

STUNT NEWS

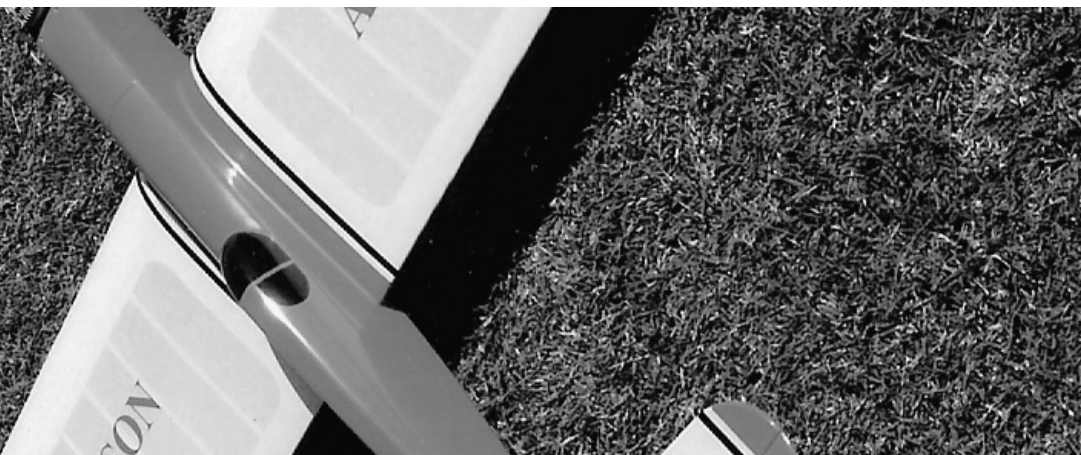
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Phil Granderson

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OFFICER REPORTS



President's Column

By Paul Walker

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Thank you for voting me President of PAMPA. It will be an honor to serve the members of PAMPA. I thank all the past Presidents for all their hard work, and self-ish devotion. I hope that I can serve the members as well as many of our past Presidents. Thanks again.

The election was expected to be close, so the past PAMPA Executive Council (EC) directed the vote to be counted and certified by the AMA, and the results sent to PAMPA. The expectations were correct, and a significant percentage of PAMPA members voted. The AMA waited a reasonable amount of time after the postmark deadline before sending the results to PAMPA. The results were distributed, and John Brodak sent me a note of congratulations accepting the decision. After the results were sent to PAMPA, the AMA received 5 additional ballots. Of those 5 ballots, 2 of them were postmarked after the September 31st postmark deadline. If there was any chance that the procedure the AMA followed caused the election to be in question, I would suggest that we have the ballots re-counted. Since the election margin was 112 votes, these 3 votes will not change anything. Therefore, I will not suggest any additional action. I will make it clear up front that I can't be all things to all people, and will not try to be. I will do my best to support the PAMPA mission statement.

If you wish to communicate with me and ask me for a specific action, I would like your communication to contain four points. One, you must describe what the problem is and your proof that the problem exists so that we can both agree. The second point would be your proposed solution to the problem. The third point will be to show how that proposed solution will solve the problem. And finally, the fourth point will be a request of what action you want from me (or PAMPA). If you contact me and ignore these points, and just complain about something, I will consider that whining, and take no action on your rant. Please understand that I will take action based on legitimate concerns as described in this paragraph.

The following are guidelines for contacting me. If you wish to call me, please have caller ID so I won't think that you are a phone solicitor, as we have many of those calls we don't answer. You can also contact me by e-mail. Please put "PAMPA Business" as the e-mail subject. Please accept the fact that I have a high level of security on my e-mail account, and I have to approve any e-mail that comes in that has never been sent to me before. I will clearly do that quickly if the words "PAMPA Business" are on the subject line. Due to all the bad blood in the past two years, and all the nasty correspondence written, please don't send me anything you don't want printed in Stunt News. If you feel inclined to send me a "nasty gram", please be prepared to read it in Stunt News in all its glory, with the profanity removed of course. There's no need for that kind of communication. I expect everyone to discuss things in a professional manner. Please stick to the facts, and keep the emotion and name calling out of our communications. If you insist on emotion and name calling, I am quite likely to ignore you. If you have an issue with PAMPA that needs to be addressed, your District Representative should be your first choice. They, in turn, will bring it to the EC.

Stunt News has been in good hands, and will continue to be in good hands. By the time you read this, the proposal for the

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new editor will be sent to the new EC for their approval. The proposed new editor and I have been in close contact and I am told that several publishers are bidding for the work (and I have seen at least one bid). Technology has progressed, and with this new technology the publisher will assist in preparing Stunt News. They will soon print and mail from one location. Printing capabilities have improved, so look for higher quality pictures (especially the black and white ones) than you see currently in Stunt News. Since the election, a few of the Associate Editors have resigned. I have been able to replace the ones necessary, and have found additional volunteers to write for positions that have been empty for some time.

The first key position filled is the Advertising Editor. Floyd Layton has stepped up to the task after Rich Peabody resigned. Advertisers, please take note. We will be running a much tighter ship in

terms of Advertising. Please send your ads to Floyd as you would like to see them in Stunt News. Please have them ready for print in electronic form, as it's not Floyd's job to clean up your ads for printing. He will compile them and send them to the editor for inclusion in Stunt News. He will be keeping a working spreadsheet on each and every ad that goes into Stunt News, and please send the payments in with the ads. There will be a grace period until all is settled. However, if your paid ad is not to Floyd soon, don't expect to see it in Stunt News Through mid-year. Floyd's e-mail address is: roadwarrior@mchsi.com.

Two positions, Finishing and Designing, will be combined into one column. Randy Powell and Brett Buck will be doing a tag team effort on this column. Brett certainly has the technical aspect of designing stunt planes covered, and Randy Powell has a great artistic flair for converting the numbers into beautiful planes. I believe that everyone, from the competition experts to sport fliers, have something to learn and take away from what these two experts are going to share with us.

There will be a new column added that was attempted in the past, but didn't catch on. Howard Rush and Jim Snelson will be compiling a contest calendar for publication in Stunt News and the PAMPA web site. If you plan on running a contest this season, please send Howard your contest flier as soon as available. As soon as you know your contest dates, please send that information to Howard. Jim will be coordinating the information with Steve Yampolsky for inclusion in the PAMPA web site. Free advertising of your contest certainly won't hurt attendance. Howard's e-mail address is: hmrush@comcast.net

By the time you read this, the EC will have received a package to consider for the Stunt News editor position, along with a sample Stunt News printed for their approval. It is critical to get approval prior to Jan 20th so that there will be no interruption in the publishing dates. This is PAMPA's number one priority. Another critical task will be getting input from all PAMPA members. I will be asking all the District Directors to poll their district members to compile a list of issues they feel need to be addressed by the EC. These issues will need to conform to the format listed earlier. Once all the Directors have

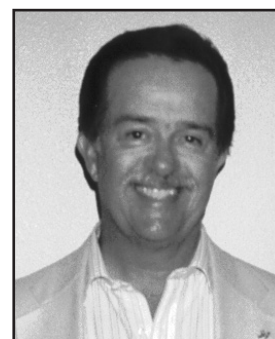
their inputs submitted, they will be prioritized and then worked. An issue I feel needs working on is to complete an up-to-date guide for running both the Nats and Team Trials. They will be added to the PAMPA web site, as well as PAMPA products when complete.

As we are now deep into the "building season", I trust your latest project is taking form as you perceived. One of the benefits of take-apart planes is the ability to build new pieces for them and transform something that was less than acceptable into a world beater. I have been building take-apart planes for fifteen years now. In fact, the plane that won the 2005 Nats also won the 1990 and 1991 Nats. Well, the fuselage won in 1990, 1991, and 2005, while the wing came along in 1991 and won that year. Since then, it was converted from a wing-mounted gear to a fuselage-mounted gear. With the advent of tuned pipes, there was very little oil in that fuselage when it was refinished last year. I now use the hardware that Tom Morris sells to make the wings removable from the fuselage. I mention all this as it isn't too late to consider this option in this winter's project. Contact Tom for the hardware.

Until next issue, build light!

Paul Walker

Vice President



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Hi everyone. A new year is upon us. Hope one and all had a joyous Christmas season. A Happy New Year awaits; let's hope it turns out to be a great year for Stunt; one where we can concentrate on perfecting our patterns and finding the ultimate twenty point polish. Another year like last year we can do without.

I'd like to offer congratulations and a hearty welcome aboard to our new Officers and District Directors. Paul

Blue Sky Models



"J.D. Falcon"

John D'Ottavio's Classic Stunter
53.5" Span 590 Sq. In
35 to .46 engines \$150

Made
IN
USA

NEW!



Profile "Roadrunner"
\$120

Classic Stunters by Bill Melton 54" Span,
620 Sq. In. 35 to .46 engines

NEW!



"Roadrunner"
\$180

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Walker, our new President, needs no introduction. His skill and competence is well known to all who fly stunt. That he is willing at this stage of his stunt "career" to devote the resulting time and effort to our organization says a bunch about his character. It's all too easy to sit back and let others do the work while we play and win trophies. Standing up and saying "It's my turn" is the right thing to do. Paul has always tended to do the right thing, whether it's making a bomber into a stunt ship or doing his fair share.

Our new directors, Dale Barry in District V, Crist Rigotti in District VII, and Mike Pratt in District IX are well known, experienced stunt flyers who will, we can be sure, provide their district constituents with sound and responsive representation. Dale is much, much more than just Derek's dad (although that in itself is a noteworthy accomplishment); Crist does some of the finest MonoKote enclosed craftsmanship in the business; and Mikey Pratt is everybody's favorite rolling stunt party.

Not exactly a comprehensive rundown of their various talents, but a hint of the experience and expertise they bring to their offices.

In addition, Sec/Treasurer Shareen Fancher, incumbent directors Dave Midgley, District I, Phil Spillman, District III and Bruce Hunt, District XI were returned to office by their constituents. Each has shown the ability to represent their members appropriately although I find myself more closely aligned with some than with others. That's what makes the world go round.

I don't want to open old wounds here so will try to choose my words carefully. Nonetheless, we need to talk about what took place in the last year "politically" in PAMPA. We need to come to grips with the results of two membership votes that took place. I won't rehash the contentious debates that accompanied those votes, that's been done to death and we really must put them to rest if we want PAMPA to survive. Not only survive but regain the luster and familial nature we had come to expect over its first thirty years. We must, as a group, accept the statement of the electorate and direct our efforts to rebuilding our organization with emphasis on the

direction those votes provided.

That last sentence is the only reason I've written the next few paragraphs

What we learned the last two years was that there were differences of opinion (with sizeable support on both sides) about whether the future of PAMPA should look essentially like its past or whether we should break with the policies, preferences and emphasis that got the organization to where it was at the time. Or, whether we should reject those past practices in favor of an organization less driven by its past and more progressive in terms of new directions for our event and our organization.

Twice the membership rejected the more progressive approach and clearly stated their preference for an organization essentially identical in nature to that which originally attracted them to join. Both the contentious vote on the bylaw rewrite proposal and the much more civil Officer and Director elections gave the membership the opportunity to voice their point of view. Both times the outcome provided the same direction.

It is extremely important that each of us, members and trustees, recognizes the direction of those votes. That we expect our elected representatives to apply due diligence to each and every decision they make on behalf of that membership to insure those decisions reflect the clear voice of those they represent. This does not mean meek acceptance and lock step devotion to the 1952 rulebook. We should and will address issues that may, in fact, provide opportunities for progress and, if appropriate, direction different from the past. It is essential, however, that any such change be made in truly deliberate fashion and that we insure such change reflects the common wisdom of the membership. There is no need in PAMPA for precipitous change. The organization is amazingly successful. Any changes we make need to be made only after due consideration by the members and their elected representatives.

To the extent that I have a single vote among the sixteen trustees, I promise any and all decisions I make will reflect those values.

One thing we should have learned from

the near terminal dissension of the last year is the following. Like all volunteer organizations, PAMPA depends on the willingness of members to actively serve their turn "in the box", doing the decision making and fulfilling leadership roles. Like other organizations, it is all too easy to hope that somebody — anybody — does that work rather than ourselves. The result is, all too often, we get single nominees for officer and director positions who are almost literally railroaded into office without opposition and often by default because of "better anyone but me."

Sometimes that works out because the railroadee is also a competent individual who actually reflects our desires for the organization. If, on the other hand, people whose views don't reflect the memberships' desires — and who, worse, are active proponents of points of view or possible redirection of the organization in directions contrary to the memberships' view — are nominated and elected to office you can quickly find your organization in the hands of leaders whose clout allows them to force the group in directions it doesn't want to go.

People, if we are to insure that PAMPA continues to reflect the wishes and desires of the membership, it is each member's individual responsibility to insure that each and every office is filled by a willing and responsible individual. One who truly reflects the opinions of those he or she will represent. If we have strong opposing points of view among the members it is absolutely essential that a willing person reflecting each point of view be nominated so that the members are able to clearly state their preference when they cast their vote. The just-concluded election for President and for District VII director are all the evidence we should need of the value of strong candidates for opposing points of view. Because John and Paul faced off strongly on their respective vision of PAMPA's future, the resulting informed vote by the membership was a real referendum on what the majority wants to see PAMPA look like in the future. Same for Crist and Bob Brookins in District VII.

No, neither vote was a landslide. Votes in America seldom are when there are clear differences between candidates. The out-

EDITORIAL



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FAREWELL

I just perused all 92 issues of Stunt News that I had the privilege of publishing. My first thought was of how blessed I have been health wise to have been able to go 14 years without missing an issue. My second thought was how many of the folks who were so active in PAMPA and contributed so much to Stunt News are no longer with us either because they died or because they just went on to other things.

The next obvious thing was how technology changed over the years. Wynn Paul was cutting stencils. Windy was typing, cutting and pasting and copying. Mike

Keville was on an IBM Selectric typewriter. In 1987 I started keeping the membership roll and developing the Stunt Bibliography on a Commodore 64. In 1991 I got my first 286 processor based personal computer and learned desktop publishing. When I started publishing Stunt News in 1992 I would print the text on paper, glue in the photos and then the printing company would photograph the paste up and make printing plates. There were no scanners, no digital photography, email was unknown. Everything was mailed through the US Post Office. Today very little hard copy is involved. Almost everything is digital and passed through the internet. I take Stunt News to the printing company on one or two CD's. What a difference!

In 1989 we started out with about 300 remaining PAMPA members. With Stunt News back on a regular schedule under the management of Mike Keville and Don McClave PAMPA began to grow. The 1993 Directory lists 815 members. By 1997 we were at 1696. We introduced color to Stunt News in 1998. By 2000 we had 2465 members. Stunt News has grown from 16 pages to over 100 pages every issue. It seems there is a direct relationship between the size of Stunt News and the number of members!

I intended to say thank you by name to all the officers, directors, associate editors, and other contributors to Stunt News over these years, but it would take several

pages and hours to type out all their names. You know who you are. Thank you. I must mention a few. **Will Hubin** has prepared the text and **Ken Budensiek** the photos for years. Thank you. You made my job so much easier. **Rich Peabody** has handled the thankless task of getting the ads together for each issue, again for years. Many Associate Editors have come and gone, but **Mike Keville**, "The Trailing Edge", and **Windy Urtnowski**, "Crash Repairs", have stuck with it from the beginning, always on time and always in proper order. Thank you gentlemen.

To the five PAMPA Presidents I have served, **Ted Fancher**, **Steve Buso**, **Mike Keville**, **Frank McMillan**, and **John Brodak**, I thank you for your service and leadership.

From 1990 until 1996 I was also the Secretary/Treasurer of PAMPA. So, I know how much work is involved. By 1996 PAMPA had grown so large I just could not handle both jobs. **Shareen Fancher** took over as Secretary/Treasurer and has done an wonderful job ever since. Thank you **Shareen**.

What about the future? I believe Stunt News will get better. Technology moves on. Photos will get better. The layout will be more appealing. More experts will start contributing. To most members Stunt News is PAMPA. They look for expert advice. So, I would strongly encourage those of you who are expert flyers, designers, builders, finishers, etc., to contribute regularly. It is fundamentally up to you to make PAMPA grow.

The biggest change I see coming is stopping the printing and mailing of Stunt News. Someday, and maybe soon, annual dues for the whole world will be \$5 or less and you won't have to wait on the mail to read Stunt News. You will simply go to the PAMPA website to read it. Or, if you wish, a CD can be mailed to you. I challenge the PAMPA leaders to get this ball rolling soon. Think of the time, money, and aggravation that we will save.

It has been fun. I've enjoyed serving you. See you at the flying field after I finish playing with the grandkids!

Vice President's Column (Continued)

comes nonetheless are statements of the preferences of the members because the candidates were representative of different points of view. In America we respect the outcome of elections ... and every other year or so we have another election to see if we've changed our minds.

This system works if, and only if, you have viable candidates actively seeking the task and supporting the desires of their constituency. You – each individual PAMPA member – have to be willing to do your share to insure that happens, even if it means you're going to have to take a turn in the box.

Guys and gals, the people have spoken. Some of us are more pleased than others by the outcome of the votes of the past year. We are all, however, governed by the results of those votes. It behooves all of us to accept the direction provided and to work constructively to eliminate the rancor that pervaded the group. Sure, continue to lobby for your personal preferences, but do so civilly and when the next opportunity to elect a representative occurs, make darn sure there is a viable candidate representative of that position willing to step up and make him or herself available for office.

Even if it has to be you.

DIRECTORS REPORTS

DISTRICT 1



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



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I'm currently sitting in seat 16D on Northwest Airlines flight 1764 from Vancouver BC to Minneapolis, and with three hours to kill I figured it was a good time to write this month's column. The reason for the trip to Vancouver was to visit Eagle Picher energy products and teach their engineering staff about the use of fluoropolymer films in some of the new battery technologies that they are developing. The point of me telling you all this is that when guys like Will Moore tell us that battery technology is changing every day, he isn't kidding. I actually held a battery that sits comfortably on a penny, yet has the power of 5 d-cell batteries! To say that electric power has arrived is an understatement! Now I am not going to be jumpin on the electric bandwagon right away because I still have gallons of fuel in my garage and I happen to like the noise and the smell of castor in the morning, but for you guys who are considering the move, let me tell you that I have seen lots of power in little spaces! It won't be long before this technology trickles down to the hobby industry.

