded, balsa fuselage and built-up empennage. The rest, up to MkVII used fiberglass monocoque fuselage shells produced from female molds I made.

The molds were made using a master buck of urethane foam, split on the vertical line and attached to a 3/4" ply backer, then finished with polyester resin and finishing veil glass. The actual mold was laid up over the buck using finishing veil and 10oz. glass mat with polyester resin. The fuse shells were laid up with one lamination of finishing veil glass and one of 1/2 oz. glass cloth, again with polyester. The finished shells were about .010-.015" thick, and assembled (joined, without formers or engine mounts) weighed between 4.5 and 5 oz. Finished airplane weights for all marks up to VI ended up at 55-60 oz., not too bad for a 700sq.in. ST60 powered stunter.

Would I go this way again? Probably not, unless I wanted to commit to the same airplane for a long time, or if several others were building the same plane. On the one hand, the process is fairly simple and straightforward, on the other, it still takes a lot of time to do right. What it definitely *doesn't* take is matched, metal, three axis CNC machined molds nor, in fact, anything you can't buy at the local marine retail



supplier, or many model supply houses (the real ones, not Tower or Great Planes). The real point is; anyone can do it with no more than average shop equipment and with simple instructions from a Gougeon (sp) Brothers or other fiberglass molding manual.

Okay! Enough history/philosophy! On to the main event. As I said above, it all starts with foam wings, so I'll start there. They are by the nature of the material, almost useless without some form of skinning. Yes, I know about EP foam, it's hard to break; it's also far too floppy for a stunt wing without skinning, which puts us back to composites. In any case, let's confine ourselves to rigid styrene foams. Styrene foams are available in many forms and many densities. Selecting from these can be an exercise in chasing your tail. I've come to believe that it makes very little difference. Lower density, by definition is lighter, but higher density is stronger and stiffer. Closed cell expanded bead foam is easy to cut but has a tendency to be rough from "pulled" beads if cut too fast, or "blown out" beads if too high a wire temp is used to speed it up. Extruded blue foam (or pink, or yellow, or white), hot-wires cleanly but tends to drag the wire more unless wire temp is well controlled. Spider foam is extruded in a way which makes it much stronger in compression than other extruded foams, but otherwise is the same as other extruded foams. Structurally, extruded foam is more rigid and offers better support for the skin. It's also, typically, 2-3 times as heavy. Because it's denser, but it's also stronger than bead foam and can be used in thinner sections for the same loads. The limiting factor here is the difficulty in reliably cutting thin sections when coring. In the final analysis, you pay yer money an' takes yer choice.

All of this is preamble to the main premise that there's nothing here that the average builder can't do, at home, in his own shop, with minimal equipment.

At this point, I'd like to take a slight detour from composite construction and into foam cutting. We'll call this Part I. As stated, foam wings are, by nature composites, and they are a good place to begin. All start with a core,

usually hot wire cut. There have been numerous articles and books even, on cutting cores for foam wings. All of them are right. There are some methods that are more suitable for the guy who only cuts cores for one model at a time for his own use. I'll try to outline the way I do it, but I repeat, all of them are right (well almost). The best way is the way that works for you.

I'm not going to go deeply into power supplies; most of the systems that are described elsewhere work adequately. I happen to have a Variac, but a useful power source can be made with anything from a car battery to a wall switch dimmer.

The biggest departure I make from convention is; throw away the bow! Well, not quite, but I only use it for certain operations where I need a straight, square cut and sometimes scroll cutting. For almost all tapered wing and tail surfaces I prefer the single point setup. Basically this consists of pivoting one end of the bow around a point made by projecting the wing taper to an intersection. The template on the root end of the foam blank is used to generate a conic section of the airfoil through the length of the blank. It works really well, for relatively shallow tapers, and if you want the root and tip the same % thickness and 'foil. If you have a different airfoil, or thickness on the tip you can use templates on both ends.

Single point hot wire techniques have been around a long time. A very good description can be found in Harry Higley's book, "There Are No Secrets". There was also an article recently in one of the model rags, June '07 FM (and a very good article on foam construction by Keith Sparks). My setup differs in replacing the pivot with a swiveling pulley. One end of the resistance wire is connected to a cable running through the pulley, and the other to an old control handle. The actual cutting wire only needs to be just a few (6-10) inches longer than the blank. The cable runs from the cutting wire, over the pulley and down to a bucket carrying weights to produce the desired tension on the wire. Pulling the handle until the weight is off the floor ensures the same tension all the time and requires no compensation from springs or

other tensioning devices. Fixed tension devices on a bow can have varying tension from temperature changes or changes of wire size or cutting speed. With the suspended weight, tension and temperature can be maximized for any wire size to minimize inaccuracies from wire dragging. If drag is still a problem, its possible to increase the weight/tension right up to the yield point of the wire. If that's not doing it, you can increase wire size to allow either higher tension or higher temperature to speed the cut. Be careful here, as higher temps may allow faster cuts, but may also cause too wide a kerf at the tip end. This becomes more of a problem as the taper ratio increases, as may be the case with tail surfaces or other more highly tapered parts.

Templates can be made of plywood, metal, or, (my preference) Formica. Just be sure the surface is smooth as possible. Although not absolutely necessary, I mount my templates on aluminum angle feet so that I can adjust the level of cut. The templates can then be used to set up without attaching them to foam blank. A series of holes is drilled well inside the outline so that small brad head nails can be pushed through to secure the template to the blank. I have, in the past, used spray contact cement to secure them, but I've found the nails to be simpler and more reliable.

Setup and cutting are both very straightforward. Mark the centerline on each end of the blank, and attach the template with the center of the template on the center of the blank. This is the critical part of the operation if you're using two templates, as the center alignment root to tip determines the straightness of the panel. Next, adjust the pivot point height to the center line height (if using two templates, drop the pivot to a level giving slight contact at the high point of the thinnest airfoil while still touching the thickest. Check to be sure the wire is on the centerline front and back, when touching both templates. Locate the root template so that it's square to the pivot when the LE taper is correct. Attach the power supply to the cutting wire using alligator clips at each end. Swing the wire well clear of the blank, pull it taut, and turn on the power. Take a scrap



piece of foam, lay it on the hot wire, and turn up the power slowly until it starts to cut by the weight of the foam. Allow it to cut through, turn the power off, and examine the cut surfaces. The wire temp is right when the surface is cleanly cut, with lots of fine, loose "hairs". To speed cutting raise the temp until the "hairs" disappear, then back to the point where they just begin again. On parts with a high taper ratio, it's better to cut very slowly with minimum power. If there is any evidence of rough or blistered foam, the wire is too hot. Always remember to turn off power as soon as actual cutting is stopped. This will not only extend the wire life, but avoid cutting foam (or other things) you didn't want to cut.

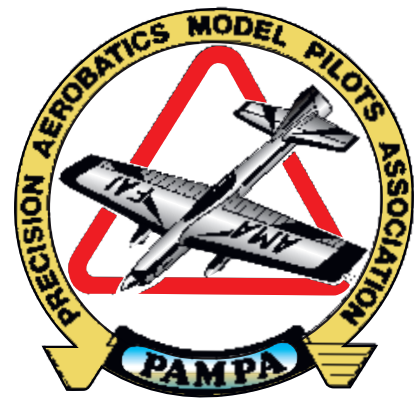
Now, let's cut a wing panel. It's almost anticlimactic, once you're set up. Swing the wire to a point outside the blank at the leading edge. Tension

the wire by pulling the handle to raise the weight well clear of the floor, and bring the wire onto the template. Make sure, once again, that the wire contacts both templates (if you're using two), and begin the cut. Go only as fast as the wire melts the foam. Never force the cut, doing so will cause the wire to drag and cause a bowed cut and ruined panel. Going too slowly will cause a wider kerf, and possibly over heating at the smaller end. If you find that the wire is "hanging up" and stopping at any point, pull or release the wire in a sawing motion to free it. This is not generally a problem with virgin foam, but recycled material sometimes has hard spots, which melt around the wire and re-solidify. The wire then tries to drag this mass along with it. Sawing back and forth minimizes but doesn't eliminate this. When cutting, always

try to follow the template as closely as possible with minimal force on the wire against the template. When the cut is complete, turn off the power and turn the blank over. Reverse and re-attach the templates, again carefully aligning the centerlines, and cut the other side in the same way. You should now have a foam wing panel.

I'm going to stop here for this time, as from here you can go in a lot of directions, but the solid core is the start, always. Next time I'll explore some of the options and my experiences with them. So long 'til next time.

- Ron Burns



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One of the things I always do when I finish a ship is save some paint from each color for the possibility of having to repair and have matching colors. Sounds obvious, but it's not that simple at all. Even stock colors fade in time, and a five year old color match can be tricky...but it's a lot easier if you have some of the original paint.

When we refinished *Miss Jamie* for **Mike Kijesky**, we saved the custom blue he used, never realizing we would need every drop when we replaced the wing. Boy, was it handy having that paint! It's even more important with so many custom colors in use in the sport. **Dave Midgley** has spare custom yellows and purples. **Bob Brookins**

has custom mixed batches of Brodak dope for me, and I always save some for repairs.

When I did my yellow *Cardinal*, matching the custom yellow was easy, as I put aside enough to paint a second ship. Even if you only save an ounce, it's handy for small scratches, touch-ups, etc. **Bob Brookins** is the master of custom color matching, in my opinion. He made a perfect camouflage rendition for **Rich Giacobone's** bent-wing *Stuka*, and if you have any questions in this area, keep in mind that Bob's a professional custom car painter of the highest order.

When I did my two Ferrari planes—the *Testarossa* and the *Novanta*—I wanted an exact match to Ferrari paint and, of course, lots of extra paint...just in case. Turns out that I really needed every drop, and Bob came through with an exact match when I needed even more. When reds don't match, it looks awful. Ferrari uses two reds: one for street-driven cars and one for their race cars that appear on TV. Matching these colors on the repaired parts was very difficult—red is just a difficult color, I guess.

If you never crash, you're very lucky. I'm not, and I always save some paint for the inevitable. My air force has touch up paint for every color, including the candy apple colors. In the long run, it's cheap insurance.

This cycle I didn't have much time for writing as I put three weeks of all night effort in repairing the *Novanta*—just today it flew again for the first time, a very emotional moment for me that only pilots who repair models would understand. Was it worth it? The next

time you get to see it, you tell me. To me it was, and although challenging, it preserved a small piece of my air force and a small piece of me.

- Windy Urtnowski

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Some thoughts on design approach

I was talking to a friend recently and he commented on a plane I am building. There should be a picture here somewhere of the plane under construction. Anyway, he noted that the design of the structure seemed overly complicated. I thought about that quite a bit and I suppose it's largely true, though I'd argue the term "overly". It is somewhat complicated,

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though I've built enough planes this way for it to seem routine to me. This got me to thinking about how we approach design in general and structure in particular and why my designs look the way they do.

My buddy, Pat Johnston, is a superb builder. His planes are strong, light and attractive. And yet, he takes a very utilitarian approach to design. His structures are generally pretty simple (this is a comparative term) and very straight forward. When you look at a set of his plans, the way to build it is pretty self-evident to anyone that's built planes from plans before. His structural designs hold up well, but are not at all complicated. In fact, Pat has taken other's layouts and enormously simplified them. One thing

his structures do take is light wood. The utilitarian nature of the structures he designs utilize a lot of sheeting, full sized ribs and sheeted surfaces. The extra wood means that the wood you use needs to be light. But that's OK. Such wood is available and the approach works very well.

When I design a structure, it tends to be anything but utilitarian. Not that I try to over-complicate them. But I look to use the minimum wood possible and often focus on being able to build relatively light structures with less than light wood. The idea is to use the minimum amount of wood possible. Air weighs less than wood so the less wood used, the lighter the structure. It's all a matter of approach. Nothing is free and so, while my designs are generally pretty light, they do use somewhat heavier materials to support the reduced amount of wood overall used. The penalty is some fairly complex structures.

All of this is to say a lot of design has more to do with your thought process about engineering and the approach you decide to take than any sort of absolute, this is the way to do it, rule. There's more than one way to rig a boat (or is that skin a cat?) Pat and I (I just use Pat's example because I know his building technique's better than most others) are really aiming in the same direction. To produce a light, straight and structurally sound design. I suppose there's a bit of artwork and personal taste in the approach I use as there is in Pat's approach. Someday, I'm going to come up with some spidery design structure and cover the plane with transparent Monokote or use died silkspan or somesuch. I like the looks of the structural designs I use. But hey, that's what it's all about. Doing what you want to do.

In reality, there is a pretty wide envelope for what will fly competitively. How you go about it has a lot more to do with your personality and view of engineering. Having a clear idea of what you are trying to accomplish and carrying it through are probably more important than

following a particular approach.

Well, that's it. This will be my last column for Stunt News for awhile. I'll let someone else get in here and foist their views of design on you for awhile.

