

STUNT NEWS

Vol 1, No. 2 August, 1973

Official news of the stunt world

Al Rabe wins Nationals for second year in a row. Flying the first of his two Sea Furys, Al battled both the 50 odd entries and the 30 MPH winds.

(Unofficial) Results of the qualifiers:

	1st flight	2nd flight	final
1. Al Rabe	520½	487	520½
2. Gene Schaffer	459	495	495
3. Les McDonald	484½	459	484½
4. Bob Whitely	480½	457	480½
5. Bill Simons	480	464	480
6. Bob Baron	477	463	477
7. Jerry Pilgrim	474½	453½	474½
8. Jerry Soloman	454½	467½	467½
9. Bob Hunt	458	467	467
10. Lew McFarland	457	459	459
11. Bob Gialdini	457	458	458
12. Larry Barickman	432	426½	432
13. Dennis Adamisin	411	427	427
14. Dave Hemstrought	400	418½	418½
15. Roland McDonald	417½	408½	417½
16. Robert Foster	366½	386½	386½
17. John Scottv	378	369½	378
18. Dick Pacini	355½	365½	365½

It is interesting to note that only five of last year's 18 qualifiers repeated this year. Missing from last year were:

Retired: Jerry Phelps, Bob Lampione

Didn't show this year: Rutherford, Wervage, Silhavy, Trostle, Swoboda, Woolard, McMillan

Failed to qualify this year: Gieseke - ran out of fuel twice; Dan Shafer, Pete Simonson, Jack Sheeks (crash).

The senior stunt winner was Alan Adamisin.

The junior stunt winner was Bobby Peterson.

(I hope to have complete results of junior and senior next month)

Note change in title of YOUR newsletter - "Stunt News" seems a more appropriate title for the hobby/ sport.

CONTRIBUTIONS WANTED - I'll print most any thing just send it in to me (Wynn Paul, 1640 Haywick Drive, Lexington Kentucky, 40504, tel 606 277 4645)

This may be your last newsletter unless you join PAPA (see application later) We need everybody to become a loud voice in our (stunt) affairs. And besides, we have found that newsletters can be made into paper airplanes or used for masking off new stunt ships d

Please join our association so that stunt can grow.

Organizational Meeting at Nationals draws crowd.

Approximately 45 showed up for a meeting Friday night at the Nationals to talk over the formation of a "Stunt group". The general consensus was:

- A let's try to have an organization
- B send questionnaires out periodically to poll members
- C keep Vice-presidents and CL contest board aware of the group's feelings.
- D Vote on a name at the same time dues are sent in as an application.
- E Dues to be \$5 per year.
- F try to come up with list of judges throughout the nation.

At the time of the writing of this newsletter there are 97 names on the roster of potential. Now, all we need to do is get all these plus more to send in their application and five bucks so I don't have to put this out with my own limited funds!

F A I NEWS

In a telephone conversation with Dr. Laird Jackson he stated that the judges for the FAI tryouts on Saturday and Sunday will be:

- Jerry Phelps (Team member '70 and '72) head judge
- Keith Trostle (Nationals winner) director of PAPA.
- Tom Picbuhr St Louis (has judged for some time)
- John D'Ottavio New Jersey
- Bernie Ash (long time stunt flyer and judge) Indianapolis

Art Schaeffer of St. Louis will assist in tabulation.
John Blum will be a standby judge if someone doesn't show.

Late reservations may still be made through Art Schaeffer
(business phone - 314 352 3750) at the Quality Inn on Linberg Dr.

Your association now has a bank account at the First Security Bank in Lexington, Kentucky with an initial deposit of \$20.00 from Wynn to get things rolling. (I want that one back).

Many thanks to Tom Dixon (Ga.) and Mike Ditrick (PA.) for writing in with names and suggestions.

Thanks to Gene Schaffer, Art Schaeffer, Mrs. Jerry (Judy) Soloman for furnishing results of contests. Additional thanks to Judy Soloman for getting the results of the Nationals.