When last I wrote, I mentioned that Dave Eyskens was headed our way, the outboard wing of my cavalier had not survived the encounter with Peabody's magic flying tent, and that at age 46 I still don't get no

respect from that Gifford kid! Well, this month I can report that Dave is finally in Massachusetts and residing in what used to be my Sister's apartment over Woody's garage. For those of you who know Dave, you realize that nothing ever goes as he plans, and his trip across the country was no exception..... He left LA on Monday morning with a full tank of gas in the turbo beetle along with 16 gallons of coffee, a dozen In and Out burgers, a case of 10% fuel, and a new PA 75. Everything was going along smoothly as he crossed the desert Southwest headed for the Boston Suburbs. The beetle was cruising along nicely, and Dave was munching on the last of the IN and Out burgers when it happened..... NO, it wasn't heartburn, nor the nasty burning sensation of hemorrhoids.... His beloved silver beetle decided that Dave had not followed the manufacturers suggested maintenance schedule and replaced the timing belt at 80K miles.....Somewhere outside of Tulsa it coughed, sputtered and came to a smoking stop. The next thing Dave remembers is some Volkswagen repair dude telling him that he should find a hotel for the next few days and start figuring out how he is going to come up with \$3500. 00 for a new head, water pump, timing belt and labor.....

Now, Windy, Les Demitt, Elliott Scott, and Woody happened to be at my house for the wing build-a thon when Dave called to relay the news that he would be in Tulsa until his male gigolo gig could pay for the needed repairs. We did the math, and realized that Dave wouldn't be arriving until sometime in 2007. Needing to get Dave out to the East Coast before next flying season, we had to come up with another plan... In typical Windy Fashion, Dave was given step by step instructions on how to retrofit the beetle with the latest PA. We now know that the mounting holes in a PA75 do not match up with the motor mounts on a turbo beetle, and a case of 10% fuel will almost get you across the state of Pennsylvania.

The real lesson learned here is that the modeling community is a wonderful group of people, despite what we may here from

time to time, and with the help of friends Dave made it across the country and is now sharing a building bench with Woody! In the mere month that he has been here, Dave has picked up some valuable skills.....He has completed lawn mowing 101 and has just finished his crash course in how to operate Woody's snow-blower. Welcome Home Dave!

Now for those of you who think the Eyskens adventure is good, I have an even better story to relate.... Once again I have another "Moon brother's story for Y'all" While Douglas is busy playing Daddy in Texas, big brother Steve called me to see if he could crash at my house on the first evening of a high speed run from Portland Maine to Houston.....Knowing Steve, I knew that he could easily make the cross country journey in just under two days. The plan was simple..... Fly from Houston to Portland on a Sunday and pick up a vintage Alfa Romeo at the Portland airport. Drive to my house on Sunday evening, get some rest and head for Texas Monday morning for a Tuesday evening arrival. My family was excited to meet the reigning go cart whoopin boy in the flesh, so Sharon planned a big dinner for our VIP guest. Now for those of you who have sons who have been almost 16 years old, you know that their mind is on two things..... Girls and Cars, and in this case my son was so excited that a fine Italian sports car would be gracing his garage.....he convinced my wife to graciously move her car into the driveway to make room for this work of automotive art to arrive. The garage heat was turned on, and the Midgley's were ready to receive Mr. Moon and his Rare Italian beauty..... At 7:00 pm on Sunday evening there was a noise in the driveway..... Mr. Moon had arrived. I believe the conversation went something like this:

"Hi Steve.....glad you finally made it. Sounds like the car is running a little rough." "Yeah, she runs rough at low speeds, but as soon as this thing hits 77 MPH I can activate the flux capacitor and this baby goes into warp speed.....Texas by Tuesday will be no problem."

"Hey Steve, Pull it into the garage and we will look under the hood and check things out." "Hey Midgley... check this out, it has real Recaro seats, and a spare set of tires." "That's cool Steve, but you also have a couple of squirrels in the fire wall, and they have made a winter home in your engine compartment. Where the hell is Kent Tysor... he eats these things"

With that, the air compressor and shop vac were fired up and within a half an hour, I had displaced a family of squirrels, collected a 5 gallon pail of acorns, and covered the walls of my garage with squirrel poop. Steve washed the windows, checked the oil, announced the car was roadworthy, and capable of warp speed travel.

Later that evening as we all settled into bed there was a knock on our bedroom door. My Son wanted to inform us that if we were thinking of getting him an Alfa Romeo for his first car, he would appreciate it if we were to re-consider. Ah... The things that go on in the mind of teenage boys...talk about delusional.....

The next morning Steve fired up the Alfa, I fired up the BMW and we were off. I was headed to work and Steve was headed to Texas. I thought about him often over the next two days speeding across the Mid-west to make it just in time to pick up Jake on Tuesday evening.... As expected, on Tuesday night, the phone rang, and it was Steve....."Hey Dave, this is Steve.... I made it" "That's great when did you get in?" "My flight just landed in Houston" "What do you mean, your flight just landed, what happened to the Alfa?" Well I was cruising along at warp speed in Memphis, when the motor blew, so I called the nearest shop and they came with the flat bed. I handed the guy the pink slip for the car, asked him to strip the seats and send them to me, and the rest of the car was his.....then I jumped on a plane and just made it in." There has got to be a moral in this story somewhere....

For all of you Connecticut guys, I received the following information from Bob Gost. Vinny Langella (The President of the Connecticut Controline Association) has secured the permission to use a field behind the Wesleyan Elementary School which is off of route 17 in Middletown, CT. The field needed lots of work to make

it flyable, and in Mid-August, most of the club members descended on the field to make it happen. Lawn Mowers, rakes, automobiles, oxen, and goats were employed to transform the land into a useable flying site. Vinny was instrumental in the negotiations with the school, and also starting the clearing process. Ken Richter (Mr. Search and rescue) has also been a driving force behind the new field.

Bob notes that he is well along with his new "Black Tiger" and we should see it on the other end of his U-Reely next spring. More and more guys from CT are showing up at contests. Years ago, I remember Ken and Vic Salce showing up at contests with beautiful planes.....They are both back flying again, and when you toss Mr. Suarez into the mix at any contest, the guys from CT are well represented. I think Bill won every local event he entered this year, including the Mass Cup, and the Joe Ortiz memorial award. Both of these awards were won in contests with a fly-off format.... Hey Bill, build a new plane will you!!!

As for PAMPA news, you can all see how I have represented dist 1 in all matters that have come before us. If anyone is ever interested in finding out what agenda items are on the table and in front of the EC, please call me and I will review the items and solicit your opinions....My votes on issues reflect the consensus of opinions of the district that are interested in the process....Currently we meet during the first week of every month, and the agenda items are published to the EC at least the week before. With Paul now leading, I am not sure if, or how he will continue the meetings.... As soon as I know, I would be glad to share the format with you...

Other news from the North East. The NEST guys had their annual end of the year bash last month and unfortunately, Welch Fluorocarbon had other plans for me.... Leonard Harding was presented with an award for all of the dedicated years of behind the scenes work for all of the stunt guys in New England. (If it wasn't for Leonard, a lot of New England crash victims would not be back in the air so soon) Leonard has been instrumental in collecting many of the models that have historical significance in New England,

and a trip to his house is always an adventure. Leonard has been under the weather lately, and hopefully next season will see him and his sidekick "Big Sydney" poking fun at all of the NEST gang.

Dick Woolsey is hosting the NEST Christmas party this year. This has been an annual event hosted by NEST members since the mid eighties. Dot Cook is finally home from the rehab center, and hopefully we will see more of her this coming year. The flying field in Saugus got a fall makeover and next Spring should produce a smoother surface, now if only we can figure out how to get rid of the greenheads in the middle of the Summer, things will be great. Woody and Dave are re-refinishing the "Rubber Rabe mustang" that my Dad inherited many years ago. I believe this plane was build in the mid 70's by someone in the Chicago area. When Woody got it, it had the yellow "Rockwell" paint scheme. If anyone has information leading to the arrest and conviction of the construction of this flying "Buick" (And I use the term flying loosely) please contact your local authorities.

Steve "Yampoonie" Yampolski has jumped on the molding bandwagon, and is currently experimenting with alternative tank construction methods that are similar to what has been done by Windy. Rick Campbell has re-united with the former lead singer of his band "Gotham City" and is currently getting ready to squeeze back into his leather pants and hit the local scene again. In all seriousness, if you ever get the chance to see him play, you won't be disappointed..... Rick has also resurrected the old NEST newsletter called "The Handle" look for the first issue to hit news stands in the next few weeks.

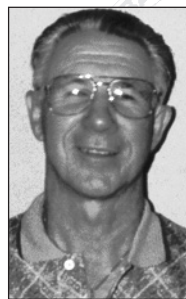
My composite project is moving along well. I believe that there will be at least 5 of my composite wings flying next season. I am happy to share what we have learned with anyone who has interest.... Just pick up the phone, or better yet, come for a visit.

I hope Santa is good to everyone..... Next column will feature what people in Dist 1 got for Christmas! Can't wait!!!!

DISTRICT 2



New York
New Jersey



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One of the best tips I got all year was from Merilee McMillan, Frank's wife. At this year's Nats, she and Karyn were walking, and Merilee told Karyn to eat a banana on days when she did long walks. It's working so well for Karyn that I tried it, and it's really given my old legs new life at the end of a long day of shop work and flying. For both Karyn and me, it was a great tip. As we all get older, maximizing the energies we still have should be a goal we share. Thanks, Merilee!

Looking back over 2005, I have a lot of great memories. I learned a lot in my travels and am looking forward to building my all-new design, the Testarossa. The idea of a "theme" ship might not be new, but Les Demmet, John Cafaro, Bob Zambelli, and Joe Adamusko have already contributed sketches, books, ideas, and more. We plan to use the Dave Midgley aluminum billet mold for the composite wing. Bob Brookins has already gotten me real Ferrari red pigments for the Brodak dope finish, and the scoops will be molded composite and include the inset "cheese grater" air inlets that help define the Ferrari Testarossa automobile's styling.

The new ship will be all red, and under the cockpit will be just four letters: "Enzo." Rich Oliver will supply the power, Dorin Morisanu the prop, I'll make a custom exhaust, both Les Demmet and John Cafaro have volunteered to help with graphics and Ferrari logos (John even con-

tributed a museum-quality model to the project!), and Bob Zambelli always helps with custom hardware. By the time you read this, construction and videos of the progress will already be under way. I'm already looking forward to 2006. Anyone with feedback will be most appreciated.

Brian Manuet now has two great flying ships: his original Cardinal and a Legacy. He's been flying regularly, so it's not surprising that he's moved up the ladder so quickly. Brian also volunteers to judge regularly, which helps too.

Peter Mical is now the Mike Kijesky of New England. Mike always keeps the G.S.C.B. field in golf course condition, and Peter did an awesome job of getting the new field ready for the recent Hampton meet. Thanks, Pete.

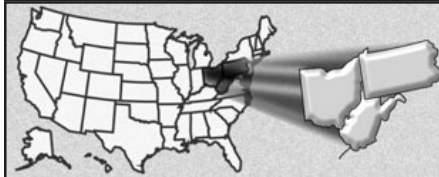
Bill Rutherford has some new and exciting projects coming out soon, but I'm not at liberty to discuss these "secret technology" ships. Bill's grandson says he's the coolest grandpa of all time, too! Riding in his full-size RV-6 homebuilt was one of the high points of last year.

I really like Bob Storich's P-47s, and he's sure to have a front row ship next year. I can sense his passion for what we do and look forward to seeing his new ships. There were many P-47s at the Nats—did anyone get any "warbird" photos? All I got was video.

Another highlight was getting to fly Keith Trostle's very smooth-flying Bearcat. It was interesting to compare it to Al Rabe's big version, The BBQB, which I got to fly in Texas. They are both awesome semi-scale designs and fun to fly. Thanks, Keith and Al, for sharing these with me.

There are so many people to thank for the great times Karyn and I had in 2005, the list could go on forever. Just let me say thanks one and all for a great year and even greater memories of 2005.

DISTRICT 3



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West Virginia



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Well, here we go into yet another Happy New Year! Hope your celebrations were tame and sane. My first mission is to say thank you so very much to John Brodak for his just-ended presidential term. In spite of what has been reported here in this magazine/newsletter, John attempted to change the old mold into a more open and honest form of leadership. I appreciate his effort and laud his drive. Many more of us now know that much of what passed for leadership in the past was backroom bullying devoid of input from the rank and file. Sunshine rules! Cloakroom leadership will not be tolerated.

To Tom Morris and Will Hubin, thanks ever so much for your effort in producing the premier publication of its kind for our use and assistance. Visually, linguistically, and artistically all of us are in your debt for what we've been treated to over these past many years. Whoever replaces the two of you certainly has been given a superb model to copy in the conduct and presentation of our newsletter! I truly hope that the two of you may once again return to the fun and joy of building and flying your own model airplanes, be they Stunt or Sport!

As we now welcome the administration of Paul Walker as our president let us all unite to give him the support, which any leader must have to sustain an organiza-

tion in transition. There has been much talk of members quitting over the rancor, which had persisted for the past year or so. Friends and acquaintances, nothing can or will be served by our absenting ourselves from this organization if we quit! You may not like my politics or me but you and I still have one very important thing in common: We both truly love to build and to fly stunt and sport model airplanes! Chances are that we'll both help each other at the field no matter what the need might be! Never forget that we are commonly bonded by that one activity! All the rest just plain doesn't matter!

In the last column I noted that the Skylarks of Sharon had held their Twelfth Annual Fly-In for Control Line over the last weekend in July. For once we were treated to fine weather. The camaraderie that emerges from this event is amazing! Bill Lumley and his wife joined us for both days. The Lumleys are from Florida and had family business in Cleveland, which enabled them to be here at the time of the event. Bill is the man who composed and presented the Ode to John Brodak at the Ninth renewal of the Brodak Fun-Fly in June of 2006. I've included some pictures from this fun-filled happening later in this issue.

The Skylarks held their fourth effort for the Western Pennsylvania Stunt Championships over the weekend of August 27th and 28th, 2005. Attendance was really off this year. In all we had ten individuals enter this year but all had a good time in spite of an hour and a half rain delay forced upon us Saturday morning. We were blessed with abundant help rendered by Gary Tultz from Akron and Les Nering from Kent, Ohio. Gary worked his body to the maximum limit both days in judging in all events! Other judges included Pat Rowan, and Phil Spillman. It has been my good fortune to become friends with Alan Buck and his wife, Diane. This couple has traveled all the way from Danville, PA, a distance in excess of 350 miles, several times over the past several years. (See the "Contests" section for the official results.)

Diane Buck, together with Debbie Rowan, Pat's wife, served as our tabulators/organizers for the complete run for the contest. They even brought their own calculators

for the job! This year I asked Alan to help with the judging chores! He too jumped right in to assist! I believe that we as a community need to recruit new blood into the judging arena. One way to do this is to ask Beginner and Intermediate flyers to jump in and help. In this situation Gary Tultz, an accomplished Judge and an Expert Stunt Flyer, worked with Alan to judge Advanced. Since our meet was so small it also functioned as a judging clinic for all of us!

In discussing this with Gary between flights and events we have learned that the two of us have common feelings and observations about the state of Stunt scores in general! Most of the time we feel that scores are "Grouped" or "Classed" according to the skill group being judged. This tendency is totally wrong and should not be done! If an Intermediate or a Beginner presents a 39 or 40-point set of level laps, upright or inverted or whatever, they should receive that score and not be given the "Class" norm or usual tally for that skill level! Parenthetically if an Expert presents a 14 set of level laps, or some other maneuver, he should receive that, too, as opposed to what Experts might usually expect to receive!

Well, moving on to the next stop along the trail took us to Cleveland for their annual Stunt Contest. The North Coast Control Line Club has recently endorsed the inclusion of ARF as a separate event. I think that this is a great thing to do and hope that the Skylarks of Sharon will do this next season. To prepare for my entry into the ARF event, I finally, after two years in the making, completed my ARF Nobler. My first experiment on this plane was to try a cylindrical fuel tank sporting a double clunk arrangement. Tried to fly this thing the week before Cleveland and learned that I had not done something right. Engine wouldn't run right at all. By Friday evening I had changed out the first tank and installed a rectangular Sullivan tank, also featuring a double clunk arrangement. Went out to the field the night before the contest and with fading light learned that I had done the right thing, this time, for the plane and engine, a Brodak .40, flew and ran just right! Each pattern got better and better! I was delighted in spite of the fact that I had denuded my right index finger's knuckle of most of its skin!

In Cleveland I was fortunate, on my seventh flight, to overall post a score high enough to win ARF! Turned right around and placed third in Classic without appearance points! Doesn't get any better than this in my experience! I guess I was in the "Zone". It all went away on Sunday and I returned to reality! On Sunday Todd Lee came over and sat down to chat with me on the correct way to present or to fly a pattern. This kind expert took of his own time to help me to gain a better perspective on my flying. I am most grateful to him for the time and help he gave to me! When we fly without a coach we tend to reinforce the same mistakes and Todd has helped me to become more self critical in my practice sessions.

Now here's the rest of the story and it isn't pretty! I returned home from Cleveland and noted that my tank was in the fuselage on an angle. Of course, this isn't right and must be fixed! Wrong! Wrong! Wrong! I haven't been able to get that sweet run back since Cleveland and have learned that if the thing is working well, even if the mount or anything else looks weird, don't ever touch it! Not ever! Never! Never! I am still trying to recapture Camelot!

In my Cleveland ramblings I would be remiss if I didn't mention the making of a new friend. Joe Eiben drove to Cleveland from the greater Baltimore, MD area. Apparently Joe grew up in the greater Cleveland area and still has family and friends out here. He was originally registered to fly Expert but quickly got this idea changed to Beginner where he should have been. Joe and I teamed up since we were staying in the same motel and shared many memories and acquaintances. Back in the day when I was hot into Combat and Goodyear Scale Racing, I knew and respected a team of Dunkin and Trent. Well, wouldn't you just know that these two guys are friends of Joe Eiben back in Maryland! Just goes to show you that we do live in a small community of the world! I was able to put Joe in touch with my old club, The Harrisburg Aero Modeling Society (HAMS for short), so that he might have a fun group to fly with.