Thanks for the support.

- Randy Powell

ELECTRIC FLIGHT



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Twin Power

Watts up everyone?! Hope everyone had a nice summer. We had some nice contests this year in New England. Now it seems we are back to building. This past season I put together an electric twin - mostly as a learning curve to see how complex it is to do, and secondly, I wanted to put something together that would be considered a size "60" stunt ship.

Well, I did it, Here's my new Twin:

Here are the STATS:

Wingspan	62 inch
Area	about 750 sq. in
Weight	About 72-74 ounces
with battery (depending on landing gear configuration)	
Motors	Twin Hacker A30
-12 outrunners	
ESC's	Jeti-Spin 33 amp
controllers	
Battery	One 5350 mAh 4s

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

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Super-Tigre V60 & 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 - 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 - 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 repaint the red head, 6. I install Allen screws. These motors will -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: 1. 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. 2. I send the piston out for heat-treating (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 repaint the red head, 6. I install Allen screws. These McLayed 40s have the strongest - break of any motor I have ever flown. If you supply a NEW motor the cost is \$70. If I supply the motor = \$115.

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

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14.8V EVO – Lite LiPo

Sequencer One JMP 3 speed ramp up sequenced timer.

Tail moment 25" from elevator horn to center of gravity @ wing.

Aspect ratio a little longer than "normal"

Props 12/6 tractor and pusher APC electric (e.g. Counter rotating)

There are a few unique things to mention about this design. This is my first attempt at a completely scratch built electric, and of course, first time at twin power. Twin power gets more complex in every way, compared to single motor/engine. You have to think about thrust lines – where are they going to be – how far out away from the fuselage should the nacelles be, and how will you cool everything once you've figured out where everything will go. And then there is the wiring! And then there is choosing the motors! Then the batteries.

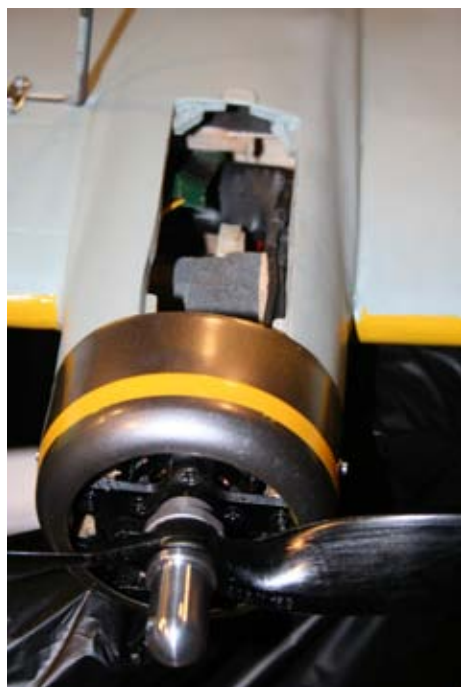
I wanted a Tri tail setup – so weight would be an issue (well it always seems to be an issue!). You have to balance all these things out so the final product looks attractive (I just opened a can of worms – beauty is very subjective, right?). So that necessitated thinking about how long the nacelles could be in front of the wing– (but not too long). Longer tail moments were desirable, so the nose may have to be a little longer. Battery placement near the wing was thought about, to keep heavy things near the center of gravity, but still have room to alter CG through the use of battery position. Everything had to look like it would flow aerodynamically.

The fuselage was made with

typical box construction with hollowed out blocks, top and bottom. The fuselage was made wide enough to be able to use any size battery that would have to come my way. I guessed at the battery size according to my line of reasoning described in the last two issues of this magazine.

As it turned out, I was close, but at the edge of the ballpark, well actually I was just outside the ballpark. This is a big airplane after all. I thought a 4200 mAh 4s battery would be enough, but the reality of it was that 4000 mAh would be needed to fly the pattern. I found this out as the plane was flown in initial trial flights. So I had to go up in battery size during initial trimming – to 5350 mAh 4s. (The plane was flown way before painting, to see if it was worth the continued effort. I almost scratched the project because it flew so poorly at the beginning. Changing CG made all the difference.) That would satisfy the rule of not using more than 80% of the battery capacity for each flight. That added an additional 4 oz. to the measure. Originally I was going to use Thunder Power as my battery source, but had difficulty finding their lighter packs – and when I did, they would have to be wired in parallel, which I thought is troublesome. After each flight, two batteries would have to be charged, instead of one – not a good thing. So I did some hunting on line and found that EVO just introduced their "Lite" series (green label) and they had just what I wanted in size – 5350mAh 4s

The Hacker outrunners are bolted to the front of the Nacelles using the drive shaft in the normal position – in other words not using the bolt on drive shaft and turning the motor around 180 degrees. This allowed me to use their cooling fan that bolts to the back of the motor. I had room in the Nacelles to do it, and I wired the Jeti-Spin controllers behind the motor, and tucked them in between the wing and the Nacelle. A scoop was built at the back of the Nacelle to exit warmed cooling air that was getting rammed in there



by the radial cowls. During trim work temperature measurements were taken after each flight using an infra-red instrument and was found that the controllers and motors never got hotter than 110 degrees F. That is true even when outside temperatures approached 90 degrees F. After awhile I just stopped checking, it was not necessary. There is absolutely no concern about cooking the motor or ESC. By the way, the Jeti-spin controllers have a little black box you hook up to program the thing – it's real easy and you do not need a computer – just their little box. These ESC's also can tell you what the max and min temp. was, what the lowest and highest amp draw was, max and min voltage, as well as total amp draw – just by using their little box – to get those readings, you just hook it up at the end of each flight. These ESC's also have an electronic "Brake" to stop the prop from rotating at the conclusion of the flight– even if you use "Helicopter mode" which some of us like to use to keep RPM constant during maneuvers.

Another interesting electronic feature I put into the airplane is a circuit interrupt switch. It's located on the belly of the fuselage just aft of the battery hatch. It effectively disconnects the battery from the

circuit until the airplane is flown. That way the battery can be placed in the airplane, hooked up, ready to fly. Then close the hatch and put it on the flight line without fear of motors accidentally coming alive because of some electronic quirk



or failure of an ESC circuit or the JMP sequencer. It is a HUGE safety feature I insist on having on every electric I build from this point on. The activating "plug" is inserted just before signaling the judges for an official flight. Once the ESC's "beep" to let me know everything is electronically alive and powered, I signal the judges to start their time, then the button on the JMP sequencer is held down for about 3 or 4 seconds, which activates the props in the first start up speed mode, which begins the sequence of the flight. Then and only then can these props turn. If the plug is not inserted, there is an "open" battery circuit and nothing can possibly work. It removes a lot of anxiety before an official flight, and it is easy to activate. More importantly, no one gets hurt. (of course there will be a lot of anxiety at the field, if you forgot that little plug, and left it home - good to have a spare with you in the flight box just in case - ask me how I know).

In a twin set up you have to use two speed controllers (ESC,s) - a dedicated one for each motor. They need to be placed near the motor. They cannot be placed in the fuselage with the battery and then run wires from there back to the motors in the nacelles- the wires will be too long, and they could create problems. The switching frequencies produced in the ESC's that control motor RPM might get

muddled in back EMF factors and electromagnetic noise and you could end up getting confused responses from the motors. Staying close to the motors is essential, so I kept the ESC's in the nacelles. I ran 12 guage wire in balsa tunnels that I built from the nacelles to the fuselage, along the leading edge to keep these wires out of the way of the flight controls and I routed them into the fuselage. From there I used a parallel connector which is a fused Deans connector (Deans connectors are all I use now-personal choice) to bring them together into one connection which would plug into the battery. Two batteries could have been used, but using one battery is a better repeat fly system. Easier to replace one battery between flights, than two. One JMP sequence timer controls the whole thing. The throttle wire from the ESC's are routed with the battery wires in the "chase" and are hooked up using a parallel R/C escapement wire, which goes to the JMP. I could have used two of these as well, but I wanted the simplest system. Keeping it simple means potentially fewer things go wrong, and easier set up, easier start, easier stop.

So, when I fire up the motors, (Er, when I make electrical contact with the motors) they activate simultaneously - which is real cool, and they counter-rotate, which is even more cool. They give off this "beat" frequency because of their slightly different RPM. The Hackers are very quiet in flight. They whine a little in high G maneuvers due to exerting large forces on the motor's one bearing (This will have to be addressed by manufacturers). The airframe is very powerful, executing squares with authority. I fly on 66 foot .018 lines eye to eye, clocked laps are 5.1 to 5.4 and the airplane has incredible line tension. The rudder has zero offset and I am looking now at motor thrust lines to see if I can decrease it a little more. The airplane is still in the trim stage. (You never stop trimming an airplane out - correct?) I've noticed that the airplane tracks

very accurately, seems to handle the weight, and I'm using about 2/3 of the power available to me with this electric system. The wing is a modified Dave Cook "Lightning" in overall dimensions but somewhat increased airfoil thickness, with Fancher inspired wingtips to increase aspect ratio a little, and give a boost to efficiency. I found it desirable to increase flap area for added lift. All control push rods are fully adjustable. I get incredible "feel" to this airplane in flight, like it has more power than you would initially think possible. I'm thinking this is due to the 100 or so MPH air flowing over these wings by 24 inches of prop wash - giving lift potential no matter what the speed of the airframe. I'm convinced that there is an advantage in twin electric counter-rotating set ups. I'm still learning.

Battery placement is quite interesting. It is designed to allow the battery to be placed in a notch built into the front of the wing, and placed there diagonally, if necessary, inside the fuselage. That keeps the CG longitudinally close to the CG laterally. As it turned out, the airplane seems to like the battery placed just in front of the leading edge. I'm flying it slightly tail heavy near instability to allow for tight corners, but just before it



gets the jitters.

There is a large hole in the underside of the nose for cooling air to wash over the battery, and it exits out the rear scoop built into the fuselage just aft of the trailing edge in the underbody. – just like a Gieske Nobler has. Battery has not been hotter than 120 degrees F.

I've flown this aircraft with trike gear and as a two wheeler with tail wheel. I think I like the looks of two wheels in profile, better. The tricycle landing gear allows you to stay on the ground, though, during official take offs, to get those ¼ lap lift off's. But the two wheel set up seems to look sleeker. The airplane is setup to do either.

I'm going to continue the design with another build this winter. I want to change the wing slightly, use open panels instead of all planked. I'm thinking of using a clear see through open bay finish with some solid striping to get away from the military look. More classic paint schemes seems to appeal to the eye in flight. The canopy will be moved back, like a Strega and the fuselage will have increased side area aft of the canopy for more tracking stability in corners. And I'm gong to mess around with retracts and lighting.

I can do that – I have a battery.

Are you thinking electric yet ?

-Will Moore



Father and son.

PERSONALITIES



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Stan Haugarth
Hot Springs, AR



"Stan the Man" in the early years. Look at that dark thick hair! (haugarth photo)

If you are ever at a contest and smell the sweet smell of baby powder coming out of the circle, chances are that you are attending a contest with "Stan the Man" Haugarth. That is how I first became acquainted with Stan. I was attending the Dallas Aero Summer Heat in 2006. There was a tall senior citizen in the circle maneuvering a 52 Nobler in one hand and squeezing a bottle full of baby powder in the other hand. During the 2 level laps between maneuvers he would squirt a little powder into the air to find the wind. I asked my flying buddy Zuriel "Who is that in the circle with that billowing baby powder cloud around his head"? Zuriel said "That's "Stan the Man" Haugarth, he is someone you have to meet". Zuriel was right, he introduced

me to Stan and we became fast friends.



Stan with his game face. Notice the baby powder bottle in his left hand. (Aud Photo)

Stan lives in Hot Springs, AR with his wife Mary. He retired there after working many years as a construction machinist for AT&T. He has two grown children Mark and Gale.

Stan started aeromodeling in 1938 while living in Long Beach, CA. He thought that building a small hand glider would be something really fun for entertainment. He bought some balsa and some plans and scratch built his first model all by himself. When he was 12, about 1940, he built his first ignition model, a Fireball with a Bunch Tiger engine. He does not ever actually remember flying it, but had a ball with its construction. Joe Batti, a retired Navy man, was Stan's inspiration and guided him in his early aeromodeling interest. Joe owned a small hobby shop in the neighborhood and Stan says that is where the lion's share of his "Paper-Boy" money went.



Stan's early fleet. Love that old car! (Haugarth photo)

Over the years Stan has flown all the disciplines of aeromodeling. He started in Free Flight and then moved on to Control Line Stunt, Combat, and Rat Racing. Early stunt did not even involve a predetermined pattern. Stan says you would go up to the judges

and tell them your routine. Stan also dabbled in R/C for a while but eventually came back to Control Line. He now flies OTS, Classic, and Modern Stunt.