P A P A representatives:

- | | | |
|----------|------------------|--------------------|
| Region 1 | John Scott * | |
| | Neal Thompson | (Mass) |
| 2 | Gene Schaffer | New York * |
| | Bill Simons | New Jersey |
| 3 | Jerry Soloman | * |
| | Mike Ditrick | Pa. |
| 4 | Larry Lauer | |
| 5 | Les McDonald | * |
| | Tom Dixon | Georgia |
| | Dave Hemstrought | South Carolina |
| 6 | Wynn Paul | * |
| | Mike Wagner | Illinois |
| 7 | Art Adamisin | * |
| | Jeff Williver | Minn. |
| 8 | Al Rabe | |
| | Bob Gieseke | co-representatives |
| 9. | John Huston | * |
| | Louis Crane | Nebraska |
| 10 | Bart Klapinski | * |
| | St. James Davis | |
| 11 | Don Schultz | |

* indicates representative, the others listed are associate representatives who either volunteered to contribute or who were volunteered. I have not contacted all of these, but all have been recommended. I hope that John Scott, Neal Thompson, Don Schultz, Larry Lauer and Art Adamisin will agree to help our association.

Some suggested duties of representatives and associate reps.:

1. Send in results of contests.
2. Send in names of stunt judges.
3. Communicate with district control line contest board member and district vice president to let them know what the association wants.
4. Send in 200 words of stunt activities in your area each month - so we can get this newsletter in the voices of the members, not just editor Paul.
5. Get ideas from stunt people in your area
6. recruit members for the association.

Contest results:

Queens, N.Y. Aug 19

1st	Gene Schaffer	494	Judges were	Bob Lampione and
2nd	Bob Hunt	463½		Vic Macalusso
3rd	Bill Simons	463		

Approximately 16 entrants made this the biggest turnout in years.

Cincinnati, Ohio Aug 19

1st	Wynn Paul	611	Judges were	Bernie Ash and
2nd	Jerry Soloman	607		Steve Slinkard.
3rd	Lew McFarland	606		
4th	Dan Shaffer	562½		
5th	Dennis Duvall	561	Kenny Stevens (Lex, Ky.) won	
6th	Jack Sheeks	547	junior over Jerry Soloman, Jr.	and Bob Cravens.

12 entries in this contest was a large turnout for region 3

St. Louis, Mo. Aug 19

1st	Tom Hartuigsen	Davenport Iowa	Judges were	Tom Næbuhr
2nd	Ted Winterman	St. Louis		and John Blum
3rd	Chuck Tice	Conn.		

Mardy Huston won senior stunt. No scores reported.

"I want to place on record that Wynn Paul has been individually responsible for initiating the effort to get an organization for stunt flyers started and has been the driving force to get things as far as they have gone to so far. For this, he deserves one big vote of appreciation from all those who consider a National organization of this type a worthwhile thing.

I want to make clear our relationship with the AMA so that there will not be any misunderstanding in the future, either on the stunt flyers' part or on the part of the AMA. The formation of this group dates back to early 1971 when the Comp. Newsletter published a message from the AMA pres. that Control Line needed a national organization. This received mixed reaction from various sections across the country, but evolved evidently into a stalemate. Nobody was quite willing to do anything. One problem is that C.L. is a very diverse area of activity. A national organization did not appear. It is difficult for the 11 Dist. Rep on the C.L.C.B. to have the interest or experience to satisfactorily represent the many different events in C.L. No disrespect is intended here to CLCB, but regardless of how conscientious a CLCB member is, it would be difficult for him to act and decide in a rational manner on the MULTITUDE of proposals now flooding the rules makers. Timely and well thought out responses to a given situation can only be the exception rather than the rule.

Though the individual AMA member is to be served, the general membership and operation of the AMA is hindered by allowing rules proposals be submitted for consideration directly from the general membership. This forces recognition and action by the CLCB of sometimes poorly conceived or poorly written proposals which sometimes only serve personal or extremely local interests.