In so far as noteworthy events are concerned, I was happy to see Will Hubin win third place in Beginner at Cleveland! Will

flew a Great Plains/Tower Hobbies AFR Tutor II powered by a Chinese-made Super Tigre .51. Will allowed me to take a flight on this model and I was truly delighted with its performance. Will's model features a tank built by Les Nering as well as a Brodak tongue muffler. I just couldn't resist doing a full pattern with the Tutor in spite of the fact it wasn't my plane! I mean I really rung this sucker out and it responded just like I had flown it hundreds of times before! Amazing thing these ARFs! Most recently I flew Gil Reedy's Brodak P-40 and it too flies quite well! We live in lucky times indeed!

This issue's tip to make your life easier involves a re-visitation to my trashcan-building jig! You may recall that I reminded all of you to be sure to buy a can with a wide lip so as not to ding your prides and joys when resting them on the can. In the course of putting my ARF Nobler together I noticed that my wide lipped can was dinging my fuselage. I put on my thinking hat and found that I could place a piece of scrap hot water pipe foam insulation over the edge of the can! Off I went to the Lowes store to get a full piece. I found a version even better than the one I had gone in search of! The product is split with a taped edge for butting against itself. I have simply placed it over the edge of my can and taped it on with duck tape! I have no more dings on my planes or other things!

I sincerely hope that you and your families will have a health filled and happy New Year. Please let me hear from you as we go forward. Next column will feature the Columbus, Ohio contest, a tip from Jerry Tarnofsky and Joe Reinhard, and the HAMS November 12th 2005 Fun-Fly.



The ever-dapper Clyde Ritchie strikes a pose at the Skylarks of Sharon Fun Fly, July 30, 2005



Sumner Forrest laments the loss of his Cougar due to Pilot Error! (Spillman photos)



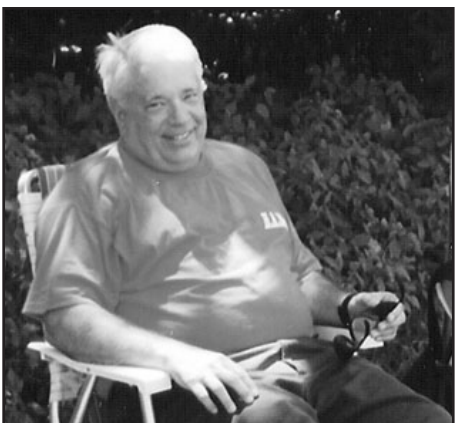
Mike Alimov holds two speed limit combat planes with which he and Phil Cartier had a great deal of fun at our Fly-In



Phil Cartier and his Giles foam-winged profile stunt plane as shown off at the Fun-Fly



That 1/2 A Guy Bob Crusan, of Clarion, PA Sumner Forrest, of Slippery Rock, PA and Randy Shaffer of Saegertown, PA grab some shade during the Fun-Fly



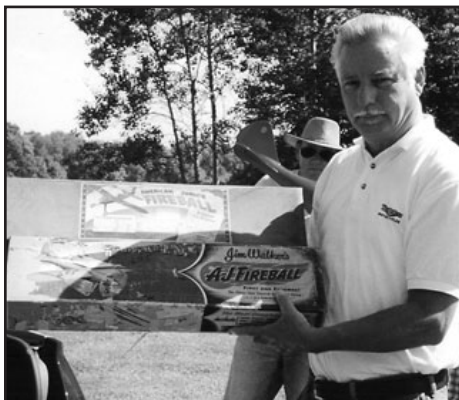
Tom Hampshire relaxes in the shade!



Bill Mohrbacher, Fox Engine Collector extraordinaire, and car with two tails protruding from its windows! Bill may be seen at the right rear of his car.



Group photo from the Fun-Fly (L to R) Pat Rowan with Katana, Clyde Ritchie with Barnstormer, Phil Cartier with Gotcha Streak, Jim Harris, Phil Spillman, with Sterling P-51 B, Larry Pat Giles holding two planes, ARF Tutor II, and an original Pee Gee, four-cycle stunter, Gill Reedy with his P-51 B profile both Gill and Phil use IA .25s for power Les Nering with Humongous, Bill Lumley, Bob Crusan with ME-109 powered by IA .15, Summer Forrest with his Magician, OS .35S powered, seated in front, Diane Lumley, Bill's wife.



AJ Fireball collector, Jack Cylenica of West Mifflin, PA, visited us during our Stunt contest on August 28, 2005



The two most important contributors to the success of our contest weekend were Diane Buck on the left and Debbie Rowan on the right. These two ladies tabulated all of our scores, posted all results, and summarized the final rankings for all pilots. The Skylarks express their profound thanks for your help and hard work!



Ron Lutz and Pat Rowan as seen at the Cleveland Stunt Contest



Gil Reedy tachs Gary Tultz's ARF Cardinal while Gary prepares to take a flight on his new plane. Power is IA .40.



Roger Strickler observes from the comfort of shade!



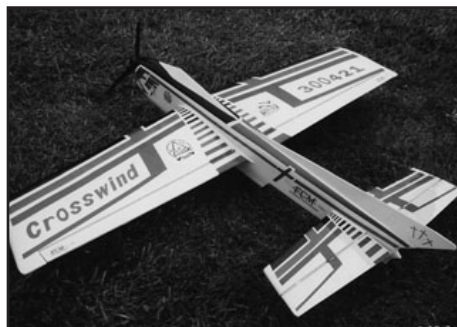
Gil Reedy prepares for a successful flight with his Brodak ARF P-40 powered by an IA .46.



Group picture of some of the Skylark s Western Pennsylvania Stunt Championships as seen with prizes: (L to R) Les Nering, OTS Judge; Dalton Hammet, Beginner Pilot; Clyde Ritchie, Intermediate; Bob Crusan, Beginner; Jim Harris, Advanced; Pat Rowan, Advanced; Ron Lutz, Advanced; Doug MacIntyre, pull tester; Kneeling: Gil Reedy, Advanced; Phil Spillman, Advanced; Sumner Forrest, Beginner; Alan Buck, Intermediate; Advanced judge, Gary Tultz, judge in all events and in all classes.



Wayne Buran, CD, shows his wares to a potential customer at the Cleveland Contest



Will Hinton s Crossfire Stunter as seen at Cleveland Stunt Contest



Mary and Gerry Phelps tended to administrative duties at the Cleveland Stunt Contest. Gerry, now retired, hasn't looked this healthy and happy in years! Way to go, Gerry! Must be Mary s free TLC!



Will Hinton and Rich Tupper caught in a light moment in Cleveland



John Paris Chipmunk Stunter performed well in Cleveland



Ray Marlo from Michigan and his nicely done La Estrallita Stunter



Pat Rowan's newest Oriental flown in Classic Stunt. His best looking- and flying version as yet!



Gary Tultz's Brodak ARF Cardinal Stunter powered by an LA .40, getting sweeter by the flight according to Gary



Dave Heinzman's Brodak Original Nobler powered by a Brodak .40 engine



Ron Lutz busses his wife and contest helper, Marilyn, under the contest tent at the Cleveland Contest. Marilyn helped with the adding of all



Jim Harris Tower ARF Nobler, Fox .35 powered, flies well and makes a really fun plane to enjoy.



Phil Spillman's ARF Nobler, powered by a Brodak .40, winner in ARF and third place in Classic with its fewer than ninth flights



Pat Rowan checks out Wayne Buran's Hobby Shop goodies while Dave Heinzman looks on



New friend and Beginner trophy winner, Joe Eiben, poses with his Demeco, Continental, as flown in OTS.



John Paris Brodak ARF Oriental is a fine flyer



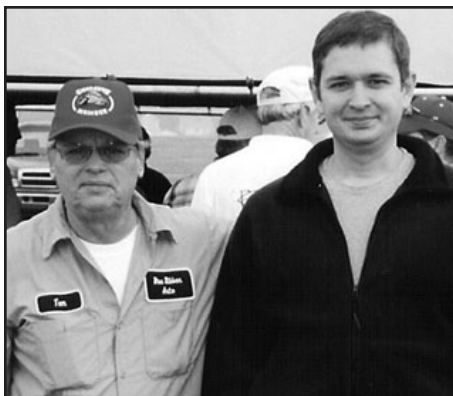
Ami Lee, Mrs. Todd Lee, sits by while Mary Phelps holds the Lee's new baby



Tom Polk's winner in Advanced Stunt, a Randy Smith Vector design



Ray Marlo's LaEstrallita, as flown in Intermediate



Tom Klinginsmith and Mike Alimov, judges in Beginner and Intermediate Stunt



Wayne Buran and Todd Lee, judges in ARF and Classic Stunt



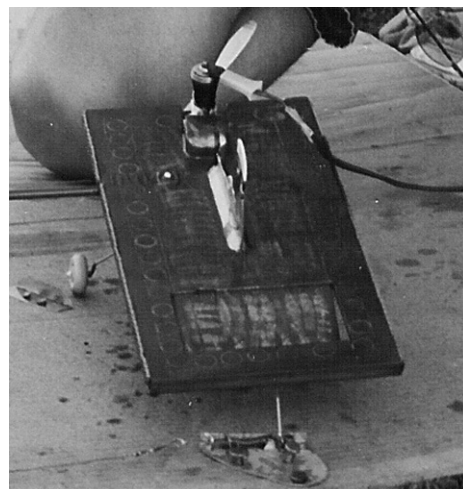
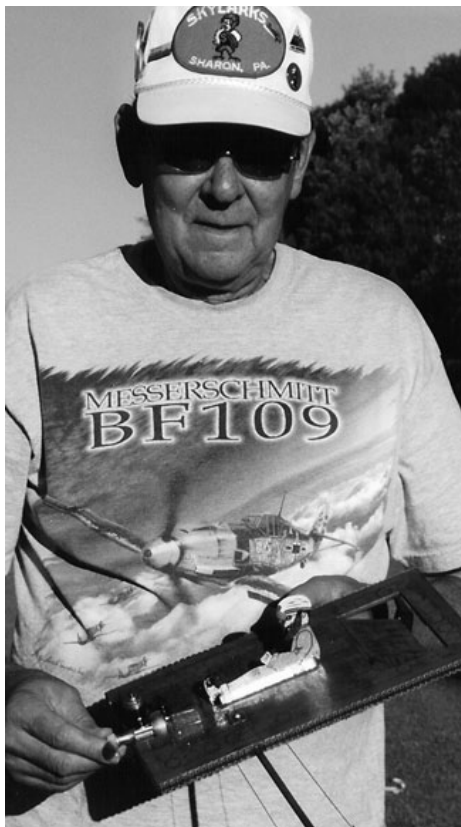
Gary Tultz and Tom Klinginsmith, judges in OTS



Gary Tultz and Dave Johnson, judges in Advanced and Expert Stunt



Display of WW II profile combat planes as flown by the North Coast Control Line Club of Cleveland as a club contest on going all summer of 2005. These planes are IA .25 powered and are sized to a specific formula.

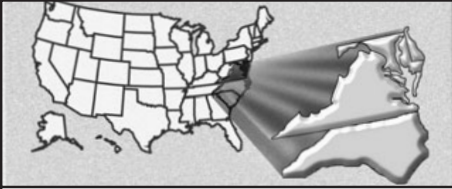


That's A Guy Bob Crusan with his newest original novelty flying carpet featuring a bearded pilot with turban. Note the unusual takeoff pad resembling a scaled down VSTOL carrier deck used by Bob to launch his carpet!



Spillman's trash can work jig with soft rubber-like pipe insulation around the top to help prevent dings on plane parts as you work! (Spillman photos are all the rest)

DISTRICT 4



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

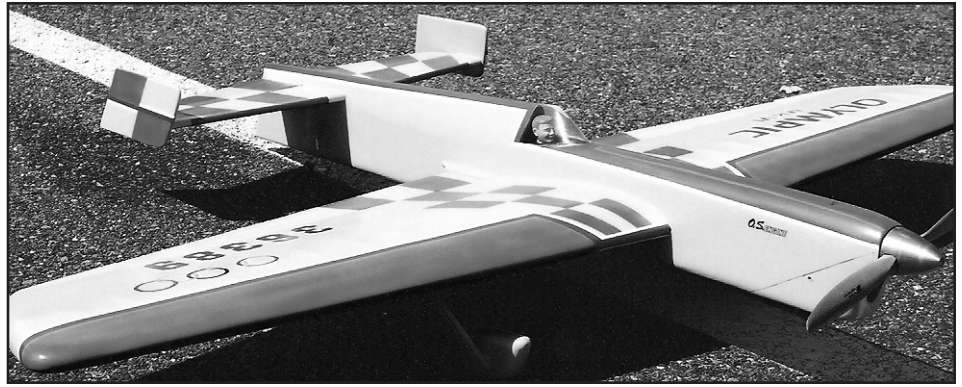


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By Steve Fitton

Hey folks. I asked Kent if I could submit a little follow up to last issue's District 4 report, and he agreed. I wanted to continue a few items from last issue, as well as some stuff from the last two contests of the season down this way.

First, a little follow-up from last issue. Pictured is Bill Ballenger's well-executed Brodak Olympic MK VI. Since I wrote last, Bill has gotten the model pretty well trimmed and has begun racking up good practice time on the plane. Initially, we were concerned with the model because he was getting great engine runs but the model seemed very poor in overhead maneuvers. Finally I put a watch on the level laps and was puzzled to see 5.8 second laps! This seemed odd when running an 11x5 prop on a 40. The mystery was solved, however, when we noticed that his flying lines were much longer than the lines on my 60-size model when they were next to one another in the pits! Bill hooked up the set of lines he meant to put on in the first place and, equipped with the correct shorter lines, the plane came to life. The black and white picture format here really doesn't do justice to the Sig dope finish Bill used on this model. Bright colors like yellow and orange are really helpful when you fly against a background of trees, and Bill's model is a delight to look at and easy to track.



Bill Ballenger's Olympic Mk VI. OS FP 40 power, Sig Dope, 44 oz.

I've included a picture of John Tate holding his completed Brodak P-40 ARC. When we saw this project last, John had moved the wing cutout up in the fuselage to help out the vertical CG. The original Pat Johnston design for this model had dihedral to help out there, but the kit and the ARF/ARC do not. Most of the ones I have seen, including my own, require a big flap tweak or tab to get the roll trim on the money. John has flown the completed model a few times, and it was a lot easier to trim out with the wing moved up. John did find that he needed to bend some new landing gear struts to compensate for the loss of ground clearance from the wing adjustment. Overall the wing relocation is an easy-to-do mod that makes trimming and flying easier.



John Tate's Brodak P-40 ARC. Wing moved up 7/8th inch in fuselage. MonoKote finish, OS 46 LA power.

A couple of District 4 flyers made it down to Marietta, Georgia for the September Cobb County Sky Rebels contest. Despite one of this year's innumerable hurricanes lurking off the East Coast, the weather and wind cooperated and they got in a great contest. Well, the weather mostly cooperated (!): Friday afternoon's practice was interrupted by a brief rain shower. When the rain slackened, Marshall Busby began to unroll his lines while I dug in my flight box. When I turned to speak to Marshall, the whole sky behind him lit up with huge lightning bolts. Marshall of course had his back to the lightning, and was nonplussed as I nearly trampled him in my haste to dive back inside my car! We didn't have too long to wait for the storm to move on and that was the only bad weather all weekend. CD Tom Dixon must have some sort of weather mojo because the last few years have had great weather for both spring and fall Marietta dates. Bill and Aaron Little came down from North Carolina, and John Rakes rode down from Lynchburg, Virginia to attend. Aaron and Bill had lots of work ahead of them, as Aaron was trying to tweak an Oriental he brought down, and his father Bill was trying to sort out a slightly tired Spacehound. Bill's Spacehound had the most curious wheels on it—to fit the narrow profile wheelpans, Bill used a type of hard rubber or phenolic racing wheels. These would have been ok on a very smooth surface, but on the rough asphalt of the Lockheed parking lot the sound they made could be heard for miles and threatened to shake the model to pieces. Furthermore, this caused lots of razzing from other flyers about the "oak" wheels on his plane. Leave it to stunt guys to kick a guy when he's down! Stone wheels aside, the model flew very well and would have placed higher had the (also tired) ST-46 not grenaded a ring during his first official flight. Bill took this

pretty well and decided the Spacehound would return to the shop to hang on the wall for another ten years. So maybe somebody needs to send Bill a fresh ST-46 and a set of rubber treaded racing wheels and the Spacehound would be back in business. It's a unique looking model that really flies quite well.



Aaron Little's scratchbuilt Oriental as seen at Marietta. Dope/automotive paint finish, Magnum 36 powers this model. This is the older round head version of the Magnum 36, newer square head 36 is even lighter. They run the same. Plenty of power for a model this size!



Bill Little's Sirotkin Spacehound. Russian design from the 1960s. Bill's nicely executed version has a dope finish and ST-46 power. Model presents well, flies excellent squares. As designed, it requires racing-style wheels probably better to enlarge the wheelpants for conventional foam wheels.

John Rakes has been burning tons of fuel this past summer, and the result shows in some 1st place trophies in Intermediate, and a rather worn out ARF Cardinal. He really makes that Cardinal look good, and by next season you should see John (and his overhauled Cardinal) entering the Advanced ranks. John really enjoys the new ARF offerings, and was rumored to have assembled a new ARF Pathfinder in the hotel room at the Charlotte contest—from box to test flights in one weekend!



John Rakes and his ARF Cardinal; Dixon tuned LA 46. Rakes has gotten his money's worth and then some out of this model. John has improved tremendously the last year. Memo to Bad Andy: Better split from Advanced while the getting's good. This guy is on his way!

If there is just one contest in District 4 that's a do-not-miss, it would be the Metroliners Huntersville contest in mid October. Of course, I had to miss it for some family obligations. O well. Mobs of people from Districts 2, 3, 4 and 5 did come and had a great time at the first-class facility just outside of Charlotte, NC. A special guest at this Huntersville contest was Sergey Ivanov, the gentleman who manufactures the Double Star and Brodak 40 motors. He brought an interpreter with him, in the form of his lovely niece Tasha. Sergey also brought his 1983 vintage FAI

ship to the contest and flew it in PAMPA Expert. This model even has retracts and still flies very good.