His favorite model is the 52 Nobler. He proudly claims to be one of the few who actually builds a 52 Nobler from original GMA plans. George gave Stan a set of signed plans at the VSC some years ago. His least favorite model is the All American. He says he just never could get the hang of the take offs and landing for this model. I know the feeling. Stan's favorite power plants include the K&B 61BB for Rat Racing, Johnson CS for Combat, and the Veco 35 for Stunt. His least favorite power plant is the Made Well 49 ignition motor. He says it was not made very well at all.



Stan loves the 52 Nobler! (Aud Photo)

One of Stan's most memorable moments in aeromodeling was during his combat days at one the Nationals at Lake Charles. Duke Fox had come over to the circle to help him get his Fox Combat engine running. Duke got the motor screaming and Stan ran out to the handle prepared to cut some streamers. Ole Duke launched the model and Stan quickly learned he had picked up the handle upside down (none of us have ever done that I am sure). Stan was not able to adapt and nearly took Duke's head off before the model finally crashed. Stan says it was one of the most embarrassing moments of his life. Another memorable moment happened at Dallas this summer. While flying his 52 Nobler in Classic he was shocked when his model abruptly stopped in level flight and dropped horizontally to the ground. He was further confused when everyone on the sidelines fell to the ground in side splitting laughter. Unknown to Stan he had a mid-air collision with a Blackbird. The Blackbird seemed unhurt, though dazed, and flew off over the railroad

tracks dropping feathers along the way. Stan's 52 Nobler only suffered bent gear, a broke prop, and rash on the cowl. As for Stan, he was relieved to learn that his flying buddies were not laughing at him but at the poor bird that lost a few feathers and flew off dazed and probably more confused than Stan. Funny thing though, no more birds flew over that circle for the rest of the day.



Cranking up for an official flight at the Dallas contest. Blackbirds BEWARE! (Aud Photo)

What Stan likes most about aeromodeling is building. His machinist training taught him to enjoy the building and creating process. What he likes least is the finishing process. His models look great, so you would never guess he loathes the finishing process.

Currently Stan is putting the finish on a Go Devil that he hopes to have ready for VSC. He is also working on another 52 Nobler with an improved take apart system.

Stan's other interests are creating art in stained glass and mill and lathe work. He dabbles in doing engine modifications and rework; however, he is not prepared to take on work of others. He does machine work for his own pleasure.

Stan's future goals are to stay in as good of health as possible so he can fly models for many years to come. Stan is now 79. I sure hope I am healthy enough to fly models when I am 79. Stan did have a health scare when he was 69. He started having symptoms that lead him to seek medical attention. After tests the doctors revealed to Stan that he had tumors in his colon. They were operable and Stan has not had any recurrence of any tumors. Most of us are at the age to have our first colonoscopy; Stan encourages everyone to not procrastinate and to

have a check up at the earliest! It can and will save your life!



Relaxing at the Memphis contest. I sure hope I am still attending contest when I am 79! (Taylor Photo)

The problem with writing a profile on someone who has been aeromodeling for over 69 years is copy space. Stan's aeromodeling experiences could fill a whole Stunt News issue. There are many senior modelers just like Stan. I encourage everyone to seek out the seniors and learn their experiences before they are gone. When you see Stan, don't hesitate to sit down and chat a while. Be prepared to learn and be entertained.

-Louis Rankin



SAFETY



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

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

from whatever plane or planes they may have launched in the past.

As an illustration, let me tell you a story that was told to me by our son, Matthew. Matthew had gone to a contest that I was unable to attend, and while there he needed someone to launch for him. At contests, flyers are generally willing to help one another out and it usually isn't difficult to find a capable person to launch for you. It happens all the time. We turn to the person next to us and ask them if they could launch. And they usually say, "Yes." And we usually say nothing more (and therein can be where the problems begin).

On this particular occasion Matthew had asked a fellow expert flyer if he could launch for him, and this contestant apparently was busy. But he said his friend who was with him could launch. This friend, he said, had launched for him a number of times. With that, Matthew asked the friend. Well, those who know us, know that we like big props and lots of thrust. Matthew was running his PA-75 turning a 14-inch three-blade prop on that particular ship. And this was something that the friend had never encountered. With the kind of thrust that this system puts out, there is definitely pull at the front of the airplane and the launcher needs to be aware of this. Apparently this person wasn't.

The designated launcher had gotten into position and Matthew proceeded to fire up the engine. He then walked out to the handle, and as he picked it up he turned around and noticed that the tail of the airplane was squashed into the ground. As Matthew put it, he couldn't even see the tail wheel. Apparently the person who had been volunteered to launch was having a hard time just holding on.

Matthew said he signaled as quickly as he could for the person to launch and was relieved to see the tail wheel reappear and to have the plane leave the ground intact. Nothing was hurt that day. But then, again, we can leave it to our imagination that all sorts of things could have happened.

The moral of the story is, don't take anything for granted. Regardless of how many planes that person has

launched in the past, if you should ask someone new to launch your airplane for you, make sure they know what to expect when the engine starts. Make sure they know how to hold it, how to release it, and what signal you will give them for them to release. You can imagine the outcome of a person struggling to hold on to an airplane and then misinterpreting some action on the part of the flyer as to the release signal before he is even ready. It might be good for all of us if we put together a check list, and then went over it every time we enlisted a new person to launch our plane for us.

I will list a few things here that might be appropriate for inclusion on this list and if you have another five or ten that you would like to add, by all means do so.

At the very beginning tell the person how you want them to hold the plane, and how you want them to release it. Usually the person kneels down beside the airplane with his right hand cupped around the leading edge of the right wing, and his left hand on the stabilizer on the other side. If you have a different method you prefer, make sure he knows it. And by all means tell him what hand signal you will use and for him not to release it until he gets that signal. It is also good to give him a means to signal you if he sees some reason that he should not release. Just shaking his head sideways is good, but make sure he and you both know what this is to mean. I once was launching for Matthew and noticed that a clip had gotten twisted askew on the leadouts. The launch was a no go, but I was able to shake him off and he understood what I meant. When I am holding the plane and the engine is running, I can't wave my hand to signal him to come back.

If you have a plane that pulls more than normal or even more than what that person may have been used to, make sure to warn him to have a good grip on the model before you start it. In fact, warn him any way. Someone accustomed to launching half-As will find a Fox 35 a bit of a shock. And someone used to a Fox 35 can be overwhelmed when you first get that Belchfire 75 a running. I know. Let the pit man know that the plane will jump

forward if it is not held firmly, and that it is his responsibility to ensure that it does not jump forward when the engine fires. (Having said that, don't take anything for granted. You should grasp the nose of the plane, also, as you get ready to start the engine just to have another hand "in there" to help hold it back.)

Tell the person that once he has launched the plane, he needs to get away from the circle immediately. Whether you are launching for an official or just a practice flight, if the pilot brings the plane around with a perfect take-off, the pit man will have five seconds from the time of release to get out of there before the plane comes around again at head height. Most people know this, but it is still good to remind them to not dilly-dally on the circle. Once you launch, get out of there. And to make it easier, you need to make sure that you have moved or tossed all items used in starting the engine clearly outside the circle. Don't leave a starting glove or stick or battery there for the pit man to pick up after he launches. Remember, he has just five seconds to get out of there. Five seconds, and is not much time.

Here is a partial list of things to say or consider that someone else provided for me: "Don't let your knee touch the flaps or the elevator." "Don't touch the needle." "Don't kneel in front of the stabilizer or elevator because then the pilot can't see it." "Don't release the outboard wing first and then the inboard." (This is why it is best to cup the outboard wing only with the left hand on the inboard stabilizer. Then release them both at once.) "Don't squeeze the wing and put dents in it or worse, crack the ribs." "Don't put down pressure on the tail wheel wire because it will spring up and eat the prop." Let the pit man know that it is up to you, the pilot to place the airplane on the circle and that he should not move the plane after you have placed it. Tell him to "Just release the plane, don't push it." And again, "After you release, don't stand there and admire your launch because it's going to come around and smack you in the head." Oh yes, one more thing. "Empty your shirt pockets before you kneel down to grab the plane. We don't want pens

and pencils dropping through the wing."

Here are a couple of safety related real life stories that were passed on to me by another flyer:

The first occurred when he started his engine and his stop watch, which he had left loosely hanging around his neck, swing into the spinning prop blade. He said, "Fortunately the prop simply kicked it out." But we can imagine what would have happened if it had gotten tangled in the whirling blade and then pulled him head first into the prop. Just as the pit man needs to make sure he doesn't have pens and pencils in his pocket, the pilot needs to make sure he doesn't have a stop watch dangling from his neck while he starts his engine.

The second incident happened to him while he was filling his plane using a syringe. He said the plunger popped out and slung five ounces of fuel into his eyes. At that point his eyes were burning, and he couldn't see. Fortunately for him he was not flying alone that day, and several people helped pour water into his eyes and packed up his things for him and got him home. Once there he spent the next half hour in the shower rinsing his eyes and relieving the burning sensation. But you can imagine what it would have been like had he been flying alone. He could have damaged or even lost his eye sight.

If you have a safety related incident that you have experienced or seen, please send it to me so I can pass it on.

Next time I will talk about what to do when flying alone. Flying alone is not the best practice. And it is certainly not the recommended practice. But for many fliers, the only way they are going to get their practice time in is to go out and fly even when they are alone. So, for a lot of flyers, we accept this as necessary. If we are going to do it, there are ways to make this safer. We will talk about this next time and I will even include some pictures of an easy to make stooge that can be used to launch any airplane.

'Till next time, fly safely, launch safely, and keep your fingers out of the prop.

-Leonard Neumann

THE LIGHTER SIDE



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We're expecting several first-time visitors at Tucson next March. Some have never been to the Southwestern desert and are thus concerned about conditions in our fair state. Seen here are some examples of their inquiries, along with our replies:

Q: Does it ever rain there?

A: Yes. Visit us in August. Bring hip boots and a strong umbrella.

Q: I'm worried about rattlesnakes. Are they numerous and is there any danger?

A: Arizona snakes are perfectly harmless, can be safely handled and make good pets.

Q: Do you have supermarkets in Arizona?

A: Nope, we shop at Apache trading posts.

Q: Can I get normal food in Arizona?

A: Yes, of course. Quesadillas, Burritos, Frijoles, Chimichangas...you name it, we've got it.

Q: Can I go see where Alice Cooper lives?

A: Vince ('Alice') Furnier lives in Scottsdale, a suburb of Phoenix which is a sprawling urban area about 100 miles ...aw, heck. Sure, he rents a room from Whitely. No problem.

Q: Are there any ATMs in Arizona?



A: No. We trade beads for everything.

Q: Will I be able to see Apaches on horseback?

A: Depends how much you've been drinking.

Q: Will I be able to get a decent sub' (grinder/hoagie) anywhere in Tucson?

A: No. I've yet to find an authentic sub' anywhere west of Philly.

Q: Is there any place in Tucson where the females outnumber the males?

A: Yes.

Q: Will you tell me where that is?

A: No.

Q: I have a question about an animal you have there in Arizona, but I forget its name. It's a type of ugly pig, often seen roaming the streets in housing areas.

A: That's the Javelina (Hah-vel-EENA). They are relatively harmless. You can scare them off by waving a rattlesnake at them.

Q: I have developed a new product that promises to be the Fountain of Youth. Can you tell me where I can sell it in Arizona?

A: Anywhere large numbers of Californians gather.

Q: I've heard it gets quite hot there but, as they say, 'it's a dry heat'. Right?

A: Right. So is fire.

Q: I will be stopping in Phoenix enroute to Tucson. I was there in '98 on R&R from the Navy and would like to contact the girl I met on Van Buren Street. Can you help?

A: Possibly...but you'll still have to pay her by the hour.

Q: Will I be able to speak English there?

A: As of today, yes...but you'd better hurry.

(Note: None of this is true. I made the whole thing up. Wait, no, actually that LAST one is true. As for the rest, it was plagiarized from some Aussie thing seen in one of those Internet jokes. I just changed a whole bunch of words and added some others.)

- Mike Keville

THE TRAILING EDGE



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Among PAMPA's members are several OTS flyers perhaps better known for their expertise in Free Flight. Stockton, CA's Walt Ghio for example, is a top-notch competitor who for many years has enjoyed international success in F1B (Wakefield). He recently completed a very nice Old Time 'Thirteen', a Jack Ritner design published in MAN, Dec. '57. Yellow Micafilm on the wing; red Klass Kote

everywhere else. Power is an LA .25 reworked by FAI Power guru Doug Galbreath. Flight report pending as we go to press. Other members of the Free Flight community on the PAMPA roster—by all means not a complete list—include Tom Laird, Norm Furutani, Randy Ryan, Walt Prey and Terry Thorkildsen. Terry, by the way, holds the current AMA records in Category One Half-A and A Gas, while Norm is a past winner of the Wakefield World Cup.