I think that we have witnessed such activities in Stunt in the last several years. Therefore, to improve and to promote competition in stunt on a national scale the P.A.P.A. can act as a collective voice. Since there has been no National C.L. Society formed, the PAPA can become a useful tool to benefit all stunt flyers and at the same time can be fully supportive to the AMA CLCB. We must recognize that it will be necessary to work as closely with the AMA as possible. This can be accomplished with stunt representatives working through channels with District CLCB and VP's as well as AMA HQ.

The free flight people through the FFPS have a good way to present rule proposals to the FF contest board, which the board respects as coming from people who are unified in their thinking. It is apparent that the AMA accepts the FFPS as a spokesman for FF activities. Though Precision Aerobatics represents only one event, there is no logical reason why the AMA would not likewise accept the PAPA as a spokesman for all matters concerning CL stunt - provided that appropriate and mature actions on our part are maintained. The AMA recognizes it to be a healthy situation to have a society which communicates among their members on progress, new ideas, rules, and, as a group propose to the CLCB their desires. With cooperation and contributions from our ranks we can improve and promote all aspects of precision aerobatics.

With a basic outline for our charter (Constitution and by-laws Ed.) printed elsewhere in newsletter, and with a more detailed version to be discussed at the FAI team trials at St. Louis, we can establish ourselves with the AMA and the CLCB. From the Nationals a group has already been formed to represent the various districts to their respective CLCB reps. (the PAPA representatives page 3, Ed) This will help form the guiding nucleus for our group until there is a formalized Constitution. To get satisfactory Precision Aerobatic organization serving National interests will require considerable effort with many individuals expected to volunteer."

Keith had some other ideas which he wrote to the editor about. In brief they are:

1. Should have a receipt for membership dues. (Since only checks will be accented these will serve as receipts. I will publish quarterly financial reports - Wynn Paul)
2. Both Keith and Bob McKinney have suggested some sort of PAPA numbering system. (In next newsletter I will outline a system which honors FAI and Nationals finalists, senior and junior stunt national finishers, people who fly at the nationals and other members.)

3. Come up with a neat, catchy, but tasteful emblem. Perhaps a contest.
4. For the present the system of representatives which volunteered or were volunteered will be acceptable, however, in the future we may want to do this by vote.
5. Keith feels that there should be an executive council of five people consisting of director, deputy director, secretary-treas.; and two members at large. (At the present time, by volunteering, we have the following in these spots: Keith Trostle - director, Gene Schaffer - deputy director, Wynn Paul - secretary-treasurer, Les McDonald and Al Rabe - directors at large, Ed.)

Outline form of Constitution for Association (to be presented at FAI)

- 1 Name and Purpose
- 2 Members
- 3 Officers and Executive Council
- 4 Regional Representatives
- 5 Meetings
- 6 Affiliation
- 7 Amendments

Outline of By-Laws

- 1 Duties of Officers
- 2 Quorum
- 3 Fiscal Year
- 4 Committees
- 5 Fiscal
- 6 Public Relations

And finally from Keith, an aim for PAPA is to become the clearing house for rules proposals for all AMA precision aerobatics matters. If a proposal has PAPA blessings, the CLCB should be made clearly aware of it and through responsible action on our part, the CLCB should become to depend completely on PAPA for acting on AMA stunt matters. This will probably always be an informal relationship but can become a very effective one."

Remember two meetings at FAI

Thursday - Executive Council (if everybody is there) after supper. Or on Friday.

Saturday - General meeting. 7:00 PM place to be announced during the flying.

Contest Calendar:

- Aug 25,26 Cleveland, Ohio; Boulder, Colo.; Rialto, Cal.;
Lincoln, Neb.; Urbana, Ill. ; Davenport , Iowa,
Nashville, Tenn.
- Sept 1,2 FAI tryouts in St. Louis.
Columbus, Ohio; Jacksonville, Fla; Salt Lake City,
Utah.
- 9 Overland Park, Kansas; Union, N.Jersey; Waukegan, Ill.;
Aurora, Colorado. ; Dayton, Ohio.
- 16 Tucson, Arizona; (Expert and Novice - Detroit, Mich;
Johnsville, Pa.
Mid -America Champs at Lexington, Ky. - Open and
Masters Classes.
- 23 Utica, Mich; Urbana, Ill.; Wichita, Kansas.
- 30 Columbus, Miss.

see competition newsletter for details.