Jim Pollock and John Lindberg came down from Northern Virginia to enjoy the contest. Jim finished 6th in Expert while John Lindberg picked up the win in Intermediate. Congrats John! In Advanced, "Bad" Andy Patterson took top honors his first time back at stunt after a long layoff. You know what this means, Andy! Jim Morris and Terry McDowell rounded out the top three—well done by the local guys! In Expert, Tommy Luper smoked the field, with an Old Time plane no less! Tommy has been working very diligently all summer on his Humongous and the prototype DS-54 motor, and it looks like he got it dialed in this time. Tom Dixon and Gene Martine finished out the top three behind Tommy. Look for the complete breakdown on scores in this issue's contest section. Bill and Aaron Little made this contest as well. Aaron was in the process of trimming out his new Satana. Aaron had a freshly rebuilt PA-40 in this model, and after he and his Dad made some adjustments to the tank/header clearance, they had a great running engine and the plane started to trim out good. Even after only a handful of flights, Aaron was able to make a respectable showing in PAMPA Advanced.

I'll wrap up this guest appearance with a bunch of pictures from Huntersville.



Bad Andy Patterson makes a shameless plug for DS motors in this picture of the Advanced top three at Huntersville. Andy's winning plane is actually the Avanti at his feet. This is one tough looking crew here!



Double Star engine maker Sergey Ivanov and his FAI ship at Huntersville. Eighties vintage ship still has shutoff and retracts. Sergey and his niece had been guests of Roy Trantham and were on their way to Carmichaels, PA to visit Brodak manufacturing, when they dropped in for the contest.



Defending Advanced champ Gary Lutz displays his Stuntress and the Ringo perpetual trophy from his '04 Huntersville victory. This trophy started out as a tribute to one of the members of the Norfolk Aeromodelers Club in Virginia. When the club got too small to hold its annual contest, the trophy was moved to the Huntersville event. Andy Patterson gets to have it on his mantel for the next year.



It seems that former stock car drivers still get all the chicks. Here Roy Trantham mugs with Tasha and Shelly.



Jim Morris placed second in Advanced flying his Avanti, but he was observed testing out this brand new stunt weapon at the Huntersville contest. Sig Magnum kit with Stalker 61 RE for power.

DISTRICT 5



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



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Since this is being written in mid-November, everything you read will be old news, so I think I'll drift back a couple months to mention a few District 5 accomplishments that fell through the cracks. Quite a few of us attended the Nats in July and several people placed well. I may miss a person or two, but it's not intentional. I didn't realize at the time that I needed to be taking notes, but here is what I've put together.

As near as I can tell we didn't have anyone in Beginner, but we were everywhere else. Adrian Dominguez was 1st in Intermediate, which earned him a free trip to Advanced, where he proceeded to qualify in the Top 20. Don Ogren finished 2nd and Toby Acierno was 4th. Three of us flew OTS with yours truly eking out 1st, Tom Dixon was 9th and Derek Barry was 12th. Derek and Tom also flew Classic,

finishing 7th and 8th, respectively.

Seven District 5 members were in Advanced, with six making the Top 20. Josias Delgado was 2nd, Dorin Morosanu 5th, Alberto Haber 7th, Germanico Bercerril 8th, Adrian Dominguez 12th and Marshall Busby 20th. And finally, there were nine of us that flew Open. Randy Smith was the highest finisher, in 5th place with Rookie of the Year Orestes Hernandez close behind in 6th. Orestes was last year's Advanced Champion—not a bad jump from Advanced to nearly flying for the Walker Cup in one year! Derek Barry cracked the Top 10 for the first time, finishing 10th and Bill Rich was 17th after having missed last year with some serious health issues. Oh yeah, I certainly can't forget our multi-time Jr. and Sr. Champion, Rob Gruber, who won Sr. again and continues to instill fear in the hearts of all Open flyers.

Now we ease forward in time to Labor Day weekend, once again in Muncie, for the U.S. Team Trials. District 5 made up just shy of 50% of the total entries, and four of those made the Top 10. Bill Rich, using a borrowed plane, flew to 5th place, making him the second alternate, Orestes Hernandez was 8th, Randy Smith 9th and Curt Contrata 10th. Derek Barry, 11th, missed the cut by less than 14 points, which with the K factor was one point on one square eight away from qualifying. FAI is tough! Josias Delgado finished 14th and I managed to not finish last, but not for lack of trying. Also, Rob Gruber flew unofficially since he gets to return to the World Championships next year as a defending champ. He can't fly Jr. again because of age, but will be allowed to fly in the Sr. group. Had his scores counted, he would have finished 7th.

Next stop is Huntersville, NC in October. While this is a District 4 contest, it's right on the border of our district, so attendance is usually pretty evenly split between the two. Unfortunately, I allowed myself to be too distracted to get a lot of results. My son, Derek, broke his foot in an unusual accident—that was the bad distraction. The good one was that grandson, Gavin, flew in his first contest and won Basic!



Gavin Barry with his 1st place trophy

Gavin crashed his plane on his first official flight, but Watt Moore saved the day by letting him borrow one of his. Thanks from the three of us, Watt. There were at least thirteen District 5 members there. Some of those in attendance were: Dave Hemstrought, Stan Powell, Marshall Busby, Roy Trantham, Gene Martine, Tom Dixon, Olivia Mills, Dave Courtney and others. The Carolina gang always puts on a great contest and has a fantastic site with which to do it.



Roy holds for Marshall's profile flight

Now to the most recent event. I attended the Rebel Rally in Jacksonville on Nov. 12th & 13th. The weather was sunny and warm, though it did get a little breezy in the afternoon. Saturday had Basic, OTS, Classic and Profile scheduled, with all events except Basic having multiple entries. I know the full results will be in the contest section, so I'll just hit the highlights. Tom Dixon was 1st of eight in Profile, flying a Brodak Cardinal ARF with the new Double Star 40, Roy Trantham was 1st of five in OTS flying a DS 54 powered Humongous and Robert



Expert winners

Compton was 1st of seven in Classic flying an Aero Tiger powered Gladiator.



Bill Hodges and Don Thibault
judging Classic

Sunday dawned with no wind, but cool, damp air giving a few people starting problems. Because the contest was held at the Whitehouse Navy airfield we had to start at 7:30AM to try and be done by 12noon. We nearly made it. At 11:30 we were informed we had to leave, NOW! We came within three flyers in Expert of getting done, so the final results could have been affected, but you work with what you've got. Due to the last minute rush and the fact that I was judging, I didn't get to see who won Beginner and Intermediate (sorry guys), but I know that Roy Trantham won Advanced and Bob Dixon won Expert.



Mike Clark with his profile Cavalier

Well, I guess that's all for this time, the next report will be after the KOI in January. It will be held in Starke, FL this time on January 14th & 15th; hope to see you there.

Dale

DISTRICT 6



Illinois, Indiana,
Kentucky, Missouri



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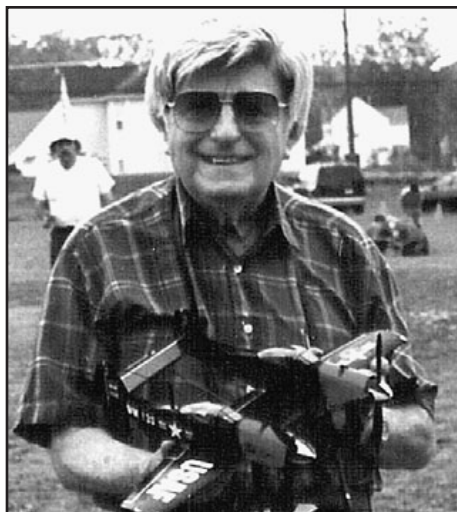
I am trying to do some office keeping and utilize pictures sent to me earlier. I will add some contest shots later but want to give credit to donations to the column. The first two pictures are from Steve Bakac of Australia. They include his Mackey Lark and Brickhaus Buccaneer 746.



Steve Bakac's rendition of Charlie Mackey's Lark as published in Model Airplane News. The actual model had an open cockpit but the plans showed a full canopy. Most builders decide to use the plan version.



Steve's Buccaneer 746 powered by a ST 46 with a .280 venturi and 11 X 5 Zinger prop. Paint is an acrylic material with a two part clear overcoat.



Ron Baddorf sent me some shots of the Walter Musciano event held in the Washington, DC area. Here is Walt himself holding Ron's F-82 Twin Mustang.



Scott Richlen built this Musciano SNJ powered by an OK Cub engine.



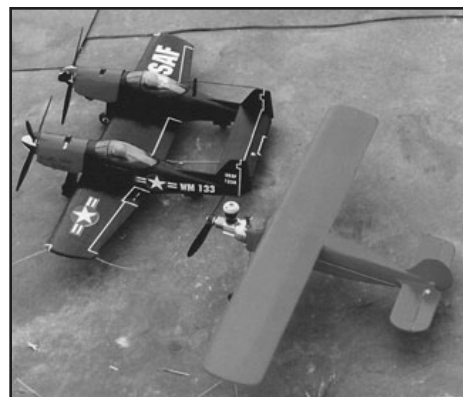
Mitch Heller's Dewey Bird is finished in Brodak primer and sprayed with Rustoleum color. The wings are covered with Ultracote. The engine is an OS Max 251a, with Dave Brown wheels to keep dirt off the bottom and a Brodak tank to hold enough for a safe flight. Mitch flies at Ned Brown Woods in northwest suburban Chicago. He is a member of the Chicagoland Circle Cutters.



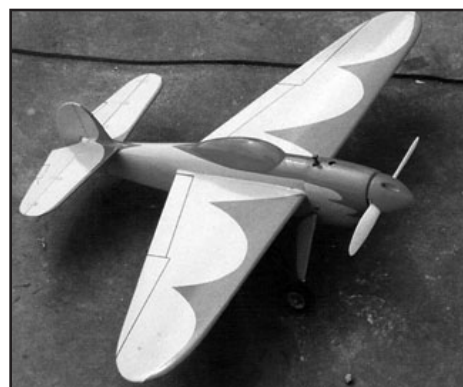
Brian Harris is now flying a Buccaneer 740 but is building a Jack Sheeks P-26 Peashooter. Power seems to be a ST 51.



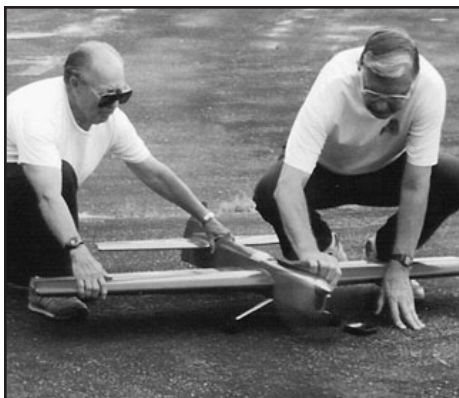
Brian's Peashooter is farther along than this shot shows, but I like the open structure as shown and wanted to brag on him.



Ron Baddorf brought two non-flying entries. They included a F-82 Twin Mustang and a Red Flash. Cox Baby Bee's powers both models.



Tom McClain built this Snark Missile. I have seen this model at the Brodak Fly In at one year or another.



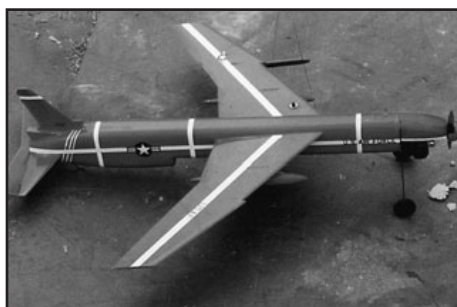
Ken Nash is ready to launch with the help of Gerald Chaney. Ken's model is an ST 60 powered Cardinal.



Ken returns the favor by help to launch Gerald's Nobler.



Gerald Chaney of the Springfield, MD area warms up with his Jamison Special at their flying circle. It has an OS Max 35s for power.



Scott Richlen strikes again with this Atomic X and an OK Cub engine also powers it.



Brad Shaeffer of Springfield, MD is proud of his Jack Sheeks Hurricane. Don't say that word too close to any Florida, Texas or Louisiana flyers. Of course, Jack and Shirley take their winters in Florida. The Springfield boys will soon lose their circle to the dog lovers of the area. They are working on a new site.

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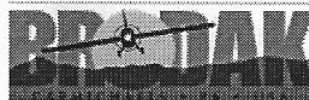
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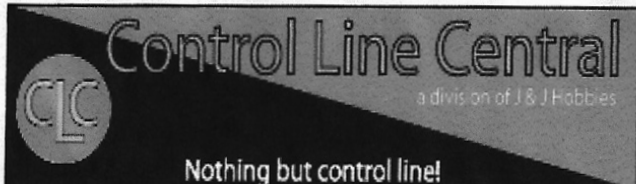
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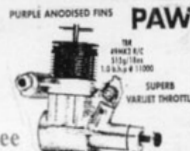
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Ken Nash, James Mills and new son approve of the air force laid before them.



Spring weather in the Chicago brings out the final project of the winter. Mitch Heller's Wildman 60 is nicely done.



Sonny Williams sent me this shot of his new Carolina Belle. Sonny is an ex-speed flyer turned stunt-flyer and returned to racing and speed. But he does build a nice model.



Brad's Hurricane and James' Shark 45 are on display on the soon to be lost circles.



Do you need a colorful paint scheme? Gerry Ruschke and his wife Dorothy closed G&D Hobbies in Sandwich, IL last year. Gerry continues to build and fly full-scale aircraft. This is his Spaceswalker II with a 100 hp Continental 0-200 engine. Colors are yellow, orange and red. It is very nice. Got to see it in color.



Columnist and his Soepter is shown on a day at Pope County Elementary School in which he was preparing shots for the Model Aviation article. PA 40 powered the Soepter during its career in the Midwest contest circuit. Placed 17th at the 1996 Nats. It is still a good model design although a control failure took it out of contention for future contest work.



Mitch Heller sent me this shot of his 38 Special taken at Ned Brown Woods near Schaumburg, IL. The engine is a Silver Fox 35 by Lew W Colard.



Sonny also sent this shot of his Miss Fortune. It is a Miss Fortune if he does not fly this regularly. Sonny is from the Charlotte, NC area.



Scott Richlen's Silver Lancer is built around a Genesis 40 frame. The Silver Lancer is a fanciful rendition of a mid 30s adventure comic book aircraft. Scott's earlier version was painted a bright white, red, yellow and black.



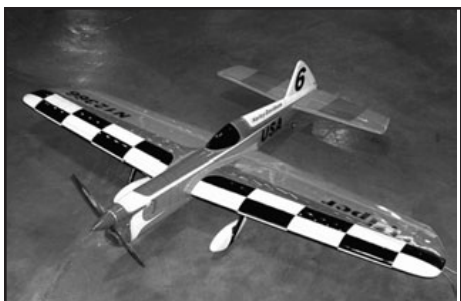
Steve Moore of Dexter, Missouri came over to fly his first contest at the Western Kentucky/Southern Illinois Champs in August of 2005. Here is Steve in Dexter, MO taking a flight after work.



Jerry Leuty of the Texas crew let me have this shot of his early in the season Ringmaster flights



Bob Storick's new Viper got a lot of attention on Stuka Stunt, so I am passing on color shots of his Viper series.



Bob's other shot of the nose area on his new Viper.



Don Ogren sends a shot of early spring flying at Spring Hill. The left flier is Bud Shipley and the right pilot is Dick Antoszewski along with their bevy of models.



Jerry Leuty also has built a, what he calls, a Simple Chigmunk. I think he uses a Twister type foam wing as the basis for the model.



Michael Schmitt's family is shown at the Chicagoland Circle Cutters contest in May of 2005. It is a Saturday contest, which makes getting into and out of Chicago an easier venture to attain.



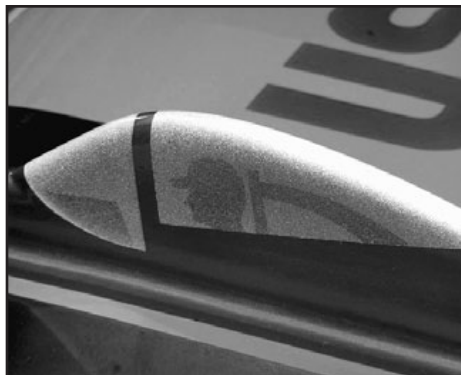
Larry Lindburg, Floyd Layton's bodyguard, Floyd Layton and columnist relaxing before the flights at Michael's contest.



Picture BR 31 Michael got this shot of all the flyers at his contest at Ned Brown Woods near Schaumburg, IL (Chicago).



Picture BR 33 Steve Moore flying in Dexter, Missouri. I think this is his Sterling Mustang at work and play.



Picture BR 36 Tommy Luper of Winston-Salem, NC finished his TEOSAWKI (The End Of Stunt As We Know It) Deluxe model and the pilot awaits the first flight in the spring of 2005.



Picture BR 37 An overall shot shows off Tommy's unique talent to make a silk purse out of a sow's ear. Even the designer, Clayton XXXXX tells Tommy that his TEOSAWKI Deluxe should be ugly, not pretty. Tommy will not listen.

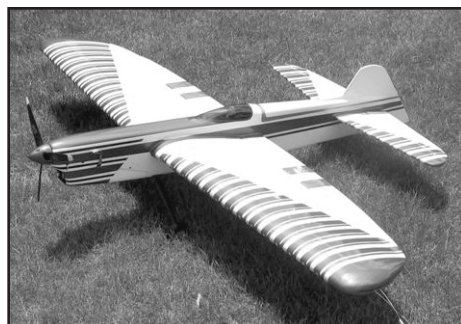


Picture Storick S6b 07

Bob Storick is coming along quite well with his new Supermarine S6B stunter with a PA muffled engine for power.



Picture BR 38 This shot includes Charlie Reeve's and Tommy Luper's TEOSAWKI Deluxe.



Picture BR 39 Michael Schmitt's Randy Smith Tempest II is done and ready for the contest season.



Picture Storick S6B 08 Another shot of Bob's S6B after carbon veil and now in the primer stage.



Picture BR 40 Brazilian Junior flyer Thomas A. Case Junior won the Junior/Senior Beginner Eagles Nest perpetual trophy at the 2005 Nats. The trophy is on display in the opening hallway of the AMA museum in Muncie until next year's Nats in 2006.