In most parts of the northern hemisphere we're entering what's known as the Building Season. Well, okay, that's the editorial 'we', since the only things I'm 'building' are a couple of new paintings. This issue we have some neat old photos to share, thanks to Bill Netzeband and Jack Sheeks. We (that's the literal 'we') are also looking forward to seeing friends, old and new, at VSC-20 in March. Dates are 3/12 thru 3/15, Wednesday thru Saturday. Headquarters hotel is the Quality Inn (formerly the Rodeway), which is under new management and has undergone major improvements. Phone 520-622-7791 for reservations, and be certain to mention 'Vintage Stunt Championships' in order to receive the reduced rate. Saturday evening's dinner banquet and awards ceremony will be a new location, the Viscount Suites, with a choice of meals at a (hold



Walt Ghio, Stockton CA, built this 'Thirteen', a Jack Ritner design from MAN, Dec. '57. Finished in Klass Kote and Micafilm; powered with an LA 25 reworked by Doug Galbreath. (GhioThirteen)

your hat) lower price from the past. Jim and Sharon Hoffman are again in charge of the banquet, and sign-ups for that will be on the pre-entry form. Note the term 'pre-entry'. Yes, that is required, and there will be a non-negotiable cutoff date. For information regarding the contest itself, contact Assistant CD Robin Sizemore at expstunt@cox.net or phone 520-749-4434. For anything having to do with the Quality Inn, I'm your guy.

Part of the fun in Old Time and Classic is discovering obscure designs and documented modifications to existing ones. Two examples surfaced recently. First, Mike Pratt found his 1968 drawings of an enlarged Ringmaster (hello, Dee Rice). Mike plans to re-create that one, possibly for VSC-20. Then we saw those forum exchanges regarding the Box Car Chief, in which it was claimed that the wingspan was 48 inches. As most are aware, the stock kit/plan version's span is 42. In the late 1940s, however, two flyers (most notably Dick Williams, former US FAI Team member) built one with a 48-inch span. He submitted proof of that, thus we may soon see other extended span versions on the circle—a welcome change from all the Jamisons. Speaking of which, in a truly rare occasion these days, only one Jamison flew in OTS at the '07 NATs. Of the 13 entries, however, three (23 percent) were Humongii... Humongouses...aw, you know. When the late Ted Snow designed that one in '49, he probably never envisioned it being so popular 58 years later.

Talk to your doctor. See if Old Time and Classic are right for you.

- Mike Keville



Not a happy camper on his first horse ride (the dog had no opinion), you've probably noticed that Jack Sheeks smiles a lot more these days. He sent a packet of neat old pix, some of which are seen here; others in the next few issues.



Seen at a mid-60s NATs (probably Willow Grove, '65): Lew McFarland with Shark 45; Jim Silhavy (dark cap); Charlie Reeves (glasses) with his own Shark; Dennis Schauer's model in foreground; Larry Scarinzi's Trident partly visible at far right. Can anyone ID the others? Photo: Bill Netzeband.



Judges and other workers at a long-ago NATs. Yes, that's our current Secretary-Treasurer and perennial NATs Chief Tabulator, Shareen ('I'm gonna' shoot you for printing this!') Fancher in the arms of Big Art. Photo: Jack Sheeks.



The late Roger Barrett with superbly finished Gieseke Nobler. In the mid-70s he often flew with a bunch of us at Gahr High School, Cerritos, CA. Nice guy.





Bill Suarez with P-38 stunter at a 60s-era NATs. Published in a 1966 issue of MAN, it was powered by a single Fox 35 mounted in the center (fuselage) pod. Pretty good effort for a teenager! Photo: Jack Sheeks



Gary Hajek, St. Louis, with Adams Special at Tucson, 2006. Yellow with red and black trim. (VSC-01)

WE HAVE THE TECHNOLOGY



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My Tailwheel Secret – Since most of my flying is from a stooge, all of my planes have a stooge loop. To avoid relying on a solder joint, I bend a stooge loop into the tailwheel wire. The wire comes down from the fuselage, makes an L-bend into the tailwheel, and then makes another L-bend back to the stooge loop. It's all done with one piece and there's no solder joint – it's light, it's strong, and it's safe. Since I use 5/64-inch wire, making the two L-bends to capture the tailwheel is very difficult. I'm frequently asked "How do you do that"? Usually I say something like "It's not easy" and leave it at that. My secret is that I install the tailwheel after bending the wire, so making the bends is routine. I make a two-piece hub, bond the two halves over the wire, and install the tire. It's not hard – here's how I do it.

The first thing is to choose your tailwheel. I like Sullivan's 3/4-inch wheel (Sullivan No. 351). It's very light (1/10-ounce), inexpensive, and the rubber tire is easy to remove (and replace when it wears out). You'll need to buy several. You can only make one half-hub from each wheel and you need two for each installation. The good news is that when a tire wears out you'll have a spare. I use 5/64-inch





Here's the tailwheel on my Berserker. It's a 3/4-inch Sullivan wheel mounted on a single piece of 5/64-inch music wire.



Here's a closer view of the tailwheel. Integral stooze loop, no solder joint.

wire for my tailwheels. I know that most fliers use 1/16-inch wire, but when I'm kneeling in front of a running 65-size engine 1/16-inch wire seems a little wimpy. I feel more secure with the 5/64-inch wire. A 5/64-inch hole is 0.0781 inches. I use a #45 drill (0.0820 inches) to give a few thousandths of clearance.

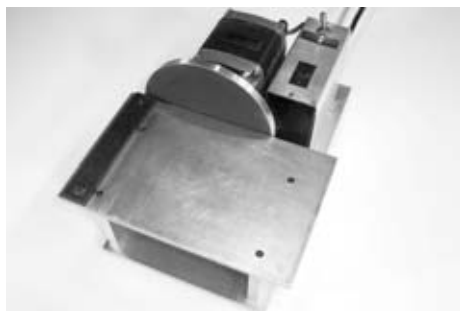


Here's the 3/4-inch Sullivan wheel I use. Weight is 1/10-ounce.



Here I'm drilling the hub to fit the 5/64-inch tailwheel wire. It takes two hubs to make the two halves used.

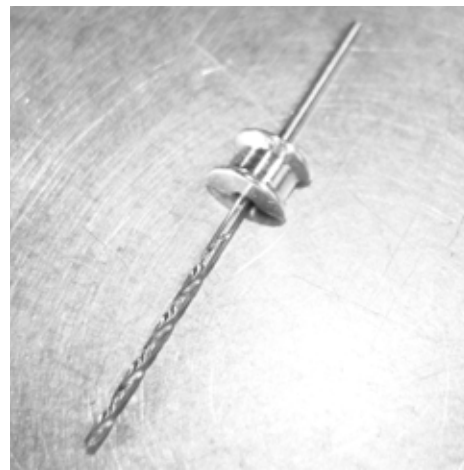
Grinding the hubs down to make half-hubs is fairly straight forward. I use my 5-inch disk sander with 100-grit sandpaper. As I approach the halfway point I check my progress using a drill half the size of the desired hole as a gage. A #59 drill is 0.0410 inches, exactly half of #45 drill's 0.0820 inches. With the half-hub on a flat surface, the #59 drill is initially a loose fit in the hole. As 0.0410 inches is approached the clearance gets less. When I'm really close I sand by hand until the #59 drill is a snug fit.



Here's my weapon of choice for grinding down the hub – a 5-inch disk sander with 100-grit sandpaper.



Here's the start of the grinding operation. A piece of scrap wood saves the fingers (the hub will get hot). Rotation must be forcing the hub down against the table.



Use a drill half the size of the desired hole to know when you're halfway -- for a 5/64-inch hole I use a #59 drill. Sand by hand as you get close. If the hub rocks on the drill you've gone too far.



Here's the two hub pieces with the tire ready to go on the wire. A couple tiny dabs of JB Weld do the trick.

I bond the two halves together with JB Weld. I put two tiny dabs on one half and assemble the two halves on the tailwheel wire. (If you use too much JB Weld you'll bond the hub to the wire). Carefully pull the tire over the assembled hub to align and clamp the halves. I run a few drops of lacquer thinner down the wire and spin the wheel to make sure there's no JB Weld in the hole. If you see black from JB Weld after doing this, wipe it off with a Q-Tip and repeat the process. Let the assembled wheel sit for a day and it's ready to use.

The assembled wheel is amazingly strong. I recently replaced a wheel hub that had worn after years of use. I had to use vise-grips to break the joint. Actually, the tire itself holds the two halves together even without the JB Weld. My setup is strong, light and safe – give it a try.

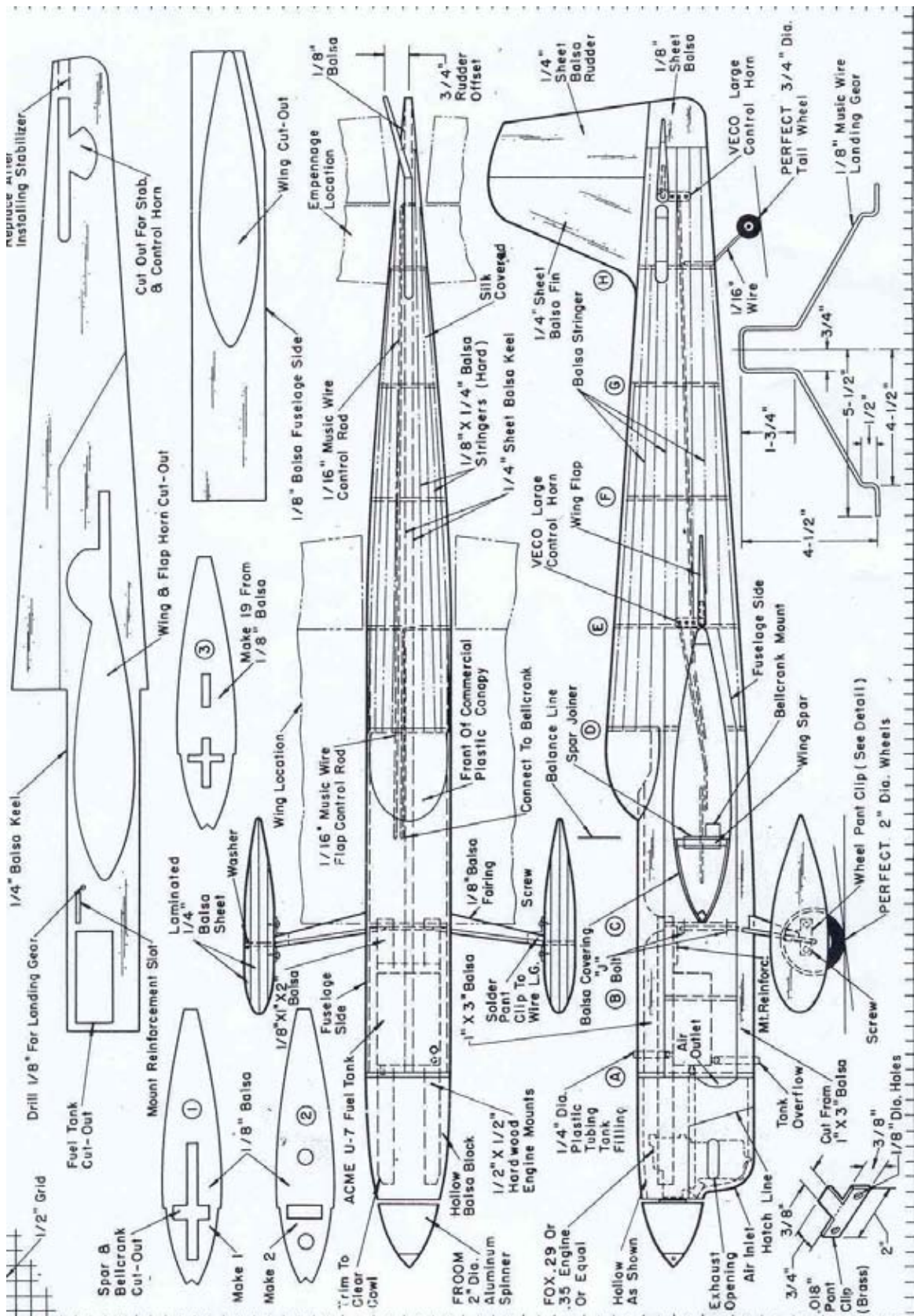
Good luck with your next plane.

-Noel Drindak



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Walt Musciano's 35 size Classic CL Stunter from his 1972 Book, "Building and Flying Model Airplanes," pages 105-110.



BEGINNINGS



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Reader Input: Welcome to Glen Little of Vancouver, B.C., showing his much earlier, now re-worked, cool canard, sport stunter that looks to be all-sheet. Specs: Span = 30", Area = 148 sq. in., Sweep (est) = 20 deg, Front wing area = 25 sq. in., Stab = 40%/Elev = 60%, Weight = 8 oz, Cox Black Widow power. Wimpy designers should note that Glen's model is a **pusher**! Macho! Pic inset shows flight. How's it loop Glen? Slick!