Lets get those representatives to get the results in to "Stunt News". If you won't be present - get someone to send you the results.

The Master's Stunt program. from Wynn Paul

Two years ago in Lexington, Kentucky we came up with the idea of a Masters division and an open division for our stunt meets: Our Mid-America Champs was drawing a lot of "big name" stunt people, but we wanted to keep the average flyers coming back and wanted to keep them flying. We arbitrarily said that the Master's class would be for the top 12 finishers in the past TWO nationals and the top 12 finishers in the FAI tryouts. Everyone else would be in the Open division. This really helped our contest. We still are getting a lot of entries, and more guys have a chance to bring home some "bacon". An open flyer may register for the Masters' division if he wants to lock horns with the "stars", but a Master MAY NOT enter the open division. Everybody flyies in the same group, but the scores are tabulated in two different cards.

Of course this only works if you have a big entry and are fortunate to have a number of Nationals' qualifiers in driving distance from your area.

We are considering having a novice stunt division for next year at our meet to attract some more flyers, particularly the younger set. Lets face it, nine entries in junior stunt at the Nationals is not a great turnout. We need to get more people into the act - I wish that there had been novice stunt when I first got interested in stunt - it took me two years to go from a ringmaster to a Dolphin and the full pattern.

S T U N T C L I N I C from Art Adamisin

Art ran a stunt clinic in Detroit recently with the purpose being to give expert opinions of the flyer, his plane and his pattern from the time he walked out on the circle to when he walked off after the flight.

Rather than grade the flight only suggestions were jotted down on a grade sheet for improvement of the pattern. Remarks were also given on the building and painting of the plane, how the engine sounded to the judge - too rich or lean; overall effect of the pattern - suggestions for general improvement.

The impression of the flyer was noted: did he look neat, did he work too slowly setting up for takeoff - enough that it might unfavorably bias a judge - did he get off the circle quickly after his flight?

Art's grade sheet had space beside each maneuver to draw a small picture describing the maneuver and what was good or bad about it. The evaluator would draw a picture of the maneuver and list improvements - such as - make smaller, make bigger, get some shape, too high, missed intersection, hot landing, flat triangles.

Anyone wishing clinic blank forms write Art at 22454 Fairfax Taylor, Mich. 48180.

Questionnaire Name _____ State _____

Do you favor the safety thong ? yes _____ no _____

Do you favor the top nine finishers in the Nationals Open Stunt
automatically qualifying for the next year?
yes _____ no _____

Do you favor selecting Nationals and FAI judges from a judges list
circulated among members of the (Precision Aerobatics Pilots Assoc)
The judges on the list for the Nationals and FAI would have previously
agreed to be prepared to travel to the Nationals or FAI.

yes _____ no _____

My vote for name for stunt organization: (figures in parenthesis are
votes at the meeting at the nationals)

Precision Aerobatic Pilots Association (14)	-----
Control Line Stunt Association (6)	-----
National Aerobatic Stunt Association (3)	-----
Model Aerobatic Society (1)	-----
Precision Aerobatic Association (1)	-----
National Aerobatic Association (1)	-----
American Model Aerobatics Association (1)	-----

Application for membership in (P.A.P.A. - or whatever)

Name _____ home phone _____

Address _____ zip _____

Occupation _____ birthday _____

AMA n o. _____

Enclosed find check for \$5.00 for dues to (P.A.P.A.) for the
year 1973 (good until July 1, 1974). Payable to

"Precision Aerobatics Pilots Association" (until we get
a permanet name this is registered at our bank).

Return this and check to Wynn Paul, 1640 Maywick Drive,
Lexington, Kentucky, 40504.

After we get some money in the treasury we will always enclose
a stamped e nvelope with questionnaire to assist in getting results.

The results of the above questionnaire will be forwarded to
control line contestboard and vice-presidents, as well as John
Worth, John Clemens, Dr. Laird Jackson (FAI rep), and the magazines.

This is the first step in getting our voices heard about what

Y O U want for STUNT !