DISTRICT 7



Iowa, Michigan,
Minnesota, Wisconsin



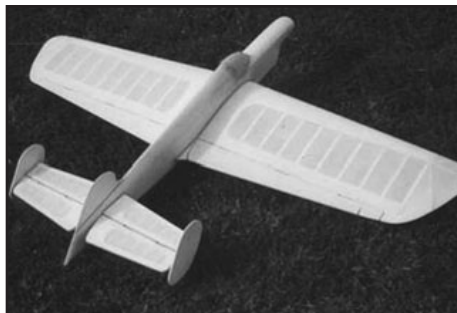
Bob Brookins
3825 E 42nd St
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(515) 266-5334

As most of you in District VII know, I was not re-elected. I have enjoyed representing District VII for the last six years and have met many fellow modelers of many of the other districts.

My good friend and modeler, Sam Sciorotta has furnished me with some photos of his latest plane, Eddie Elasick's Impala. Here is Sam's article.

"I was looking for a 'Classic Stunt Plane' to build that was a little different than the Nobler, Thunderbird, Ares, etc. With all due respect, those classics are truly beautiful and great contest winners. However,

Eddie Elasick's Impala struck me as different and beautiful. After contacting AMA and getting the plans, I took them to a copy center and had them blown up to scale. What you see is the result of a scratch-built Classic stunter. Paint is Brodak white with orange and black trim. Powered with a Max 40 FP. What a project this was."



In late October, Lew Woolard drove up from Wichita, KS to accompany me to John Brodak's for some great fun and flying. The hospitality at John's can't be described in words. It was GREAT.

We stayed at John and Buzz's for four days and three nights. There were several fellow flyers that came from Akron and Kent, Ohio to visit us and to fly.

Bob Zambelli came in from the Philly area and stayed at Brodak's also. We all had such a great time talking, flying and just being there. The weather was super. Here are several photos of the fellow flyers, Gary Tultz, Dick Fowler, Dave Johnson, Ray Rowh, Rog Strickler, John Snyder, Joe Grash, Sr. and his son, Joe Grash, Jr., Bob Zambelli, Lew Woolard and John Brodak. I was manning the camera.





Also a few pictures of some of the planes.



Lew's and my planes, ARF Nobler and Viking.



Joe Grash, Sr.



Joe, Sr.'s Yak 9 that had a small problem.



Joe Grash, Jr.'s ARF P-40



Grash's Ringmaster

I think I speak for all of us that were there, that we had a great, great time and are looking forward to the Brodak Fly-In in June of 2006.

I am in the process of building an ARF Strega prototype. It may be powered with an ST60 or Saito 56. I am also building a Windy Lew, Lew Woolard's original design, and it will be powered by Silver Foxx LA46.

Congratulations to Crist Rigotti. I am sure he will do a good job as your representative.

Keep your lines tight, Bob

DISTRICT 7



Iowa, Michigan,
Minnesota, Wisconsin



Crist Rigotti

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Hi. First thing I'd like to do is thank all the District VII PAMPA members who voted for me. Second, is to thank Bob Brookins for his service to our district the last 6 years. Let me take a little time and introduce myself and give you a little background of my modeling career.

My wife's name is Jan and we've been married for 32 years. We have two children, a daughter named Jaquelyn, and a son named Crist. We call him Buddy. Both are grown, moved away, and have their own families. I'm a Systems Engineer at Rockwell Collins in Cedar Rapids. I take avionics and integrate it in an airplane. My specialty is designing the wiring for the airplane. I've been modeling since I was about 8 years old. I've participated in just about every type of aero modeling there is. I've flown outdoor free flight, indoor free flight, control line stunt, racing, and combat. Yes, I even fly some R/C. Mostly sport now, but flew some pattern in the mid '70s. I took most of the eighties off to raise a family and started up again in the early '90s. I flew R/C planes, then moved on to R/C helicopters. I was looking for a change in 1999 and remembered a SIG Banshee that I had started several years prior. I took it down, sent my OS 35 FP to Leonard Neumann, and finished it in late October. I did some flying that fall and fell in love with control line again. That winter I built two of Bob Hunt's RD-1s and

entered my first contest in Omaha, hosted by the Omaha Orbiting Eagles in June of 2000. Jim Lee gave me a lot of help and kept me from crashing my plane in some very windy conditions. I was hooked! I've been flying in contests ever since. Allen Brickhaus has been a big influence in my stunt career and can't thank him enough. I've met many wonderful people and have made good friends flying stunt.

Let's get down to business. I'd like to set up a way to communicate to all District VII members. Of course I'll be calling some of you, but I'm looking for an efficient way of communication. E-mail would work very well. I'll be contacting each district member to set up this network. I realize that some of you don't have e-mail, but I think we will be able to work something out. I think it is important to be able to pass along what's going on in PAMPA and just as important, to get your input back. You see communication is a two-way street. For me to be an effective representative I'll need your input. It might take a couple of months to get going, but it'll be worth it. Of course if any of you have any concerns or just want to talk stunt, you can always call me. My cell phone seems to be welded to my side! I'm looking forward to hearing from each one of our district members and meeting you at contests.

I'd like to gather information about the control line clubs and flying sites in our district, too. I feel that would help all our members feel a bit closer together. Even you guys way over there in Michigan! So, all you guys send me info on where you fly, GPS coordinates if you have them, and I'll put them in our column. I think it would be interesting to see where everybody flies. We all don't fly at club circles, you know. Pictures would be helpful too!

Congratulations are in order to Floyd Layton, our new advertising editor. I'm sure Floyd will do a fine job. Speaking of Floyd, he's working on a SIG Magnum with a ST 60 and fuselage mounted gear. Last year he flew a very nice Buccaneer 740 with an OS 40 FP. Floyd did well with this combo. Unfortunately, a tool box and a Buccaneer 740 can't be at the same place

at the same time. Floyd did a very good job with the repair to the outboard wing. I hear that it now needs a new tail too. Yup, a little low on those nasty square loops did it in again. I think Floyd will repair it to like-new again, only sporting a larger tail, boosting the tail volume up to over 25%. Hang in there, Floyd, the ship is worth every repair made to it. By the way, next time you see Floyd, ask him which way is Missouri.

Joe Connelly of Salem Wisconsin is working on a Nakke with a Millennium wing. He's currently flying a John Lowery Wingmaster. Joe says he's retired and likes to get out and fly and really enjoys building. How about a picture or two, Joe? Glen Peterson of Egan, Minnesota is working on a Randy Smith SV11 and plans to use a Tom Lay ST 51. Sounds like a great combination. Keep us informed as to your progress, Glen. Pete Mick of the Milwaukee club is flying a very nice Legacy powered by another ST60. He'll be doing a small repair to the LG blocks due to a mishap at Peoria last year. Pete built a SIG Skyray and powers it with a LA 25 swinging a 9/6 prop. At 30 oz, he says it flies like a dream. It took zero trimming and on the first flight he did the whole pattern! He thinks this combo is good enough to be flown in Advanced competition. He and his grandson will have many happy flights with it, I'm sure. He also wanted me to mention that, in the first weekend in January, there's a big swap meet in the area held by the R/C association. Don't miss it! I heard from Jeff Welliver from the Minneapolis Piston Poppers. He's doing some minor rework to his beautiful RSM Tempest. He's got a UHP Buccaneer 740 ready to start building that will use Tom Morris controls and a Brodak 40 for power. Jeff told me that their club lost their flying field this year and that they are currently looking for a new site. Jeff contacted the AMA and through them he got in touch with a Superfund site in the area. He's been in contact with the person who oversees several sites in the area. This site has some



Could this be the Minneapolis Piston Poppers new flying field?



Another picture of a potential flying field.

promise, so let's hope that Jeff and the Piston Poppers get a new flying field soon. Here are a few pictures of the area.

Russ Gifford, Camanche Iowa is still working on an Excalibur. He had one several years ago and really liked the way it flew. Alas, a rich engine run did his first one in so that's why he's building another. Russ also has worked out his fuel tank problem with "Lady Lynn", his big stunter. He's been plagued with that problem all year. I expect many good flights with the plane next year. If you didn't notice I moved in November this year. We moved closer to where Jan and I both work. Yeah, as I write this (the second week of November) the shop is a mess and the garage is even worse. When done the shop will be even better and I'll be closer to the Mt. Joy flying site. I'm working on a P-40 class airplane. I took a Legacy 40 outline and added a turtledeck, then increased the thickness of the airfoil and added wing mounted LG. With the move and all I thought that would be all I could hope to get done this building season.

I'll close with some pictures and the ever present plea for pictures and information on building projects and what is happening with your world of stunt. See you in a couple of months, till then keep warm!



Russ Gifford and yours truly at the 2005 Ice-O-Lated contest in St. Louis.



Keith Sandberg from Minneapolis shows off his P-51. This once was a SIG P-51 but Keith made it a profile and added to the wingspan to aid with the lift-to-weight ratio.



Russ Gifford contemplates his next flight with a Mike Pratt Primary Force. Picture taken at Topeka.



Jim Wilson of the Mid-Iowa Control Liners at the 2005 Polk City contest holding a very nice looking FW-190.



A very nice Banshee built by Pete Williams from Dysart, Iowa.



A very nice Tempest held by Jeff Welliver at the Milwaukee contest. Jeff is constantly improving the Tempest's performance.



Allen Brickhaus and Gary Hajek confer at Polk City. Gary helped me in trimming my Excalibur that weekend.



Randi Gifford and Linda Gleason at Topeka this year. Looks like they had some things in common!



Sina Goudarzi and his nicely colored profile Force at Milwaukee. Somehow I just like that color combination!



John Christensen at the Milwaukee contest. He really likes the way his Oriental ARF fly s



Russ Gifford at FCM as he heads into his over-heads.



John Paris at the Treetown contest with his colorful and good flying Chipmunk.



Dave Siegler holds his Flite Streak ARF. He battled in the Beginner ranks at Milwaukee. Nice job Dave.



Curt Nixon with his Impervious at FCM. Curt is doing very well with this combo. Curt also does PAMPA Products for us. Thank you, Curt, for your efforts



Michael Paris at Treetown holding his nicely painted SIG 1/2A Skyray.



With her Shoestring raper at Treetown, Grace smiles for the camera.



Tom Polk from Michigan displays his Randy Smith Vector. Tom put up some very impressive scores with this plane. I understand Bob McDonald has been coaching Tom and he s been listening!



Chuck Zellermyer and his Nobler at the Milwaukee contest.



Jim Krueger proudly shows off his Miss Anne. Jim flew it to a second place finish at Treetown.



Randi Gifford and Floyd Layton judging at Treetown.



A Legacy built by Pete Mick. ST 60 powered. Pete flew to a nice second place finish. Way to go Pete!



Floyd with his Buccaneer 740 at the Mt. Joy flying site.



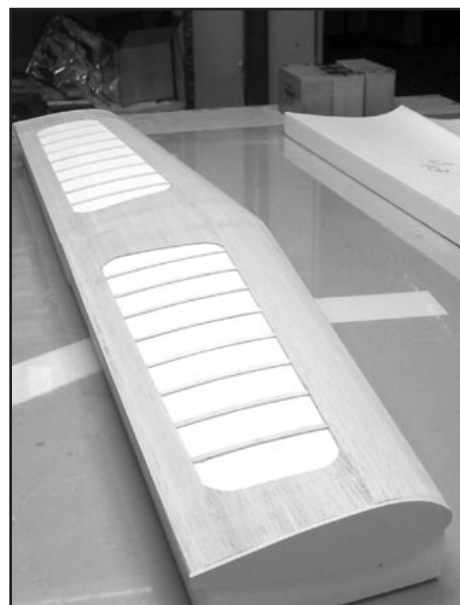
Howard Rush flying to a first place in Expert at the Treetown contest. He just came from the Team Trials in Muncie.



Another very nice Legacy. This one is powered by a Saito 56 and belongs to Piston Poppers Keith Sandberg.

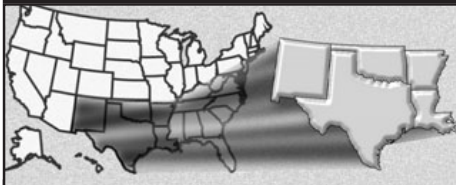


This is what we do in the wintertime in the upper Midwest. Floyd Layton holds an old-timer stick and tissue rubber-powered model. This picture taken in Cedar Falls Iowa at the UNI-Dome. I was surprised how many people who fly control line also fly indoor free flight.



My winter project. Here are the wings of my P-40 class airplane.

DISTRICT 8



Arkansas, Louisiana, New Mexico,
Oklahoma, Texas



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As I sit here to begin this issue's column, I am a little puzzled. Either the screen is blurry, my eyes are blurry, or my whole being is blurry. I've just arrived home from a seven day trip to Nagoya, Japan, Saipan and Guam; which was only one part of working 14 of the last 16 days. But, I've got to get this done as November will be more of the same. Needless to say, I won't be cutting any balsa for the next few days. I do have a new Saturn framed up and in one piece, I just have to finish it now. I will be powering it with an OS 52 Surpass once again. After spending quite a bit of time talking to Bob Gieseke about my next plane I decided to take his advice and just stick with what works best for me. The Saturn/OS 52 combination was the best flying plane I have ever had. Not only was it the best flying plane I've ever had, but I also flew it the best of any plane I've ever had. There is a difference here. When a pilot realizes "Hey, this plane works for me," he/she should seriously considering sticking with that plane until he has maximized his potential with that setup. Sound advice from Bob G that we all should consider.

It is getting to be the building time of the year. It has cooled down considerably here in Dallas; it's only expected to get up to 80 today. Should make for perfect weather for the NASCAR truck race that Jake and I are going to tonight. Speaking of building, I was talking to Don Hutchinson while at

the flying field recently about his latest project. This year Don is working on a semi-scale SBD Dauntless to fly in the Profile-40 event. Don told me that he thought this plane would make a good stunter, as the real Dauntless had a quite large tail surface. The fuselage of Don's plane will have the proper scale appearance, and Don will also be putting the proper dihedral in the wing. The plane will be powered by an OS 40 FP. It will also have holes in the flaps, just like the real one. Don is using brass tube to make the holes in the flaps. He will then cover the flaps with silkspan and finish them. Once they are finished Don will cut the silkspan out of the holes and cover the holes with clear tape. This will give the flaps the proper appearance of having holes for dive breaks. If you've ever seen Don's Stearman biplane or his F-86 Sabre then you know what beautiful semi-scale planes Don can build. Doug and I have flown both of those planes and they are good flying airplanes. I expect that the Dauntless will be also, and look forward to seeing it out at the field.

Well, it is now five days later and I am back from another trip, bleary-eyed as ever. This was a flying/driving/flying trip this time. I flew out to Portland, ME to pick up a car I recently bought, a 1988 Alfa Romeo Milano Verde, and to drive it home to Texas. Yes, I realize Maine is a loooong way from Texas, but this was a special car. Notice the word was, more on that later.

While up North I was welcomed to the Dave Midgley Compound in Hampt'n, Nu Hampshuh for an evening of good food, beer, football watching, and airplane talk. Actually, I think it was demanded of me that I would stop by his place for dinner and lodging. Naturally, I wore my 'I Love Woody' shirt! After a great dinner of pot roast, potatoes, and peanut butter cake, Dave showed me around his shop. Wow, what a nice shop it is! Not a bit of balsa dust anywhere. How does he do that, you ask? No balsa. Dave showed me the aluminum, CNC machined molds for his planes, incredible stuff. He has an aluminum wing mold, fuse mold, elevators mold, flaps mold, and a rubber mold for the cowl. No balsa sanding required!!!!!! I'll take a couple, please. I'm not sure what's more cool though, the all-composite airplanes or the orange 1966 Mustang

GT Fastback that shares space in the garage. A nice classic muscle car.

After a great evening at the Midgleys, it was time to get back on the road, for a while at least. On the morning of day two the Milano blew up. There was a quiet 'clank' in the engine, and then huge clouds of gray smoke in my rear view mirror. A true NASCAR style engine blow up!! There was even anti-freeze running out of the air filter when I opened the hood. Fortunately, I had my airline ID with me and was able to fly home to Dallas that evening. Oh well, when you buy as many cars as I have and drive them across the country as many times as I have, I guess this was bound to happen sooner or later. I called Midgley once I got home, told him what had happened, and then suffered through the indignity of having him laugh at me. Actually, I was laughing too as it is a pretty funny story. If there's anybody reading this near Kingsport, TN I know where you can pick up a free Alfa Romeo.

Back to model airplanes now. I've been working with Brad Walker recently to try and set up a Tournament of Champions style contest for next year. Brad has been kicking around this idea for about a year now, and he is now diligently pursuing getting this contest set up and off the ground. We do not have a firm date yet, but are looking at the middle of September at Hobby Park in Dallas, TX. The TOC contest will be a different format from any stunt contest flown. It will consist of brackets of flyers flying against each other. With the winners advancing to the next round and flying again, much like the NCAA Basketball Tournament. The rounds of flying will continue until there is one ultimate winner of the contest. There will be no PAMPA classes, either. Everyone is in the same 'tournament' and you fly against the person in your draw, and move on from there. We are also planning on adding another new element to this contest: PRIZE MONEY!! We are actively pursuing sponsors and are planning to offer prize money to at least the top three places, and possibly more. The amount of prize money given out will depend on how much sponsorship we receive, and on how many people enter the contest. This contest is still in the planning stages, and I will keep you updated on the process.



De Hill mans the scoreboard at the annual Tulsa contest in September.



Dale Gleason appears to have been shot down by Mike Greb's Impact, but I'll bet Dale's just taking a quick snooze.



Dee Rice's Ringmaster pulled triple duty in Tulsa; flying in Classic, P-40, and Expert stunt.

I have just returned from the Southwest Aeromodeling Conference in Ft. Worth, TX. Attendance was down a little this year, but John Grigsby and I still had a good time visiting with model airplane builders and fliers. We also spent a lot of time talking to the gang at the Fox Engines booth. Fox has a brand new .60 Control Line Stunt engine, and it is a beauty. The engine is an all-new design and is side exhaust. It is an AAC design with timing very similar to the V series Super Tiger motors, and is

a non-Schnuerle motor designed to run with a 2-4 break. It weighs approximately 13 oz. plus a very lightweight muffler. John and I spent 2 days checking the motor out and it really looks nice. It's great to see another new motor introduced specifically for CL Stunt. For technical questions call the Fox tech line at: 479-646-1656, and for ordering call Fox at: 877-369-3883.