Glen Little's little yellow canard, at PAC's Vancouver field. Specs in text. Some call canard designers "Apostles of anarchy", but we love 'em!



Harold's latest, Pudge, is dedicated to "trans-fattie refill stations everywhere"—as the wing lines suggest.

Gerry Boyd of Vancouver, B.C., built this sharp Bristol M.B. 1 with Saito .66 grunt. He builds stunt, scale, and sport stunt. No other specs available.



Gerry Boyd's Bristol M.B. He's also a P.A.C. Man, so to speak. Note Gerry's use of ailerons only as flaps for this stunter, hence half-span flaps, but on the outer half only—interesting.

Also from Harold is a pix of his promised "newest" (translation: "last hour's") model he's named the "Clone", which uses Bezerker genetics.

Keith Varley, from Vancouver B.C., a P.A.C. man (so to speak) shows his third *Oriental Plus* by Dee Rice. (Dear Beginners, this is exactly how Bob Gieseke got so good, building the



Harold's Clone in the model holder he built and uses now; good show.

same model, again and again.) Keith's now so good at building *Oriental*s that he uses carbon fiber chopsticks during construction. (Actually, I made that up, only the lower part of the chopsticks are carbon fiber.) Rumor has it that alcohol fumes from the engine sent the first pilot, Sake Sam, to a Hollyweird rehab. Keith's an excellent builder, Beginner-friendly, and an all-around guy.

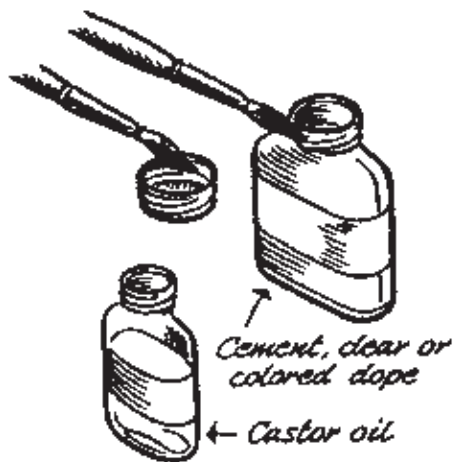


Smilin' Keith Varley's third *Oriental Plus* with 4-2-4 Stalker .51. Color is "Polished Rice White." More sedate engine required pilot change from the spastic Jackie Chan.

F.Y.I. With 90% of the details lacking, let me mention that an *Oriental* ARF experienced total airframe failure, with the engine flying free to the outer edge of the circle. No reason was given "why". Typically, loose engine bolts, cracked engine mounts, or something like that is needed to cause such failure. Lacking the speculative mindset of TV types, there's nothing to add. Anyone else have rational input? (No hissy-fits—and you know who you are.)

Building Tip: A very simple idea that's easy to do and works well—what's to say?

Kidventure—Kidventure—Kidventure: This year was a free Beachboys concert and more. Will we



Clarence Mather, F/F biggie, Lexington, Illinois, prevents dope caps from sticking by brushing castor oil on the threads. Simple and effective. Oh yes, works on household stuff, too.

see you in '08?

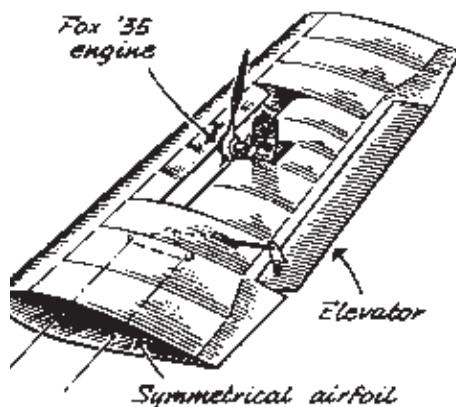
How much for a basic electric ukie stunt trainer? I've heard that an electric *Clown* with needed "stuff" runs about \$300 or so. Shipping, taxes, discounts and regional differences will change that—see your dealer (if you still have one). How competitive is a *Clown* in OT Stunt? Other benefits notwithstanding, at this time, electric price doesn't seem very Beginner-friendly. Counter comments? Remember, compare zucchinis to zucchinis—i.e., total cost to total cost. Problem is, there's so many good, used glow engines available cheap.

Five-foot radius loop—revisited: Stunt designers from Wild Bill to Brett Buck have long said that the 5-foot radius (square) loop was not possible. Guess what? Here's another designer who went seeking this Holy Grail. Phil Barnes, Kansas City, MO, circa late 1950s, may have actually achieved a 5-foot radius corner, and never bothered to tell anyone! Who knows if this model actually did it? Who's got sufficient pucker control to build and test this beast? Consider this: If the front M.A. = L.E. to prop face, does this then become a negative value? How does this work? Bored? Build this rig, light the fuse, and watch the upwind turn! I've heard that the C.G. range is 1" forward and 0.5 Angstrom unit aft, as this bomb's a handful if tail-heavy! Dislike the looks? Add some convenient cockpit(s) and print **Northrup** in big letters on the top. Display it with a

polished, knowledgeable frown, and it should muck up the issue with the judges.

When your government regulates modeling: Think modeling life's tough because you can't get some gizmo you want? Consider what our brother Brits faced at the end of WW II: (1) The wingspan was restricted to under ten

model
design by Phillips Barnes, Jr.,
Kansas City, Mo. Engine &
bellcrank are mounted on
center of gravity —



Phil Barnes, Jr.'s beast once turned so fast it cut off its own elevator—well, almost. This explains the teeth marks on the model's rear end.

feet (some would argue, that's not a bad thing!). (2) Engines could be run during daylight hours only. (3) Engine running duration was two minutes max! (Wait, it gets better.) (4) Free-flight engine timers had to be government approved! (5) Only circular flight was allowed. (Would this include chuck gliders?) (6) In areas where model flying was not allowed, did that include paper gliders, too? (How do you regulate folded paper gliders? Teachers have tried for years to regulate them with no luck!) Then there are the "minor" problems: (7) Only scraps from balsa life raft production were available. (8) Only pre-war motors or homemade motors were available. (9) Nor was there gas for them, etc. You think you have it tough?

Another legit class twin discovered: Bored with being "just another Fierce Arrow" among the hundreds of them that aren't on the flight line? Want more distinction? Want to "spice things up a bit" while you replenish the empty follicles on

your chest? (Did you really think you'd "seen it all"?) Dear Wild Bill, do you remember this critter?

M.O.M.: Our Model of the Month is by P.G.P.C., whoever that is, and is called *Scorpion*. This cute little all-wood trainer is as classical as it gets. Where's my McCoy .09 and yellow paint? Here's a perfect upgrade from .049 engines



Robert Bruce added a 13" center section plus a second Fox .35, and used 70-foot lines to produce a "less common", but legit, Classic Stunt entry! Voila!

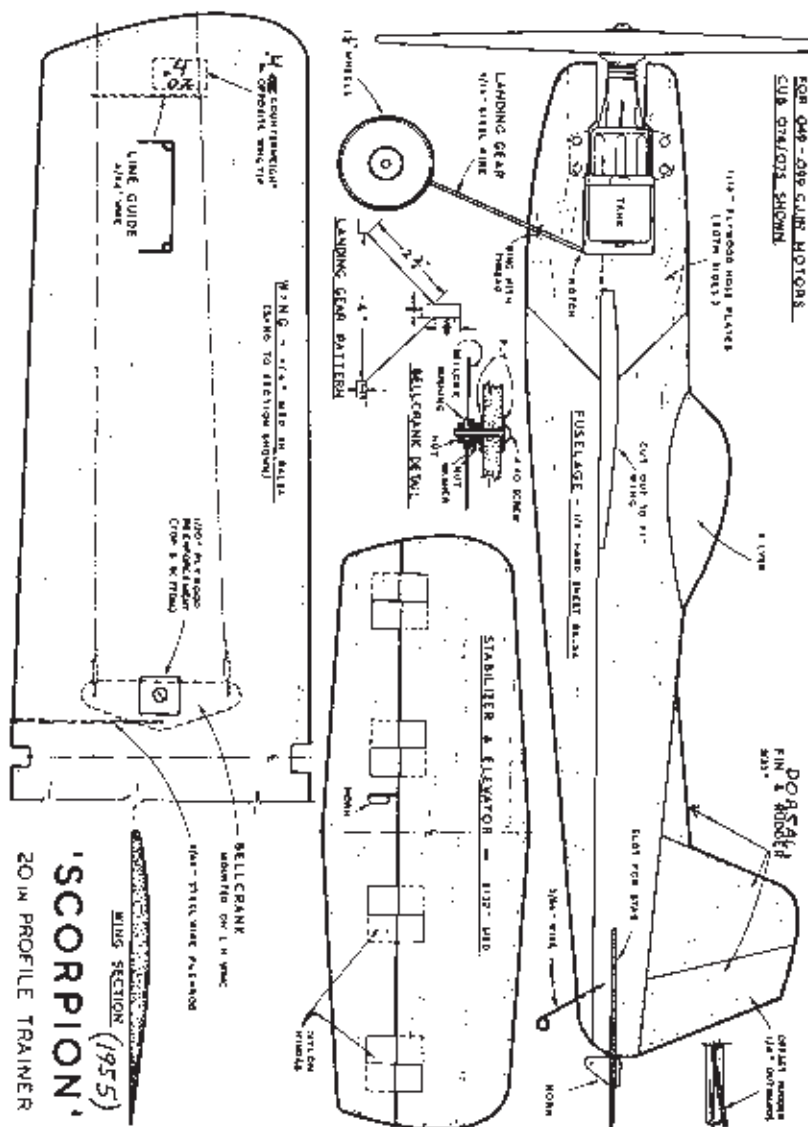
with 6" props to 7" props on .09 engines. Sure, strong .049s will work. If you have an older .065 Anderson, K&B .09, etc., that's just the ticket. Newer would be Enya .09, O.S. Pet .09 or Norvels. Make it a pleasant model, not a screamer. Double your fun by doubling the specs for a .29-powered rig!

Cartoon: If you've flown for a while, you've seen this type of clown.



Not noticing the circle's far side rise, Icky "solved" his image problem by stomping the model, eating a fudge pizza and joining a support group. Observing the whole affair, Billy Shakespeare advised, "Were I so inept as thee, I would throw myself away!"





Definition

"Junk": Any item in the wrong place
—at the wrong time. (d.d)

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CLUBS



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Mission Impossible

Music: dum dum de dum-dum, de
dum dum de dum dum, doodle-
ooo doodle-ooo, buh-buh....

Visual: hand pinching lit match
between first and second fingers and
lighting fuse.

Voice: Good Morning Mr. Phelps!
MI Central has become aware that
throughout our nation, model airplane
clubs have become infiltrated with
pontificators. While seemingly
harmless, these pontificators are
slowly sapping the life-blood from our
model airplane clubs. As you know,
model airplane clubs could become the
greatest incubator for tomorrow's stunt
champions. But this won't happen
unless you and your MI Team come up
with a plan to turn these pontificators
into actual model airplane builders and
flyers. Where do these pontificators
come from? We are not sure, but our key
sources, including Laslo Grdztknski,
do not think they are of foreign origin.
In fact, MI Central believes that these
pontificators are actually home grown.
Although some of them have always
been that way, we think that some
are simply un-energized and need to
have their after-burners re-lit. Your
mission Mr. Phelps is to re-light those
after-burners! In the packet you'll find
certain pictures and other information

to get you started.

The first document you will find in your information packet Mr. Phelps is a listing of the general characteristics of the pontificators. This is a top-secret document Mr. Phelps, so I may have to kill you after you read it.



MI file showing characteristics of Pontificators

Mr. Phelps, you will notice in reviewing the various characteristics of the pontificators that there is one that seems to be the lynch-pin of all the rest. We believe that the key to turning these pontificators into flyers, even stunt flyers, is to get them to build. If they regularly built stunt ships, they would be more likely to fly them (part of why I am in MI Central is that I understand some of the basic logic of such things as: it's hard to fly the airplane you don't have and other unarguables such as that!). If they fly the stunt ship they have built they are more likely to enter contests. And once they start practicing the pattern and entering contests, they will begin to understand a lot more of what they usually prattle on about.

Now many of them see building a full blown stunt ship as too challenging (however, they would probably never admit this) or they feel that they just don't have enough time (for some of them, even assembling an ARF is too complicated and time consuming – but, of course, that doesn't stop them from giving you advice on building...) or they are control line cheap (which is an inherent characteristic of almost everyone who flies control line, so that really doesn't get them off the hook, being a very commonplace affliction). MI Central thinks that you might have a chance of easing some of them into building by starting small (and cheap) and hoping this will create a spark. Here's the scheme.....since you are in

charge of club activities, or more likely, no one is in charge of club activities (which means you can volunteer – heh! And don't let me see the sixth indicator of pontificationitis from you now, okay?) So, get that hand in the air and tell everyone at your next club meeting you have a neat activity for the winter months that you'll organize. But don't tell them what it is. We are going to spring it on them as a surprise (that cuts down considerably the amount of time they have to whine!) We are going to build and fly paper airplanes. This meets all the requirements: cheap, quick and easy to build, easy to fly, and did I mention cheap? Yes, I know it's a small spark, but a spark just the same. In fact, if you don't like the way yours flies, you can always put a spark to it! But, you have to order the key stuff now so you are ready for the winter meeting when you are going to let everyone pick the plane they will build. It's a book from Bellerophon Books called Famous Fighters to color, cut out & fly.



Famous Fighters to color, cut out & fly

This book consists of paper airplane "kits." The paper parts for each plane are on two pages that you can cut out and glue together. There are eight planes in the book. You can order these books (just google the title and you'll find them) for \$4.95 each (Ha! Gotcha! If you started drooling when I said \$4.95 you know you're control line cheap!) But it's true - \$4.95 plus shipping and handling. The drill is to pass them out at one club meeting and to have them built by the next club meeting, where you'll have the beauty contest and fly-off. Suggest they use white or carpenters glue for assembly (CYA doesn't work too hot on paper) and they can "finish" them with anything from crayons, to color-pencils, to acrylics from the craft store

(I've used all three and they all work fine.) Remember to say: "Don't forget to glue the dime nose-weight securely into the nose!" (Guess how I know this?) For those of you who can't restrain yourself from going for a 20 Pointer, it is easy to add little scoops and such. I also recommend you make your spinner out of balsa rather than the paper included in the "kit".



All the classic WWII fighters can be built and flown

These planes actually fly quite well (okay, they fly about fifteen feet straight-line if you get the flying surfaces tweaked correctly.) The club members usually have a lot of fun during the fly-off. There will be the usual silliness: one member will figure out the way to win distance is to crumple his plane into a ball and throw it! You can institute the Dick Houser rule ahead of time if you wish to prevent this, or you can not say anything, let someone do this and enjoy watching the ensuing argument.



These planes meet the needs of a "spark" event and are small, cheap, easy to build, and fun!

Mr. Phelps, this is a tough assignment, but we think that going very basic and simple might be the correct approach. You do understand "simple" don't you Mr. Phelps? I thought so. We've provided you the basic information and guidance, but



after that, you are on your own. And of course, if you or any of your MI Team are killed or captured, the Director will disavow any knowledge of this mission. This tape will self-destruct in 10 seconds. Good Luck Mr. Phelps!

Visual: smoke starting to boil out of a tape-recorder. Oh, okay; smoke starting to boil out of an iPod.

-Scott Richlen

PAMPA RULES



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British Diesel News



Well my OTS pals, Mick Taylor from Peterborough, England has a lot to say about diesel engines especially since he has been winning contests with them. He says, "I can confirm that with a suitable model they are competitive."

Following is his letter that he wrote

to me to pass on to you. Also, he has some questions for diesel flyers. Can anyone respond? Send me an email (alice@artemisillustration.com).

Dear Alice,

I have been following with some interest the comments on diesels for Stunt in your Stunt News column. I can confirm that with a suitable model they are competitive. My own Trixter Invert Senior powered with a PAW 35DS plain bearing that I have been flying since 1998 has many OTS successes to its credit, including the British National Championships 2003 and 2004. I enclose a photo of the model taken in 2005 with the OTS trophy won at the annual CLAPA (British equivalent of PAMPA) Championships that year. (See photo).

The model spans 48", is flown on 65 feet of .012 lines with an 11x7 Master black prop and is particularly effective in windy conditions. This design features sidewinder engine mounting which seems to particularly suit big diesels, a fact confirmed by PAW designer and manufacturer Tony Eiffelaender who changed his NATs winning Freebird F2B model to this configuration at an early stage from the original inverted mounting.

The engine is very easy to use, my own contest procedure is as follows:

Starting cold from the previous correct running setting, increase compression by half a turn and open the fuel needle half a turn. Flick briskly! When engine starts, warm up for thirty seconds during which compression is backed off by half a turn and needle closed by half a turn e.e. both returned to original settings.

Engine is then stopped by squeezing the fuel tube or blocking the uniflo tank vent. Then one choked turn of prop, start signal given, and normally one flick only is all that's required to restart at the correct fuel quantity determined. The average run time is 7.00 minutes on 90cc of fuel including warm-up period. However, most English flying sites at or near sea level, which does not necessarily apply in the US. I would be interested to know how diesels perform at Tucson for example, maybe Lou Crane or others could comment?

Notwithstanding Tony Eiffelaenders' and my own successes



with big PAW's I have to say that we are in a distinct minority even here in the UK. As in the US,, Stunt is a predominantly two stroke glow powered event, although the smaller diesels are still popular for sport flying and some of the Team Racing and Combat classes.

One important difference between the UK and US may be the availability of model diesel fuel? Here, different grades for sport and racing use plus all the materials to brew your own are easily commercially available, what is the situation there? (I would be interested in replies to my questions on conditions at Tucson and the US fuel situation just in case a dream trip to a future VSC ever materializes!)

Finally Alice, I am also enclosing photocopies of the PAW 40 engine test from the May 1995 Aeromodeller in which Derek Pickard describes some of the advantages of diesels for Stunt, with an illustration of the 35DS that I use, note the neat and effective silencers (mufflers), plus a recent PAW brochure showing the extent of their range, probably the biggest in the world for diesels.

Best wishes,
Mick Taylor

PAW .40 article:

Progress Aero Work's decision to make a serious 40 is good news for stunt fliers. This is the first big diesel totally suited to stunt. It has the weight and grunt of a 60, can fly a 10" size model with complete authority and boasts the dependable rev control of a tuned pipe setup. The PAW 40 is basically a 35 with bigger stroke delivered by a different crankshaft and case. It's a mild long stroke layout with the best

possible manners for our work.

The power output is all mid-range torque. It swings a 12 x 6 prop like a 60 but does so at a guaranteed single speed through out the schedule run and proves the principle that a mild big diesel refuses to rev out in the air under any condition. Such dependable setting control can be compared to the best piped glow engine. It started life as the factory's need to fill its range gap for a 40, the most popular selling engine size in aero modeling. The initial work was done along the lines of stroking out the existing 35, but this proved too difficult as in reality the 35 is a bored out version of a 29 which totals no more than a 32. By the time the stroke had sufficient length the basic case was looking thin. So, the PAW 40 in production is an all-new engine with only the head fins and muffler from the 35.



PAW opted to make the new engine very mild. The company realizes it cannot compete against the screaming glows so is now concentrating at emphasizing its motors as mild and loveable torquers. Such a move is perfect for stunt fliers. This is a 6046cc (0.39 cu ins) motor form a 20.2 x 20.2 mm bore and stroke. The timings are 122 degrees exhaust and 107 transfer with the porting arranged around the liner in PAW's traditional radial layout. The shaft is also equally mildly timed at 47-38 and a 280 thou venturi is fitted.

The article continues and talks about previous PAW engines and other diesels but the above is the info on the PAW 40 diesel which is what I wanted to share with you.

To see the rest of the article, you can email me at alice@artemisillustration.com and I'll send you the rest.

Please feel free to email me the answers to Mick Taylor's questions. I'll put them in SN and I'll make sure he gets a copy.

-Alice Cotton-Royer

PAMPA PRODUCTS



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Passing the Torch

Hello again...I know it has been a couple of issues since I have had much in this column. Since departing my job in June of 2006, my schedule and available time has been severely limited by activities for a start-up business in manufacturing support and consulting. This has affected not only the delivery of this column, but our capability to continue to house the stock and manage the PAMPA Products business. So I am officially looking to pass the torch(es) on these two endeavors.

If you have a desire to write a bit and spend a fair amount of time looking around at available products and new stuff, contact our Editor.

The PAMPA Products job is a little more complicated due to the storage space requirements and ease of transferring the materials from SE Michigan. If you would like to investigate the possibilities, please contact your district representative or me.

Props and Stuff

No single element of the powertrain on our planes is more critical than the propeller – trying as many combinations as possible is part of the optimization process

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that we must go through to compete effectively. The more props we have to try out on a given system, the more likely we are to arrive at the "magic" combination.

Of particular interest to those that fly .35 size models and OTS ships, RSM has entered the wood prop business with a beautifully made and finished series that is similar in appearance to the old Y&O props. These are finished glass smooth and CNC made so should be very consistent.

Smaller three-blade props continue to be an interesting alternative despite the limited number of choices. This problem has become worse with the limited or non-existent availability of the Tornado magnum 10x4 and 10x5 three blades. Very recently, Master Airscrew has released a couple of pitch versions of a 10" 3bl. These are the grey, molded plastic and are very nicely molded. Early reports are they are an effective alternative.

If you are currently using an 11" two blade and want to experiment, try one of these 10" 3 blades. You will gain extra ground clearance and you will likely see an improvement in the cornering rate of the plane. The smaller disc diameter reduces the gyroscopic forces generated by the prop at a given RPM. This will make the plane easier to start and stop turns and will reduce the precession-induced rolling.

Randy Smith has added a couple of smaller "Majic" carbon fiber props to his website. These are in addition to his normal offering of Bolly props and are of a size that will be of interest to those flying less than 60-size stunters.

For those flying hard-point handles, Randy is also reportedly selling a selection of line clips in various lengths for the purpose of fine-tuning the neutral setting and compensating for unequal-length lines. I have not seen these but understand they are very well made and solve a failure mode of some of the other clip designs.

So, until next time, have a safe and enjoyable holiday season. Be careful with sharp tools, and ALWAYS wear safety glasses!

Contact me for more information on the PAMPA Products task or other information.

-Curt Nixon

AUSTRALIA



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A Flurry of Firecrackers!

A time for change: Since 2000 I have been using with a degree of success the Saito 4 Stroke motors in either the .72 or .56 capacities. I went to these to replace my old 'Super Tigre 46' engines after hearing of how well they were apparently performing for World class pilots in the European theatre. When I first started to use the 4 stroke's I built a total of six models of the 'Gilbert Beringer' designed 'Sukhoi' aeroplanes over a 3 year period, I then made three of the 'Paul Walker' design 'P51 Mustangs' - with two of those powered by the 'Saito 72' engines. I have grown a bias toward the 4 strokes, I like the constant power output that can be attained, the small amount of fuel used for a pattern compared to a 2 stroke engine of similar capacity and the ability to wipe the model clean after a days flying with one or two squares of paper towel! This doesn't mean however that I am not open to finding or using a better engine - but for now I am enjoying the four stroke experience.

Like most serious Stunt pilots I know - "we" are always on the lookout to find a model which performs better with a suitable powerplant up front. The aeroplane has to suit 'you' - the flyer, it needs to be aesthetically

pleasing to look at both from a pilot and perhaps more importantly - from a Judges perspective and it has to fly well in *all* conditions. Easy to say but not so easy to achieve!

A New Broom:

Mid way through 2006 I started my first 'Brian Eather' designed 'Firecracker'. I was impressed with how his model flew - quite slowly compared to most other models on the stunt 'circuit' at around 5.5-6 seconds per lap and seemed to handle a variety of weather conditions with minimal discomfort. (Nothing to do with the ability of the pilot of course!) I borrowed a plan from Brian and in August of 2006 my first 'Firecracker' was born; this one however was powered by one of my faithful 'Saito 56' engines in preference to the power plant normally used by Brian at the time - a 'Stalker 61'. To counter the additional weight of the 4 stroke up front I shortened the nose of my aeroplane by about 5/8", I also increased the width of the fuselage by about the same amount to allow me to bring the tank further inboard as I found through experience that '4 stroke' engines perform better with the tanks mounted in that position. The finished product weighed in at a respectable 56oz although after trimming it finished up at a still very reasonable 58oz. Many photos and an article regarding the building of this model were printed in a PAMPA magazine in late 2006.

Since completing that model it has had many hundreds of flights - through all variances of weather and for me, performed quite well. I found the best combination of propeller/fuel was 13% nitro with 20% Morgans blue synthetic oil and 67% methanol. I use a metal clunk tank (see description/plan) which in a normal pattern of about 6 minutes duration uses about 90ml of fuel, a two bladed 14 x 5" Carbon undercambered Brian Eather propeller is used however I cut the blade down to about 13.75" diameter with the last 5/8" of the undercamber on each blade removed. The RPM is usually in the vicinity of 8,350 giving me lap times of about 5.4 seconds on 57' lines. I have adopted a 'Beringer' style venturi system however have the ability to remove the throats and replace

them with different sizes, I have found that the Enya 60 size Needle Valve assemblies give me the best results.