That will wrap it up for this issue. This completes my first year as the District 8 Director for PAMPA. At times it has been both trying and rewarding, but throughout the year I have had a great time talking to people about model airplanes and look forward to the coming year. Keep those e-mails and photos coming!! I'm always looking for new material for the column.

DISTRICT 9



Colorado, Kansas, Nebraska, North
Dakota,

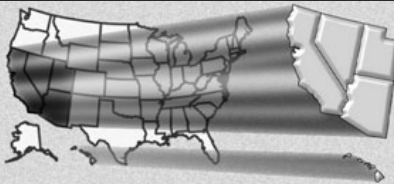
Mike Pratt
Unknown Address

Somewhere in
Colorado?

Photo
Unavailable

No Report

DISTRICT 10



Arizona, California,
Hawaii, Nevada, Utah



**David
Fitzgerald**
2063 Monticello Rd.
Napa, CA 94558-2001
(707) 259-0626
DavidLFitzgerald@
sbcglobal.net

Well, here in district 10, I'm still waiting on building season to start. We have had fantastic weather since our Golden State Championships in mid October, our summer has finally arrived. I've probably burned more fuel after October than I did getting ready for the Nats and Team Trials. I've been working on the new plane a little backwards. One of the things I've figured out in the last few years is, the more prepared my power package is, the better I fly in the next year. So, I'm working on a package for the new PA 75. Normally I would build the new plane first, then work on the power train, but I decided to turn it around this time to try and have a mature setup for Spain. You see, the elevation at the site in Spain is about 2200 ft, and it will be around 100F. So the power package will be important. Not only will it have to be bullet proof at home, but able to be pumped up with no ill effects. This will be a demanding task for any engine, but I think the PA 75 will be up to it. I've had great support from Randy Smith at Aero Products and, with his help, I've had some promising results. It's still a work in progress, but when I have a good set of numbers, I'll report it here.

Another success I've had recently has been working with Kurt and Mike at Fromeco Scale Avionics, <http://www.fromeco.org/Index.htm>, and their new TNC tach. As you know from my last

column, they have reintroduced Tony Criscimagna's popular TNC tach. They had some initial production control glitches, but they have been great at taking suggestions for improvements—and they are willing to make the changes in their product. This is fantastic. The main issue seemed to be the plastic window at the front of the tach. Brett Buck's theory was that light was reflecting off the sensor head, to the back of the plastic window, then back again onto the sensor, causing instability and some directional issues. The fix and Fromeco's answer is listed below:

I drilled a 1/2" hole in the front plastic window, found a plastic tube, cut it to length, built a plywood cap and glued it in one end of the plastic tube. Drilled a hole for the sensor to poke its head out, and painted it black, then inserted the new tube assembly in the 1/2" hole in the front plastic window. This isolates the sensor to only naked light, but minimizes the opening to the case. Huge increase in stability, and absolutely no off-axis sensitivity problem, up to 60 deg. I did not have a chance to test it in low light, but am willing to bet this is improved as well.



David,
Thanks for the work, we'll be duplicating it here and talking to our machinist about it shortly, for upgrading the tach design. Quite extraordinary. Low light performance should be unaltered, because that window is totally transparent to the IR...aside from the total internal reflection or diffraction or whatever was going on, that you've worked around.

Obviously, anybody who has one of our tachs and wants to modify it themselves like this will not in any way affect their warranty with us.

*Thanks again,
Mike*

By now, many of you may have heard of one of our fun/serious events that goes during Jim Aron's "Meet and Meat" contest at Woodland. It is called the "Fox 15 Hurl." Taken literally, the one who throws a Fox 15 the farthest, wins. It is open to all contestants, and here I disagree, Larry Fernandez—the director of the event, can also award "bonus Geezer" point to old guys. Well, my Star Geezer qualifies...But seriously, here is a history of the Fox 15 hurl from Larry Fernandez:

History of the "Hurl"

By now I'm sure everyone east of the great state of California has got to be wondering what all of the excitement of throwing model airplane motors across a field is all about.

Well, here is how it all started: In the summer of 1999, former PAMPA member Mike Hawk found out that I had been working with students from Mount Pleasant High School who had formed a control line flying club. Rex Abbott was an electronics teacher at the school and started the club with about a dozen students. The school allowed us to fly on a designated grass field which was roped off and marked for safety. Rex also conducted building sessions in his classroom / lab after school (nice guy that he is).

Mike gave me a couple of planes that I could use to teach the kids to fly: a Jr. Ringmaster and a Jr. Flite Streak. Both planes had Fox .15s on them and both looked like they hadn't been run since the fifties. After a good clean-up and flushing of the tanks, I put everything back together and with a couple of flips, both motors fired right up.

I took both planes to the Golden State Stunt Championships that fall, just in case any bystander might be interested in flying. Well, a couple of kids expressed an interest, so after the contest was over I hooked up the lines to the Jr. Flite Streak and had the kids ready to go. But alas, I couldn't get the Fox started. After I got tired of flipping, I decided to put the lines on the Jr. Ringmaster instead. You guessed it! The Fox in the Ringmaster wouldn't start either. The kids were disappointed and I was disgusted. Oh well, some other time.

Back at home I filled up both tanks, gave them each a couple of flips and just like that, they both ran fine. No explanation but who cares, they both ran. A few weeks later we had a contest in Vacaville that the Skylarks put on. Again I took the two trainers just in case any kids wanted to fly (What can I say, I'm a nice guy). After the contest, I took the planes out for the kids to fly.

Just as before, I couldn't get the Flite Steak started so I hooked up the Ringmaster. Same story. Now I am completely tweaked. So I tell my son to pull the motor out of the Flite Streak, while I pull the motor out of the Jr. Ringmaster. A number of people asked what I was going to do and I politely told them that I was going to throw these motors as far as I could into the adjacent plowed field. Then I will never waste another minute on these #&*^\$ again. I figured I would buy a couple of OS 10 FPs and such problems would be a thing of the past.

This got a few laughs and nobody really believed I would toss these motors into a plowed cow pasture. Uncle Jimby's dad, Rudi Aron, offered to take the motors and give them a good home. I thanked him for the offer but explained to him that I needed to take out my frustrations on these motors from hell.

Rudi was quite upset that we were going to hurl these fine pieces of machinery into oblivion and told me I was pretty lame for doing such a childish thing. Trust me, I have done much more childish things than this. I instructed my son Aaron that on a count of three we would each give these motors the longest flight they have probably ever spent in the air.

In great anticipation, everyone stopped what they were doing to witness history in the making. I have played baseball all of my life and as a pitcher, I have a pretty fair arm and the same goes for my son. On three, we both let these babies fly; and fly they did! After a deafening applause, it was generally agreed that this was most likely the longest either motor had been airborne. Rudi, who was still upset at such childish behavior, combed the field for quite some time returning with both motors. Uncle Jimby, with all of his great wisdom, saw the future that day and sug-

gested that we have a Fox .15 Hurl at his next contest. WHAT A GREAT IDEA!!!. For those that are not aware, Uncle Jimby puts on one of the best contests of the year. People come from far and wide to partake in the "World Famous Meet 'n Meat Stunt Extravaganza and BBQ". So the next year we had the very first official Fox .15 Hurl.

The rules are quite simple. Each "Hurler" gets three attempts to make two official "Hurls". The Hurler must make the Hurl from the center concrete pad. If he steps off the pad before hurling, it is declared an attempt. All hurls are accurately measured and recorded. "Geezer points" are awarded according to age as follows:

Over 50	Five feet added to Hurl
50-55	Ten
55-60	Fifteen
60+	Twenty

The first annual Hurl took place in September, 2000. Since we didn't have any Fox .15s for the event, Uncle Jimby stole the two motors that Rudi had lovingly cleaned up after retrieving them from the plowed pasture. Needless to say, Rudi was none too happy about this and pouted all day.

Here are the past winners: 2000 Mark Micheli; 2001 Phil Granderson*; 2002 Phil Granderson*; 2003 Phil Granderson*; 2004 Larry Fernandez**; 2005 Brett Buck. (* With the aid of Geezer points; **Declared eligible for 2004 since he didn't play baseball that year.)

Well, that's the history of the Fox .15 Hurl and every year it just gets bigger and bigger. And remember, if you're not having fun, go home.

Respectfully submitted by Larry Fernandez, NorCal Circle Jerks

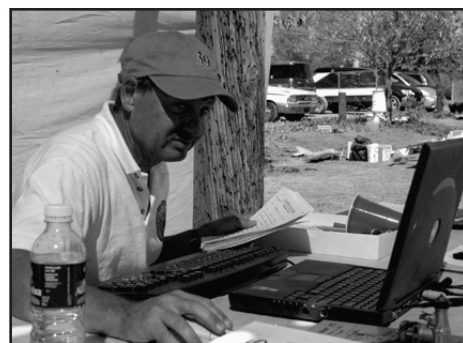
Lots of material this month. In conjunction with our Golden State Stunt Championships, we have instituted an annual award: The idea is to promote awareness of all those silent, diligent people that make our fun possible. It's called the "Douglas E. Barton Sportsman of the Year Award." This year's recipient is Jerry Silver. He has spent a lot of time and effort with the county of L.A. in bringing back the Sepulvda Basin C/L flying site. They

were about to lose it to the R/C fliers, and Jerry worked with the L.A. County Parks department to clean it up and make some great improvements to the site with grass, sprinklers, and fencing. He also has brought back some contests, and has been inspirational in reviving the "Valley Circle Burners." Good work, Jerry. Thanks and congratulations.

I have sent in contest results and write-ups for Jim Aron's Meat & Meet, Golden State Stunt Championships, Marschinke Contest, and the 2005 Hi Johnson contest.

This should be plenty for the New Year and I am running out of time to write this. Congratulations to Paul Walker again on his new post.

Respectfully, Dave Fitzgerald



Administrator at work



Dr. Phil Granderson will solve your problem



Dave Shirley



Eric Fitzgerald Hurling



Meat & Meet, 13 Beginners



Juniors and Seniors



A Hurling we go



Larry Fernandez



Abate



Lou Wolgast, 4th in Expert



Dave Sabon, 1st Expert,
Marschinke Contest



Bob Whitely with his Nobler



Glen Allison designed and bread-boarded the electric power installation put into a reworked Humungous.

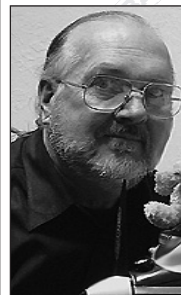


Mike Keville before - the Viking became cracked, and then became Michael Duffy's courtesy of Mike Keville, who cracked it. Michael is becoming an excellent builder and repairer. Expect to see the Viking again.

DISTRICT 11



Alaska, Idaho, Montana,
Oregon, Washington



Bruce Hunt
2237 Joseph St. S.
Salem, OR 97302
(503) 361-7491
bhunt@swbell.net



Joan Cox launches for hubby Chris Cox at this year's Stuntathon. One of the great things about contests here in the northwest is the active participation of Canadian pilots, Chris Cox being a world class competitor.



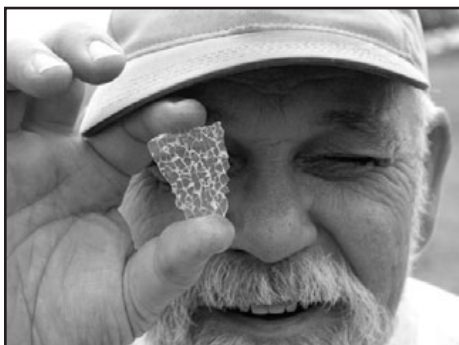
More Canadian news. A new mall in the Vancouver BC area held a model display with models by Chris Cox and Keith Varley prominently displayed. Photo provided by Keith Varley.



Here is the display of Keith Varley's two models at the mall. Keith was hampered by shoulder problems last year but we look forward to his return to stunt next year. Ah, the joys of the Canadian Health system, you can have low cost surgery as long as you wait for over a year.



Rich reports that the model was in need of some trimming which he received help on from the expert, Ted Fancher. Hope to have an update on the process and its success soon. Maybe the martini kid will post an update on Stuka Stunt for everyone.



Dan Rutherford displays a piece of glass from his rear window which I so delicately destroyed by lean against his car. Even though the event happened a month before, this glass was still in his flight box at the Fall Follies in Salem. Dan may never find all the pieces.



Here is a model view you don't usually see. I like this one since it shows an excellent finish that maybe I could take a bit of credit for having helped Rich get started into the joys of buffing out dope finishes.



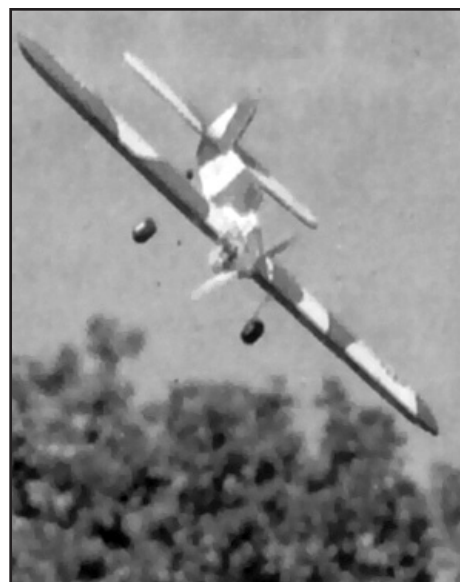
Rich Wallbridge sent me these pictures of his recently completed Fancher Imitation. I know Rich is a District X member but District XI can claim him since he started his competitive career here in the NW.



Bill Veslick shows off his new Legacy. Bill, now get in some practice and come fly with us in a next year's contests.



Yours truly, Bruce Hunt, flies his Cardinal profile in the P-40 event at the Evergreen Aviation Museum Contest in McMinnville. This picture was taken by a photographer from the local McMinnville newspaper and appeared in print the following week.



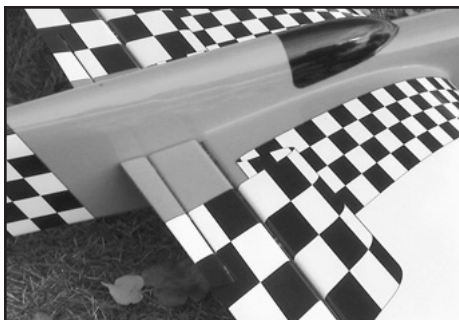
Another photo from the McMinnville newspaper shows Bill Veslick's OS .46 powered model in flight.



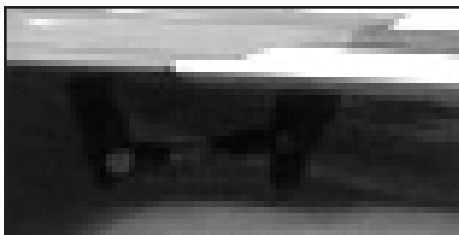
Randy Powell shared this picture of his latest design in progress. I like those sleek jet outlines and the finishing stand looks real convenient.



Check out Randy's molded cowl. Here's a building technique that is really coming into its own. It's definitely a good way to get all those fancy scoops without all the weight and sanding. From the look of all my cowls, I could use a way to make a new one every couple years.



Speaking of innovation, here is Howard Rush's flap design that showed up at the Fall Follies. These flap tabs are hinged to move opposite to the flap and help deload the flap.



Here's a picture of the hardware setup on Howard Rush's flap tabs. When asked if they helped, Howard replied with a definite "I'm not sure." All I can say is the corners were good enough to walk off with first place in expert.



Dan Rutherford helps Mike Foley with an alignment problem. Contests are a great opportunity to share a bit of experience and get a second opinion. In the NW if you want an opinion, just ask Dan. They're free too!



Speaking of opinions, the vote of the local annual bug mating ritual selected Dan Rutherford's yellow and red color scheme as the venue of choice at the Fall Follies.



John Thompson takes his Oriental overhead on one of its last flights in Salem. You can see we had a typical cloudy damp day at the Fall Follies.



John Thompson assured us that this would be the Oriental's last contest and true to his word the last flight was the last flight. The worst part was that a good running engine also bought the farm.



Jerry Eichten prepares his ARF Nobler (or is it an ARC) for the Classic event at the Fall Follies. Dan Rutherford cleans off the bugs in the background.



P-40 competition was flown on the grass at the Fall Follies and ran at the same time as the racing events. The separation of the event into Expert and Sportsman Class seems to be a good draw for new competitors.



Another view of the P-40 pit with Dan Rutherford's 20FP powered scratch built trick Skyray up front. I kept waiting for one of the wing tip skids to catch on the grass, but no such luck.



The PAMPA Class flight line from the Fall Follies showed a good turnout from the Advanced class competitors.



Steve Helmick and Don McClave wait to judge Pat Johnston's Rabe Bearcat in Classic. This year the Classic event was run on Saturday as the first event of the day.

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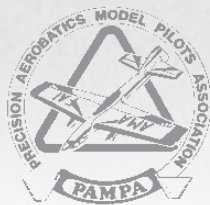
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PAMPA NEWS

Votes taken by the PAMPA Trustees

October

The October meeting of the Trustees began on Tuesday October 4, 2005 at 9:00 PM ET and ended on Friday October 7, 2005 at 5:00 PM ET.

There were 2 motions on the agenda from Steve Moon.

The 1st motion was identified as 2005October3-103 B Walker contest council SM-DD-8, which read as follows:

AMA Nationals CLPA Contest Council

Function:

To represent the members of PAMPA in all matters of a competitive nature including, but not limited to, the planning and coordination of the CLPA event at the AMA Nationals.

To decide issues of contest format, rules, procedures, personnel, and safety for, but not limited to, the CLPA event at the AMA Nationals.

To coordinate any interaction with contest requirements as dictated by the AMA for, but not limited to, the CLPA event at the AMA Nationals

To review and comment on CLPA rules proposals currently under consideration by the AMA Control Line Contest Board that could affect the CLPA event at the AMA Nationals.

To publish the recommendations, outcomes, and conclusions of the Contest Council in the PAMPA newsletter.

Council Format:

Members of the PAMPA contest board shall be PAMPA members in good standing.

There shall be a total of 11 PAMPA Contest Council members, one from each District. Each member must belong to the district being represented.