More Interest:

After I'd trimmed and flown this model for a while I allowed a good flying mate "Tony Bonello" to have a fly. He had been flying his most recent aeroplane 'Enigma 3' - a loose copy of the Ukranian 'Yatsenko' Classic design and had tried a whole range of different engine setups in an effort to find the ultimate combination. A major problem Tony was having centred on the models willingness to 'wind-up' in consecutive manoeuvres during windy conditions. He finally trialled a 'Saito 56' engine in his model with a similar propeller to the one I was using and this *did* help alleviate many of his problems however after a flight of my 'Cracker' decided he would also build one.

He - like me - found the model reasonably easy to 'place' in the sky with a fairly slow flight speed, a reluctance to 'wind-up' as much as other aeroplanes and with good overall line tension. Tony is a master builder (compared to me who hides many blemishes under the painted finish!) and originally started to make the model as per the plan and as described by me in the PAMPA article of last year, using the 'ribblet' and 'I' beam method of building the wing was foreign to him at the time. After making the frame of the wing he decided he wasn't happy with the result and started again using the more conventional method of 'full ribs' (hollowed out) with the 'I' beam spar. Meanwhile he was trialling different power plants in his 'Enigma' model but after continuous problems with 'Stalker' and 'Super Tigre' engines settled back on the 'Saito 56' once more and decided this would be the 'first' engine of choice for his new model.

Tony finished and flew his 'Firecracker' (58oz flying weight) in July and tells me he is very pleased with the result. It is a beautiful model to look at - a real credit to his building and painting abilities. He had a 'new' Saito 56 which had been run on the bench considerably before he used it in his new aeroplane and apparently had no problems initially. However after about 10 flights the engine started to become a little 'inconsistent'

with lean and rich runs. He has now replaced this engine with a 'well worn' version whilst he sorts out the problem - (the worn motor is running well!) It is my experience that *some* Saito motors take considerably longer than others to *run in*, also sometimes tight crankshaft bearings inhibit the engines behavioural characteristics giving rise to inconsistent runs.

Another one?

Following on from my enjoyment of flying my first 'Firecracker' I started to build "F2" during June of this year. I once more kept the nose 5/8" shorter than the plan indicated to allow for the heavier engine however I lengthened the tail moment by about the same distance. I also changed the controls



With owners from left to right, Tony Bonello, Brian Eather & Bruce Hoffmann.

Both photos taken by Suzanne Hegarty.

(shortened the 'throws' by about 10% to make the controls faster) with the idea being for the aeroplane to be more 'snappy' in its turns. I had grand plans with a goal in mind that the model was to be finished at about 55oz and again be powered by a Saito 56 engine although it was also made to accommodate the larger Saito 72 if the need arose.

I had been speaking to a fellow flier who often covers his model in a variety of the types of 'plastic' film, I've used 'films' previously but was concerned about the rigidity of the wing which a 'plastic' covering fails to provide. He suggested to me to cover the wing panels first with tissue with a couple of coats of dope to create the strength and rigidity normally obtained, then cover the entire wing with the plastic cover

material. The theory in this method was to have a strong wing without incurring a weight gain through paint (I normally use 2 pack Automotive finishes which is quite heavy if laid on too thick). I finished my aeroplane in the normal fashion and was *very* happy with the weight prior to applying the finishing touches. I firstly painted the fuselage, stabiliser and elevators in the base yellow colour which I had thought was the same shade yellow as the Monocote covering I intended to use. *I was wrong!* The wings were tissue and doped and then I set about covering them with the plastic. Being Monacote it takes a higher temperature than some other coverings to shrink - that was OK I thought as the covering

should be more 'stable' when the model was out in the sun! *First mistake.* When I was 'shrinking' the covering with a loaned heat gun I needed to get a fair bit of heat into it, the result was a couple of blisters in the existing paint on the fuselage - damn! The next thing I noticed when I took the finished model out into the sun was that the covering was a different shade of yellow to the fuselage - damn again! I initially thought I could cover up this by some type of

joining strip but decided against it...^{3rd} *problem:* I have used plastic films before - with success - but this time I ended up with wrinkles in the most visible places - double damn!!

Where theres smoke:

After deliberating overnight on the result I decided to take the plastic off (I had covered the whole wing by this time), however my first efforts to do this met with problems as the glue of the plastic covering had hardened. *Simple solution?* I began to heat the plastic up again with the heat gun being careful (or so I thought) not to keep it too still or close to the model. Gradually I began to tear the plastic off - but now the tissue which had adhered to the plastic was being torn off too!! Erghh.

Well I was committed now so I



kept going, the next thing – “whoof”, about 3 panels of tissue on the wing burst into flames!! I had kept the heat gun too still and close for too long! I puffed, blew and patted out the flames and luckily only burned one rib and a couple of cap strips – could have been disastrous!! Finally all the plastic was removed but now there was a sticky glue residue over much of the wing.... Feeling quite annoyed with myself now! To cut a long story short I decided to revert back to my old ways and use tissue/dope/paint. The burnt areas of the wing were repaired and the sticky glue residue removed, more tissue covering put down and the model finished at a weight of 56oz – again!

Flying:

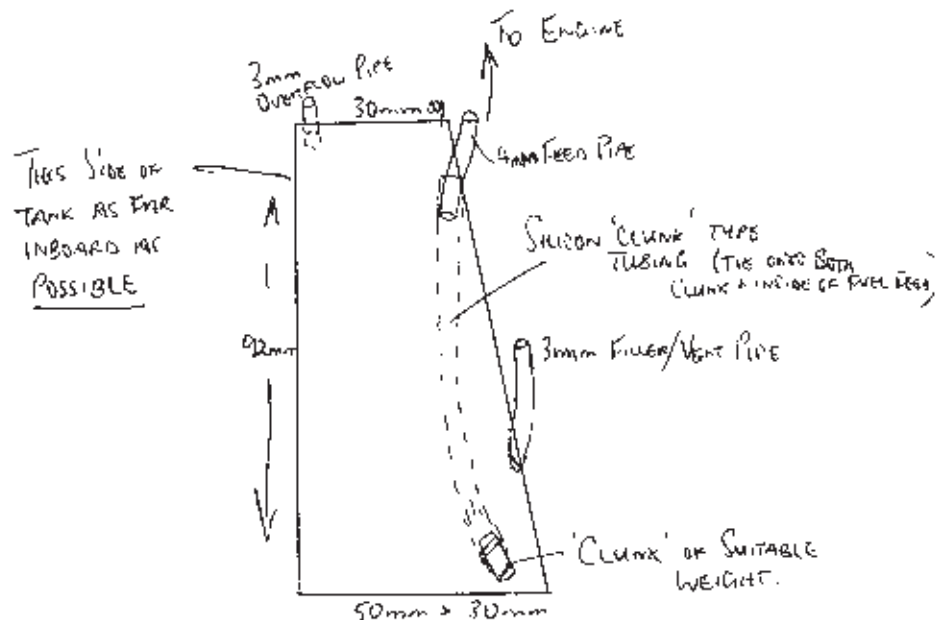
When originally flying the aeroplane I found it to be tail heavy and had to put about an ounce of lead up front to counteract this problem, (*longer tail and shorter nose*) a little more tip weight and the final weight is once more about 58oz - Still not too bad considering the finishing problems I encountered. I'm using the same propeller/tank/fuel setup as in the original model and am happy to find that the aeroplane is behaving *very* similar to its stablemate – as it should. The ‘faster’ controls seem to help me turn the model sharper in the flat sided manoeuvres – which is what I was attempting to achieve, however it is still quite stable and easy to hold level whether it's upright or inverted. All in all a very pleasing result – perhaps not the ultimate model/engine combination but will ‘we’ ever find one??

I doubt I ever will which is one reason why I keep building, flying and enjoying this sport!

- Bruce Hoffman



3 Firecrackers on ground: Brian Eather's – front, Tony Bonello's – right, Bruce Hoffmann's – rear.



Tank design used.

BRAZIL



*Dr. Thomas Case
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Brazilian dominance of the intermediate event



Thomas Case Júnior receiving from John Brodak the "Pilot's Choice" award for his ill fated P51 that crashed.



Reinaldo Rodrigues Jr. receiving his third place Junior award from PAMPA presidents and "GURU" Paul Walker.



The Brazilians at the PAMPA banquet



The squadron of P47Ds in the hotel parking lot



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PALMER 50th COMMEMORATIVE EVENT, WOBURN ABBEY, ENG- LAND

In 1957 Bob Palmer put on a dazzling display of CLPA at Woburn Abbey, a palatial estate in the Buckinghamshire countryside north of London. Palmer was on a world tour promoting CLPA. Among other things Palmer amazed the crowd with consecutive square 8's while turning his back on the model. A teenage Ian Russell was there to see it. In 2007 Ian and his mates in the Milton Keynes Modelers organized a 50th Anniversary contest held at the same place.

The Duke and Duchess of Bedford, owners of Woburn Abbey, are air-minded people and an earlier Duchess, Mary, gained fame flying her Tiger Moth in the 1930's and famously disappearing in it in 1937. They were approached about the idea of a 50th Commemorative event to be held in conjunction with the de Havilland Moth Club rally ("fly-in" in American) over the August 17-19 weekend at the Abbey. Permission in hand, the Milton Keynes flyers led by Ian planned the event and publicized it in Stunt News. Ian restored Palmer's actual 1957 radial-cowl Thunderbird to be presented to the Duke and Duchess as a permanent display piece at the Abbey museum.

When I saw Ian's announcement of the event in Stunt News, I wistfully thought, "Wouldn't that be something to go to!" After all, I have a kit-built Smoothie and have loved Palmer's designs since I was a teenager in the 1960's. And the family was looking around for something "big" to do for my 60th birthday this fall. I began to think, "You know, I COULD do that! Why not?" A few emails with Ian about the concept and the logistics and the plan began to gel.

I got an FAI license to compete internationally and sent in my entry form and fee to Ian in London. I initially planned to take my existing (one-piece) Smoothie but a look at the model transport box a friend offered to loan me made that plan a non-starter. WAY too huge to handle and would need a truck to move it once in England. To the rescue came the Brodak ARF Smoothie! I obtained the proper red-on-white version from Sam's Stuff and set about building it as a take-apart model. I made the fin and stab detachable as well as the wing and landing gear.

Now I needed a transport box. The "Sport-Tube" telescoping snow-board carrier holds the Smoothie components easily and is near-indestructible. It has wheels on one end, carrying handles, and a pull handle like carry-on luggage. With the components wrapped in bubble wrap the model was safe for transport. An added plus is that there is no extra charge because it is not "oversize" under airline rules.

With wife Marlene and 7-year-old daughter Elizabeth we boarded the

United nonstop from San Francisco to Heathrow on August 10. Ian Russell met us at the airport and made sure we were set with ground transport into London. After a week in London we rented a Kia minivan on Friday the 17th and headed out of London for the Midlands and Woburn. I had driven a right-hand steering car in the UK before but it still took some getting used to. When my wife eventually stopped telling me I was about to hit the car next to us I knew I was getting the hang of it.

English country roads are (by our standards) narrow and twisty with little or no shoulder; the verdant shrubbery is trimmed flush with the edge of the pavement. The lorries (trucks) are just as big there as here, making the whole thing kind of exciting. Nonetheless, most British drivers I encountered were courteous and careful. Freeway ("Motorway") driving was also much more orderly than at home in California.

After getting only a little lost we found Woburn, a picturesque village mostly dating from the early 1700's, and the Abbey grounds. Set in a shallow valley with low hills and trees all around the location is a picture-book English countryside scene. In the center is the grass runway used by the Moth club. I knew I was in the right place when I saw a dozen Moth biplanes lined up and in the distance a stunt model in a wingover.

Ian was there with a number of the lads flying practice. The weather was dramatic, dark skies and lots of wind. More wind than I would even consider flying in at home. But, I hadn't come 6000 miles to wimp out, so I assembled the Smoothie in the back of the van and unrolled my lines. Ian kindly provided fuel and a glow starter. I hooked up with fellow Californian Steve Sobel who was there to fly the sport category with a borrowed model. I put up three practice flights to get the needle set and get used to the novelty of flying in England. Luckily the Smoothie is a great design to fly in wind and it proved its pedigree.

The two flying circles were laid out in a slightly sloping meadow with a take-off area mowed into the tall grass. This turned out to be somewhat

wishful thinking and the organizers decided not to penalize for nose-overs on takeoff or landing. Most landings resulted in a flipover, usually without damage. With the roar of the de Havillands coming and going only 200 feet away and the beautiful setting this was a modeling experience like nothing I had known before.

The event featured a Palmer class, Classic, F2B, and Sport classes. Many of the F2B models were take-apart as is typical for modelers who travel a lot with their planes. Probably the most unique Palmer design was Mike Nelson's "Go-Devil" with an LA46 on spark ignition, the first stunter to feature moveable flaps. Several T-Birds were brought down from Scotland and a Smoothie or two, plus a Palmer Veco Hurricane.