Any PAMPA member can nominate another member to be considered for appointment

to the Council for their District.

Any PAMPA member can also volunteer to be considered for appointment.

The PAMPA Executive Council will approve council member appointment with a simple majority vote.

Contest Council members shall not simultaneously hold positions in the PAMPA Executive Council, Team Selection Committee, and/or the AMA CLPA Contest Board.

If a Council member attains a position in any of these, the member must resign from the Council position (or vice versa).

The term of service for a Council member is 2 years.

The term of service runs concurrently with that of the PAMPA President.

Council members are prohibited from serving for consecutive terms.

If a Council member resigns, a new Council member will be approved by the Executive Council to finish the current term.

The responsibility of the Contest Council members is to create resolutions identifying updates and revisions for, but not limited to, the CLPA event at the AMA Nationals.

A resolution can be submitted by any Council member for a vote of the Contest Council.

All resolutions shall be decided by a majority vote of the Contest Council.

Council Chairman:

The PAMPA Executive Council will select from the current Contest Council appointees, a Council Chairman to oversee all votes within the Contest Council.

The Council Chairman will be responsible to coordinate and provide a written Council Update to be published in each issue of Stunt News.

This update is to include any proposed resolutions currently under consideration by the Council, the outcome of any votes taken by the Council, and any current AMA CLPA rules proposals being examined by the Council.

Upon approval of a Contest Council resolution, the Council Chairman is responsible to coordinate and submit written

details to the CLPA AMA Nationals event personnel for implementation.

The Council Chairman is responsible to request "action plans" from the Council describing procedures that will be used at the CLPA event at the AMA Nationals.

Upon receipt, the Chairman is responsible to provide these "action plans" to the administrative personnel responsible for the implementation of the CLPA event at the AMA Nationals. All action plans are to be published in Stunt News.

The Council Chairman is responsible to submit Contest Council rules comments or suggestions to the AMA Control Line Contest Board.

Council Charter:

Upon successful PAMPA Executive Council approval of this resolution, the Council procedures and format outlined in this Resolution will serve as a Contest Council Charter.

The Contest Council Charter documents will be submitted to the AMA Competitions administration staff.

A written request will be submitted, along with the Charter document, that the AMA maintain and enforce the procedures outlined in the Contest Council Charter.

The motion was passed on October 7, 2005. The results of voting on the motion was: 9 FOR, 5 AGAINST, 1 ABSTAIN

FOR: Steve Moon
Jim Renkar
Bob Brookins
Phil Spillman
Dave Midgley
Bob Dixon
Kent Tysor
Windy Urtnowski
Lew Woolard

AGAINST: Shareen Fancher
Ted Fancher
Bruce Hunt
David Fitzgerald
Allen Brickhaus

ABSTAIN: Tom Morris

The 2nd motion was identified as 2005October3-104 BWalker AMA communicate SM-DD-8, which read as follows:

PAMPA Proposal:

AMA-FAI Team Selection Committee/
AMA Control Line Contest Board
Communications Proposal

Function:

To increase the level of communications between the AMA-FAI Team Selection Committee, the AMA Control Line Contest Board, and the members of PAMPA.

To increase the level of communications between the AMA and the members of PAMPA.

Background:

The AMA-FAI Team Selection Committee (TSC) is the controlling group for the AMA Team Trials.

This group is made up of 11 District Representatives and operates independently of PAMPA.

This group was formed by the AMA and is ultimately accountable to the AMA.

The AMA provides the format by which the TSC is to be administrated.

The AMA also periodically releases updates and bulletins to the members of the TSC.

The AMA Control Line Aerobatics Contest Board (CLACB) is the controlling group charged with updating the competition rules and procedures for the AMA CLPA event.

This group is made up of 11 district representatives and operates independently of PAMPA.

This group was formed by the AMA and is ultimately accountable to the AMA.

The AMA provides the format by which the CLACB is to be administrated.

The AMA also periodically releases updates and bulletins to the members of the CLACB.

PAMPA is the Special Interest Group to the AMA for the CLPA event.

PAMPA publishes a quarterly newsletter (Stunt News).

PAMPA Proposals for Consideration:

1)PAMPA requests to the AMA that all bulletins released to the TSC or the CLACB are to be copied to the current editor of SN for immediate publication in the following issue of PAMPA's newsletter "Stunt News".

2)PAMPA requests to the AMA, that the Chairman of the TSC be responsible to provide a written update of ongoing TSC activities to be published in each issue of Stunt News. This update to be called "TSC Update".

3)PAMPA requests to the AMA, that the Chairman of the CLACB be responsible to provide a written update of ongoing CLACB activities to be published in each issue of Stunt News. This update to be called "AMA Rules Change Update".

4)The editor of Stunt News is to be informed that items (1), (2) & (3) are to be made highest priority for publication.

The motion was passed on October 7, 2005. The results of voting on the motion was: 9 FOR, 5 AGAINST, 1 ABSTAIN

FOR: Steve Moon
Jim Renkar
Bob Brookins
Phil Spillman
Dave Midgley
Bob Dixon
Kent Tysor
Windy Urtnowski
Lew Woolard

AGAINST: Shareen Fancher
Ted Fancher
Bruce Hunt
David Fitzgerald
Allen Brickhaus

ABSTAIN: Tom Morris

November

The November meeting of the Trustees began on Monday November 7, 2005 and ended on Friday November 11, 2005 at 4:09 PM ET.

The following motion (2005November2-105A amend HOF motion TF-VP) amendment from Ted Fancher was voted on:

"Whereas the Spillman proposal (2005November1-105 HOF vote PS-DD-3) is inappropriate in its content and implementation and fails to provide the PAMPA membership the opportunity to voice their concurrence or rejection, and

Whereas the proposal to make the current EC immediately empowered to act is inappropriate in light of the recent PAMPA elections which

dramatically stated the membership's lack of confidence in the current EC to make decisions on their behalf:

Therefore be it resolved the EC rejects the Spillman proposal (2005November1-105 HOF vote PS-DD-3) as inappropriate and refuses to consider it until after the newly elected EC takes office, January 1, 2006.

Therefore be it further resolved the Spillman resolution may be re-presented to the new Executive Council for their consideration with appropriate amendments, if any, after January 1, 2006."(end)

The motion was defeated on November 9, 2005. The voting results were: 6 FOR, 8 AGAINST, 1 ABSTAIN

FOR: Shareen Fancher
Bruce Hunt
Ted Fancher
David Fitzgerald
Dave Midgley
Steve Moon

AGAINST: Phil Spillman
Bob Brookins
Jim Renkar
Kent Tysor
Bob Dixon
Tom Morris
Windy Urtnowski
Allen Brickhaus

ABSTAIN: Lew Woolard

The following motion (2005November1-105 HOF vote PS-DD-3) from Phil Spillman was voted on:

"Any standing Trustee will be included as part of the electorate on all nominees for the PAMPA Hall of Fame effective immediately."(end)

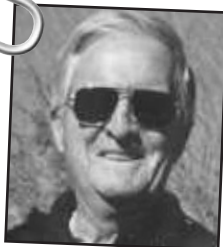
The motion was adopted on November 9, 2005. The voting results were: 7 FOR, 6 AGAINST, 2 ABSTAIN

FOR: Bob Dixon
Phil Spillman
Kent Tysor
Bob Brookins
Lew Woolard
Windy Urtnowski
Steve Moon

AGAINST: Allen Brickhaus
Dave Midgley
David Fitzgerald
Ted Fancher
Bruce Hunt
Shareen Fancher

ABSTAIN: Jim Renkar
Tom Morris

THE TRAILING EDGE



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

The Way We Were (Cont'd.) More views from the past:



Lou Andrews (L) and Don (Buzz) Ferguson with modified Barnstormer side-mounted Fox, cheek cowls, wheel pants at an early 50s Nats. Each won his age division, with Don getting his name on the Walker Cup.



Cleveland Baby Playboy, Cox reed valve .020, at Lockheed-Sunnyvale club's former flying field, c.1975. Site now covered with expensive homes. (In CA there is no other kind.) Built from Cleveland plans, it's being launched by Floyd (Dr. Spark) Carter. Photo: Monte Groves.



Nice sharp photo of a garage door and somewhat out-of-focus modeler with T-Bird I, circa 1957. Back then we all looked like Les Nering here. Will Hubin sent the photo.



The man responsible for those Concours props: Arlie Preszler, with Sig Mustang. Bronze powder in clear KB superpoxy, black/white trim. Veco 19. Photo: Dirt's column, Model Builder, Apr. '76.



Senior half of father-son duo who flew together in the 70s, NY/NJ area. Both since migrated west and are still flying together. Pop, seen here with his (excuse the expression) Genie, is known as E-Cap. Yep, it's Peggy's guy, Ed (I Only Get Four Flights) Capitanelli.



and here's the younger half: Kevin (K-Cap?) Capitanelli, and his Condor (60 foam wing; OS .40 FSR; Top Flite 13-5), as seen in Wynn Paul's photo from his M.A. column, July '80. Second in Sr. CLPA, '79 Nats; still flies a mean pattern. Nice guy, too.

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One week after this ad appeared in 1952 our local (So. Jersey) field was covered with them. Fifty-four years later the design remains a favorite, though costing a bit more. All relative, however, since \$2.95 was a fortune when mowing lawns at a quarter-a-pop.



Puzzled-looking flyer ponders best way to get his Taibi Orbiter airborne; suspects addition of OS .20FP may help. From Bob Stalick's Feb. '76 MB column, it's the quiet, unassuming Daniel Rutherford himself. Photo: Steve Helmick.



and this is how we traveled back then, complete with coats & ties for the men, white gloves & hats for the ladies. UAL DC-6 at O'Hare, c.1957 a far more civilized era. Took all day to get anywhere, but you did it with style.

Next, a present-day view of an expert Free Flighter (national record holder, Category I, 1/2A & A Gas) who also flies Stunt. He has been quite helpful with my renewed interest in FF after a 30-year absence.



Free Flight nat'l record holder Terry Thorildsen, Thousand Oaks, CA, also flies Stunt. Seen here firing-up his yellow-and-white Barnstomer at Sepulveda Basin. Launcher: Rudy Bustamonte. Photo by Reuben Frutos PAMPA members all.

Want to keep this going? Let's make it even more interesting. How about sending me your childhood photos...especially infant or toddler views. I'll scan each to file on arrival and will return them immediately—insured if you wish.

Tom Warden's 'Trophy Trainer'.

If not already released, **Bob Kruger** will soon offer accurate CAD-drawn plans for this Classic profile design via PAMPA Products. Following a lengthy correspondence with **Tom Lay** (owner of—and the acknowledged authority on—Warden's

designs), a final version was agreed upon last October. Just in time for 2006 P-40 and/or Classic events, this 1960 design spans 54-3/4" with a wing area of 565 sq. inches. Recommended .35-.46 power, preferably the upper end. I once flew one of Warden's with an ST 46, and can recall marveling at its turning ability. In the hands of someone more adept than I, the design is—and will be—a winner. Contact **Curt Nixon** c/o PAMPA Products for more information.

And, finally . . .

Definitions For Newcomers:

Park Flyer: Any CL model flown at your local park until the cops arrive.

Radio Control: Ensuring that your FM receiver remains tuned to your favorite station. <grin>

Electric Power: Some sort of Physics thing that makes it possible to operate your Dremel tool.

3D: 'Fifties movie fad involving the use of cheap special eyeglasses.

ARF: Aircraft Really Forgettable.

Giant Scale: Truck-weighting device used at roadside state inspection stations.

LHS: Local Hobby Shop. Quaint retail establishments rarely found today.

Foam: Frothy, air-filled white stuff on top of your Bud Light (or Fosters, mate).

RC Pattern: Term used by Stunt flyers to critique fellow competitors' skills, e.g.: 'Really crappy pattern'.

Hovering: Position assumed by some flyers upon seeing their scores.

Th-th-th-That's All, Folks!

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B E G I N N I N G



By Doug Dahlke
1393 E Black Wolf Ave
Oshkosh, WI 54902-9118
(920) 688-3203

Reader input: From **California**, come the Knights of the Round Table to donate **two** PAMPA subscriptions! One goes to the **USS Carl Vinson** and the other to the **USS George Washington**. Randy Haydon helped coordinate things. The Flying Dutchmen club of **Pennsylvania** earlier donated a subscription to one of our carriers. Only our “professional contrarian/critic” disagrees with sending PAMPA news to sailors. He suggests *Flying Models*. Uncle Mikie already expressed his feelings about this individual in the last issue.

Dale Kirn, Anaheim, **California**, sends info on a new ukie museum by his ex-boss. It's called the Stanzel Model Aircraft Museum, 311 Baumgarten St, P.O. Box 6, Schulenburg, Tex. 78956. For more info call: (979) 743-6559.

From Dave Shipton, **ILLINOIS**, comes his idea of a trainer/fun design, depending on power used. It's a 20% enlarged “Deweybird”. Its Norvel.061 is too fast for training, so power down accordingly. Cool Dave.

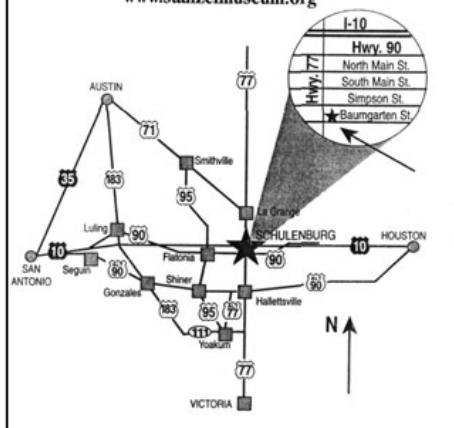
Also from Dave is the attractive “Ghost” by Gordon Rae. Although not a stunter, this Canadian design could become a sport stunter if stab/elevator ratios were altered, if it were built very light, and if more poop than the current Mac.19 red head were installed. A fellah could end up with a sleek looking, sport stunter.

MUSEUM HOURS

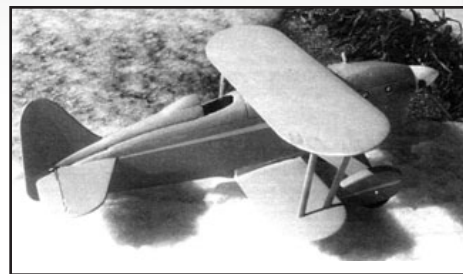
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Here's another model museum you need to see.



Bipes are almost always pretty; Dave's Ghost is no exception.

power, up somewhat from his first enlargement that used K&B .09 green head power. Wow! Pics and specs, please, Dave! Stay tuned.

From **England** comes Tom Jolly who's noted for entertaining, informative letters and has contributed to this column before. Tom's the 3-time Brit Open Stunt winner. Here's his first item, take it Tom: “The Verogrip handle was built up from two thin gauge metal (tinplate?) pressings brazed to a curtain rail of “T” section brass. Line attachment points were the curtain fixed end anchor points which were also of brass and incorporated a small screwed eye to lock it to the rail. Thus, line spacing could be altered, but unless something else was added by the owner, there was no line length adjustment option.

This was an item manufactured from some commercial components of the day along with specialist parts. Although of light weight, I never owned one because of the sheer bulk of it. I don't believe it sold in really large numbers—most people wanted a length adjustment included in their purchase.” Mucho thanks for the handle info Tom.

Tom's second bit of information brings up the question: “How many readers will need to eat crow with ol' Doug?” One or two issues back a photo of an .09 diesel-powered (.15 glow equivalent) cruciform “stunter” was received from Will Hubin, who got it from a friend in Russia. It carried a Union Jack and I assumed it was one of those tasty, “tee-hees” our Brit brothers

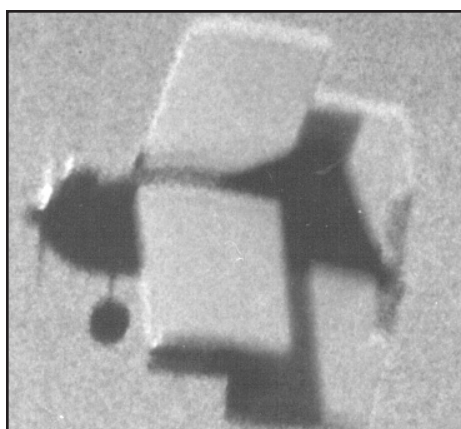


Dave Shipton's enlarged 20% Deweybird. Power down for a trainer as the Ruskie hot rod is too strong in .061 size.

Dave's closing comment is that he is working on a **second** enlargement of the cute AJ-44 that graced this column a short while back. Now he's talking Fox .36X

produce for consumption now and then. In short, I thought it was a put-on. Guess what? **No Joke!** Tom Jolly personally flew the full F2B pattern with it!! And on 110 feet lines! I will move the details to Designing Column soon. (You can beat me to the punch via July 1982 *Aeromodeller* for the article and plan CL 142.) Maybe someone would loan me that issue, copy the plans, article?

From Vancouver BC, **Canada**, comes Harold "Great Building Don of the North" Youds, with first flying pics of his enlarged Manx Cat IV using .40 poop. Very stable, strong pull and great glide. Thanks Harold!



Finally! Here are pics of Harold's Evo Cat, his enlarged, calmed down, stuntable, Manx Cat IV. Neato!

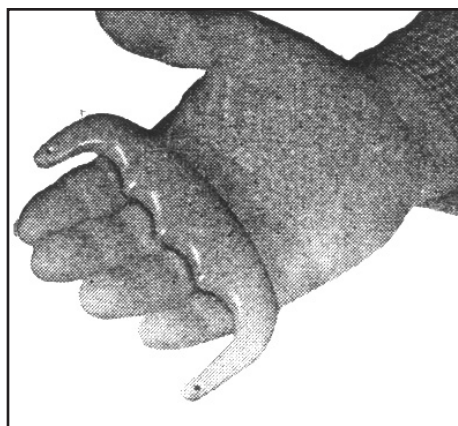
Twins – from those who think differently: Check out this unusual pic of the world's only known ukie twin with asymmetrical length fuselage. D.G. Turtle of



Who wants to offer guesses on the aeronautical results, if any, of such a staggered fuselage arrangement. The outboard one is heavier, which is good, but also...?

Kent, England designed it with either a trailing edge wing extension, or stab leading edge extension, depending on how you view things. It would seem this surface could blanket the elevator and produce a slow responding model, i.e., excessive pitch stability.