Saturday was again very windy but the Britflyers are used to such conditions and seemed unfazed by the wind and turbulence. I survived a couple of flights and ended up third in Palmer. A high point on Saturday was a low-level aerobatics display by a full-scale Griffin-powered Seafire from a nearby flying museum, and then a Westland Lysander showing off its STOL and maneuvering ability. England is full of aviation "museums" that actually FLY their precious airplanes. With the rows of de Havillands and the vintage sports cars that were also part of the rally, watching a genuine Spitfire in the air, it was like the summer of 1940 again for that brief time.

Torrential rain swept the area Saturday night but was gone by Sunday morning, leaving wet but slightly calmer conditions. Even so, several models were crashed in the winds but not beyond repair. At the end of two day's flying the results were:

Saturday:

Palmer:

1st Ian Galt (Scotland, T-Bird), 2d Peter Millar (Scotland, T-Bird),
3d Mike Scholtes (USA, Smoothie)

Classic:

D. Rawson, Stan Robinson, Bill Smith

F2B:

Bill Draper, Peter Jackson, Alan Watson

Sunday:

Palmer:

Mick Castell (Veco Hurricane), Irvin Ella, Ray Lloyd

Classic:

Mick Taylor, Peter Rabjohn, Mel Plumb

F2B:

Graham Leatherland (Easybird), Robin Soanes, Ken Reeves

Everything having to do with model flying in Britain is harder and more expensive than in the USA. Few flyers have big SUV's and they are adept at shoehorning large models into small cars. Fuel is about \$8 per gallon so there is a lot of carpooling and not a lot of needless trips. I gained great respect for the perseverance of the UK flyers and their spirit of making do and making things last.

The event was a real success despite the unseasonable weather and will be back again at Woburn in 2008. By that time Ian expects to have the Palmer T-Bird fully restored and ready for presentation. As a final note, I came home with something no other US modeler has: a certificate signed by the Duchess of Bedford for my third place finish! I wish to extend my thanks to all the UK model builders who were so helpful and generous in making this adventure a reality for me and my family, and particularly Ian Russell.

- Mike Scholtes



DeHavilland Rapide biplane transports from mid-1930's



Terry Baker's blue T-Bird



Ian Russell holding Palmer's T-Bird



Graham Leatherland's Easybird, LA40 with RC carb wired open, won British NATs the week after Woburn.



Randy Clark's blue and red T-Bird





Alan Watson's "Freebird" power "Snorer 49"
(Yes, that's right... Ian is checking on who makes this oddly named engine)



Robin Soanes' Legacy F2B



Group photo left to right: Ian Galt (Scotland), Peter Millar (Scotland), Ian Russell (England), Randy Clark (England), Terry Baker (England), Bill Draper (England F2B Team), Steve Sobel (California), Ken Reeves (England).



Mike Nelson's Palmer Go-Devil, LA46 on spark ignition

ITALY



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Dear Tom,
I'm sending you an article of my friend and PAMPA member Ennio Marra - Reggio Calabria - Italy.

Ennio is a wonderful builder and his article deals with his stunt model Benny 2.

As you can see the Benny 2 is a unique construction and flies very well.

I hope you will be interested in publishing Ennio's article with the Benny 2 photo and the photo of the Benny series in the following Stunt News issues.

I would like to know if you have received the "Notiziario di Volo Vincolato" issue with your B26 Marauder article.

Your article as been very appreciated by all the readers. Thank you Tom, and thank you for the last photo of my Hurricane.

Thank you in advance,

-Bruno Massara.



THE BENNY 2

The birth of Benny 2 was at least unusual, so I want to relate about it. To understand what follows, it is necessary to know that my Benny project foresaw a fuselage with two pairs of halfwings detachable by bayonets, with different lengthening, and two different stabilizers/elevators, also detachable.

My idea was to use different lengthening and surface wings and stabs with same engine, according to weather conditions.

From this point of view the project was unsuccessful, not only for structural lack of wing bayonets, one of which gave in the first reverse wingover, but also for inadequate engine power, (Stalker 61 re-ex, wood 13,5 /6), good for short wings conformation but inadequate for longer wings. So I had to glue to fuselage the short wings obtaining the Benny one, model that gave and gives me full satisfaction.

Now I had unused longer wings and stab; I did not want to waste time and work used to build them, so I built a second fuselage. I did not want to subject myself to biblical building time requested by Benny fuselage, (elliptical frames, strip covering, you know...), so I chose to make another fuselage with the same numbers, but faster building; I was very curious to see flying the long wings and to be able to consider their efficiency and performances.

I had fuselage frames of the Sukoi 31 of Beringer, that had different numbers, but with some alteration I quickly built a new fuselage on which I assembled wings and stab; differently from Benny 1, stab was assembled in line with the wing, to make me see if any difference was appreciable in respect of the Benny 1 in performing the schedule.

Now I could lastly check the Benny project as a whole, even if with different fuselages: as in advance said, this check showed me that the Benny project, as I had imagined it, had to be resigned: with a 61 engine model, weighting only 62 ounces, could decently perform take off, level flight, landing. Nothing else: structure drag was obviously beyond traction capacity of the engine, while in the smaller Benny 1 the traction was perfect.

This experience was the end of the

project as I had imaged it, because it should be mandatory to change engine to use the large surface formula.

It was not impossible, but too complex: simpler to handle two models, with different engines and performances. So I put on Benny2 the new Stalker81, that runs with authority a 14/6 prop at 7500-8000 rpms, that is what model wanted: in fact the model now weighting 67 ounces and with 66 ft cables of 018, inevitable for model size and engine power, runs the schedule with great handiness.

The Benny2 experience, with his strong lengthening wings, helped me to understand some things:

-this type of wing is more sensible to crosswind or turbulence, for his greater efficiency;

-there is a clear difference in flying under or upon 45 degrees: under, the wing gives all the lift and this makes possible a perfect flying: it is possible to close or open a shape as much as you want, and you don't feel that heaviness on the handle that is expected for model size, on the contrary, the model responds to controls with lightness and no inertia: upon, things change, because the wing loses part of its efficiency, but not its drag, that is remarkable: it is unique to fly a model that under 45 degrees seems to hover without any effort, but when flying upper it relies on prop traction. All models have maximum wing efficiency when they fly low, and loose part of it when they fly high; but high lengthening wing of Benny 2 dramatically accentuates this behavior.

Sure this does not help to find that harmony between schedule low and high parts, harmony that to me is the main target of CLPA; I feel that Benny1 size is closer to this harmony.

Triptych is obtained from Autocad plans, work of Giacomo Mauro, that starting from my sketches with patience has detailed the plans. Talking about plans, engine mounts are at 45 degrees, to be able to put the muffler into the fuselage; using a rear exhaust engine it is better to come back to inverted

cylinder.

Benny2 was to me a wonderful experience from which I learned a lot, not last that making things extreme often gives not hoped outcomes: Benny 2 is what I define stunt motor glider, and I enjoy flying it: but Benny3, now just finished, is very close to Benny1, that I find the best for its ability to harmonize different schedule parts.

Benny 2:

-wing span: 1793 cm - 70,5 inch

-wing area: 46,1 dm²

-weight: 1750 gr - 61.70 ounce

-engine: Stalker .81 RE

-prop: wood 14/6

-lines: 0,45/20 metri - 018/61

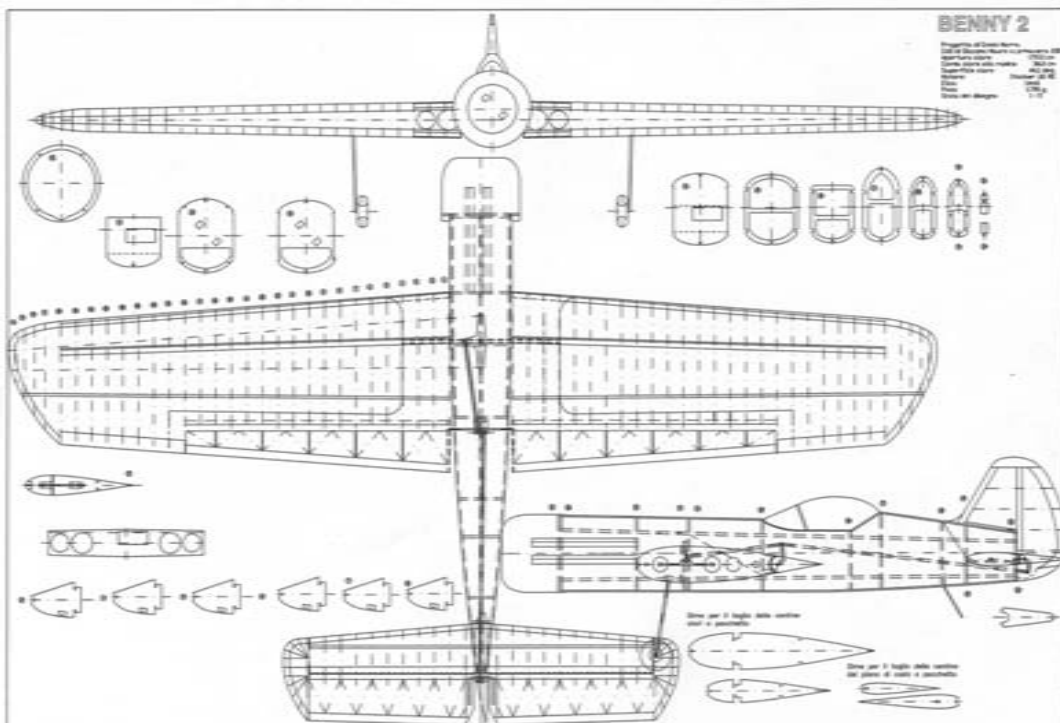
-Ennio Marra



The Benny 2



The Benny 2





Benny 3, the last of "Benny family": full take apart stunt model; wing span 149cm/58,66 inch; weight 58 ounce; lines 19,60 metri-015/64; wood prop 13,5x6; engine Stalker .61 light.



Benny 1, the first of "Benny family": same numbers of the Benny 3.

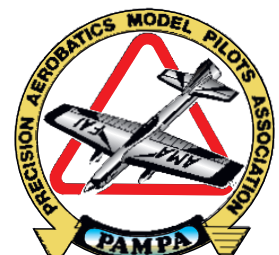
The Benny 1, 2, and 3



The Benny 3, nose detail



The Benny 1, 2, and 3



Precision Aerobatics Model Pilots' Association

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

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Bob Hunt's Electric Genesis at the 2007 USA F2B Team Trials. Photo by Randy Smith.



Josias Delgado and his Yatsenko Shark at the 2007 USA F2B Team Trials. Photo by Randy Smith.



Col. Frank McMillan and his Caudron 7 at the 2007 USA F2B Team Trials. Photo by Randy Smith.



Matt Neumann and his Stuka at the 2007 USA F2B Team Trials. Photo by Randy Smith.



Bill Rich and his Randy Smith SV-22 at the 2007 USA F2B Team Trials. Photo by Randy Smith.



Matt Neumann's Stuka at the 2007 USA F2B Team Trials. Photo by Randy Smith.

Larry Fernandez's F-8 Crusader at the 2007 Knight's Joust. Photo by Rickii Pyatt



Canada's Bruce Perry, husband of Alana, and his way cool Jester at the 2007 US AMA Nationals in Muncie, IN. Photo by David Fitzgerald.



A Tom Warden PT-19 at the Knight's Joust. Photo by Rickii Pyatt.



Senior Champion Oki Minato and his Eternal by the 2007 US CLPA Nationals in Muncie, IN. Photo by David Fitzgerald.



Larry Fernandez and his beautiful F-8 Crusader. Photo by David Fitzgerald.



District 3 Director Patrick Rowan and his superb Destroyer. Photo by Patrick Rowan.



The Benny 3 takeapart F2B by Ennio Massara, photo by Ennio Massara.



Bob Palmer's 1957 Round Nose Thunderbird at the 2007 Palmer Commemorative at Woburn Abbey, England. Photo by Ian Russell.



Bob Palmer Veco Hurricane at the 2007 Palmer Commemorative at Woburn Abbey, England. Photo by Ian Russell.

The Benny 2 by Ennio Massara, photo by Ennio Massara.



3 Aussies, Tony Bonello, Brian Eather, and Bruce Hoffman, and their flurry of Firecrackers. Photo by Suzanne Hegarty.





Three Australian Firecrackers on the ground. Photo by Suzanne Hegarty and provided by Bruce Hoffman of Katoomba, NSW, Australia.



Benny 3 Take Apart F2B by Ennio Marra, photo by Ennio Marra of Reggio Calabria – Italy.



The Benny 1.2, and 3 family of F2B ships by Ennio Marra. Photo by Ennio Marra of Reggio Calabria – Italy



The Benny 2 by Ennio Marra, photo by Ennio Marra of Reggio Calabria – Italy.