Another handle: From 1953 comes this Brit handle. Keep finding interesting stories behind handles. Anyone ever used one of these? Spacing? Weight?



The 1953 ad said: ...a new, one-piece handle cast in aluminum. It was manufactured by A. A. Hales Ltd. Has nice finish and moderate price. One useful feature is the increased length of the lower horn, which brings the line attachment holes vertical when held in a normal manner. Readers are referred to Tan Jolly's comments in Reader Input.

Building tip: Found this at Kidventure. Not sure how new this industrial grade this CA glue is. Might be worth checking out, especially for bellcrank and motor areas.

Who designed it? A statement was recently received that Mike Pratt was responsible for the cool new stunt trainer "Primary Force" by SIG while employed by them.

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Contains no solvent!

I first saw this glue during Kidventure, is it new?

Mike's best known in stunt circles for fathering SIG's "Magnum". Given the internationalization of much modeling today, if an international element were part of the design, most would like to know about it.

Painting tip: While professional painters

Inter-mixing chart

(After the scheme advised by REVELL Plastic paints)

Colour		Colour	
Orange	3 parts yellow 1 part red	Sky	4 parts white 1 part green (or blue & yellow)
Maroon	25 parts red 1 part blue	Khaki	3 parts tan (light brown) 1 part yellow 1 part white
Hull Red	15 parts red 1 part blue	Green	1 part yellow 1 part blue
Flesh Colour	1 part red 1 part yellow 15 parts white	Olive	1 part black
Medium Grey	1 part tan (light brown) 2 parts black 10 parts white	Drab	1 part yellow
		Dark	1 part tan (light brown)
		Sea	4 parts black
		Grey	8 parts white

Add black to darken, white to lighten

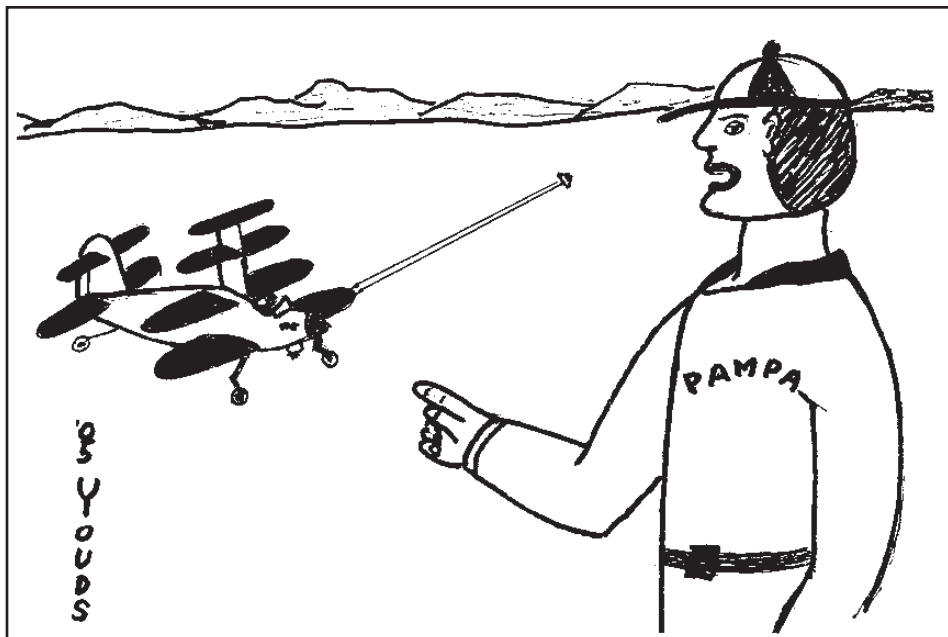
and builders already know this, in Beginners format, here's a simple color chart that should be helpful.

Here s (Page 44, Bottom Right) a simplified color mixing chart that should work for Beginners.

M.O.M: Our Model of the Month is Gene Miller's delightfully named "Wingmaster". This late '50s design could be made either from a new Ringmaster (kit version) or salvaged from one that struck a gravity hole. In that event, you'd have "a second chance" at little cost. In either case, you have a Classical Stunter. While Oriental and Nobler pilots may not exactly quiver at your approach, bet you spend more time at practice than they do! Ha!

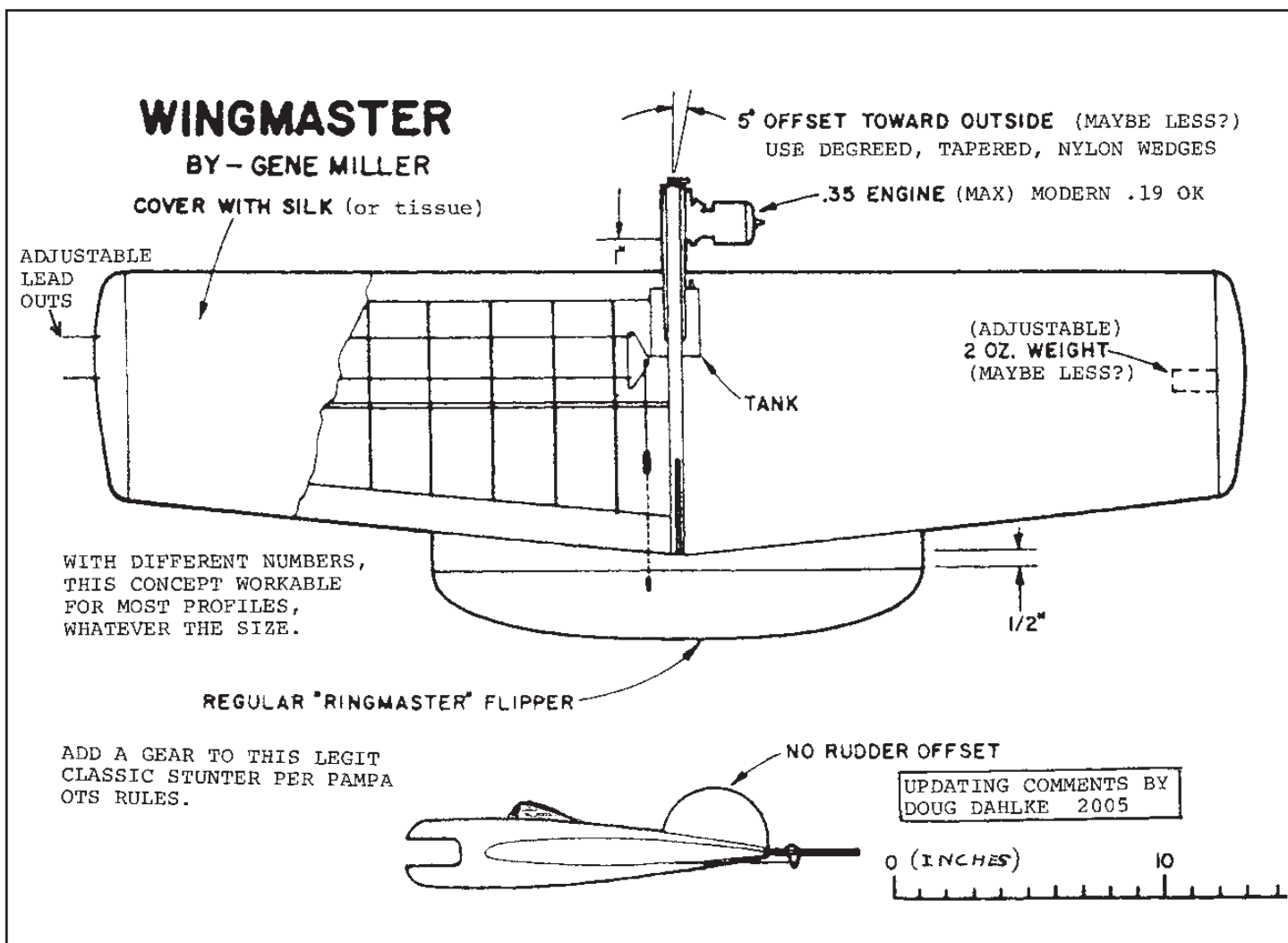
Cartoon: Harold Youds joshes overly complex solutions to straightforward problems.

Fiction 'n fact from Doug's Almanac

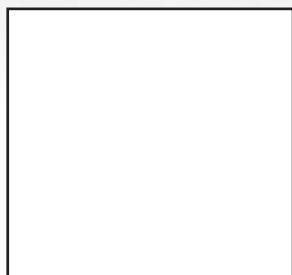


Early Caproni influence still appeared in Russell s designs. The aft portion of the inboard panel of the minor stab was claimed to produce a desirable, fluctuating, corrective, roll couple during the second leg of the hourglass figure} in high humidity conditions.

The price you pay for being a modeler of many years is an intimate knowledge of its dark, ugly side. (d.d.)



BUILDING



Robert Starick

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St Louis, MO 63144-2602
(314) 724-2422

Robert called, asked for help with his column. Not a problem! Da Dirt always has something to say. No retorts, please.

As this is the Building column, I have been given no guidelines whatsoever, have a contrary streak this evening, let's discuss the option of not building at all...

There has been quite a lot of discussion concerning the still-new ARF (Almost-Ready-to-Fly) and ARC (Almost-Ready-to-Cover) CL models now available. Some seem to think they represent a revolution of sorts. Others see ruination of CL Stunt as we have known it being the result. Neither revolution nor ruination is in our future, although there is at least some truth coming from both sides of the debate.

What I know for certain is that the first of the ARFs, the *Flite Streak*, can be more than just competent as a CL Stunt model. To state the obvious, they can be used as practice models, especially for those more daring maneuvers where one does not want to risk his good stuff. They are also a nice knock-around model, ready to go at a moment's notice.

Once realizing the potential of these models they make competitive entries for P-40, Classic Stunt, all classes of Precision Aerobatics. Piled on top of these considerations, I have stumbled across a very nice bonus application for ARFs: Loaning 'em out to friends. Yes, of course for practice sessions and general fooling around.

But best of all for contest flying. Honest!

The first time this took place it was mere happenstance. A leadout had failed on my *Oriental* in first round of Classic at Stuntathon 2004. I immediately pulled "The World's Most Labor Intensive ARF Flite Streak" (*TWMLIARFFS*) out of the van, got in my first- and second-round flights.

As long as the model was out and tuned, seemed to make sense to put it to more use on the weekend, so Bruce Hunt and myself shared *TWMLIARFFS* in P-40 later in the day. It was great! Especially as Bruce didn't even have a suitable model with him for this class. Adding to the fun was the fact that Bruce had been flying an ST60-powered *Shark 45* in Classic, making test flights quite entertaining as he struggled with muscle memory geared to the, uh, more substantial model flown earlier in the day.

From there Neil Rogers flew my nearly stock ARF *Flite Streak*, the one which later came to be known as *Dirtmobile I*, in Classic at the VGMC contest. Mike Hazel flew the same model in no less than three events (Classic, P-40, Advanced PA, gaining his highest score ever during the PA event) at the 2004 Fall Follies, along with tagging the model with its new name. Having grown a little weary from quite a lot of flying, this model is now in the hands of long-time friends Rick and Ricky Cochran, the idea being to get Ricky up to speed.

This year Derek Moran used *Dirtmobile II* (another modded ARF *Flite Streak*) in P-40 at the 2005 NW Regionals, and if I had been just a bit more aware would have used it in Classic as well. Dave Gardner used same model to win Intermediate PA at the VGMC contest.

Best of all, especially as a further test of the concept, at my suggestion and on their dime, Derek and his wife Wendy flew to the 2005 VGMC contest from SoCal, Derek flying *TWMLIARFFS* in Classic and Advanced PA.

Yes, yes, all of us have been able to do the same thing for many years, using almost any number of old models laying around. This option has never been popular, at least not here in NW.

This deal with low-cost, low-effort ARFs is different. And in actual practice it is not a subtle difference.

First, and most importantly I believe, there is no ego involvement whatsoever on the part of either model owner or model flier. They are, after all, ARFs! Bottom-feeders, my man! We don't expect blinding performance, much less class wins, especially as garnering appearance points is not an option.

They are what they are, devices with which to more fully enjoy the company of friends, a weekend of contest flying. Or in the case of Derek, to neatly bypass all the difficulties in shipping models and equipment.

The successful approach is important enough for further elaboration. While Derek and I first met at the 2004 NW Regionals, we have quickly become fast friends. But not enough time—and only two contests—have passed for Derek and I to really know each other in a competitive environment. So there were questions as we headed off to beautiful Vancouver, British Columbia.a.

I packed as I normally do. Which means lots of spare stuff. Plus being sure to have an extra tach, 1,000 ml bottle of fuel, syringe, small electric starter, glow plug battery. All so Derek would have a complete package with which to work, assuming conflicts in the flying order, me being distracted by women (easily done), practice flights split between the two circles and so on.

So it was that I figured the tone for the weekend would be set by Derek, which was fine by me, whether Friday turned into a day-long thrash or they went to Victoria, B.C., showing up at the field

Saturday morning.

A big clue would be what he brought with him. I know, for example, that he has reworked Bolly CF props which he feels work a little better than APC 9-4s on the 20FPs. Surely he has a favorite handle with which he would be comfortable. A selection of lines would be convenient. Maybe a nicad-based plug lighter. Or a trick fuel tank.

Guess what he brought with him? The delightful Wendy. And some changes of clothes. Not a single piece of modeling equipment that I saw, less only a stopwatch, mine known to have expired.

The correct approach. No, make that *exactly* the correct approach! I supplied what was available, he accepted the equipment as delivered, we had a great time, all with no never-ending practice sessions, fiddling our weekend away trying to make the model better.

This is where the lack of ego involvement comes in. Again, I view it as an important factor. I have no personal feelings about the model, it's an ARF! Some 14-year-old Chinese girl probably built it. I have very little to answer for when it comes to anything other than small details. It is what it is, no more, no less.

Derek—and the others who have borrowed this and similar pieces—certainly have no involvement in the models other than as tools. Like borrowing a hammer? Kinda, although that might prove in the future to be an unfortunate analogy. In all cases they have taken what was offered and made the best of it without going crazy with test flights and general high-pressure fooling around.

Hey, when Mike borrowed *Dirtmobile I* he was walking around a little gimpy, plus was our two-day tabulator, and had prepped the site during the preceding week. All Mike had to do was limp across half the circle, Bruce Hunt and I would prep model, string lines to circle center, get the fire lit and launch the sucker!

Finally, lest you get the wrong idea (Generosity? From Da Dirt?!) in reading this missive, look more closely at the concept of having a spare ARF or two for your

own use, use by friends.

As I am a selfish guy. And I am not afraid to admit it.

This acknowledged, loaning out an ARF or three has been of more enjoyment to me than to those doing the flying.

Every single time I came away having had a lot more fun at each of the contests, especially when a long-time friend (Mike) could not otherwise have participated in Fall Follies, there was (almost literally) no other way to enjoy the company of Derek and Wendy at the VGMC contest and over a three-day period.

Ah, now we come to the results gained from this collaboration between Derek and myself. NOT! If the scores gained are of interest, look elsewhere, possibly the District XI column. Raw scores were not the purpose here, an entertaining three-day binge of CL Stunt flying with friends was the goal, and there are only a very few contests more entertaining the Western Canada Stunt Champs!

Still, I will say that *TWMLLARFFS* performed well and reliably, gaining an inordinate amount of attention from the crowd, few of whom had actually seen this combination fly and were enthusiastic over the performance. Derek was quickly in the

groove, competitive in Classic, scoring a nicely-received and notable second in Advanced PA.

Finally, if you are considering adding a practice/loaner model to your inventory, a consistent and reliable model is a must. There are a lot of options out there, some of the 40-powered models being attractive, although not to me personally.

I say this because until shown otherwise I view the ARF *Flite Streak*—powered by a *properly* set up O.S. 20FP—as easily the best of a great many combinations. The model is really inexpensive at about \$55.00, an evening of low-pressure assembly will see it ready to go, being a non-flapped model it is real easy to get trimmed..

For power, a box-stock ABN 20FP is a plug-and-play package, will really impress you with its power delivery, plus it won't shake the admittedly lightly built front end of the ARF apart.

Interested? To the point of reading a lengthy overview, details, mind-numbing details and minutiae of the most extraordinary sort? Send me an e-mail, dlr111845@yahoo.com asking for package on Universal Stunt Machine. While free for the asking, it is *not* available by U.S. mail.

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Dave Midgley s BUILDATHON

We had a BUILDATHON at MIDGLEYS this past weekend, these are some photos that go with Daves article.

Three photos show Dave with his CNC machined billet aluminum wing mould. Many wings have come from this mould, the wing in this mould shown is for Windys TESTAROSSA for 2006 now being built. The mould makes a half shell, upper shell and lower shell, they are joined after gear blocks and controls are installed. It cures in the mould when both halves are joined, it gets postcured in Daves oven as each shell is made. Wings are made using tuned pipe resin, carbon, and e glass sandwiching a balsacore. EXTREMELY ACCURATE, light, easy to finish or leave unfinished as skin is fuelproof.

Windy



Top and bottom views of shells for Midgley wings, note how gear are installed in ribs and blocks. Outer gear blocks are similar to system most pilots use on other types of wings. When wing shells are pulled from mould they have a fuelproof finish that can be dyed or painted in a traditional manner. Final assembly takes place right in the mould to assure accuracy. Vacuum bagged right in the mould assures minimum weight and accuracy, the finish right out of the mould is very nice, could even be buffed out.





This last photo shows Elliott Scott at the bench making a composit flap. He made over a dozen flaps during the week, balsa, e-glass, and flaps cured in Midgley's aluminum moulds. Dave's shop is well equipped. Dave's wife Sharon made up food and coffee all week long, THANKS SHARON!!!!!!

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CRASH REPAIRS



By Windy Urtnowski

**93 Elliot Place
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(201) 896-8740**

One “basic” that many modelers don’t understand is why props come loose. Remember that a smooth surface tends to slip, while a rough one grabs—add a bit of oil, and you may have a difficult time keeping a prop tight. I encourage everyone to rough up all mating faces: both sides of the prop, both sides of spinner pack plates, and the side of the washer that faces the prop. I use an engraving tool, about a \$10 investment, to make a sunburst pattern on all mating faces. These wear smooth in time and need to be rejuvenated and cleaned of any oil to remain efficient. A spinner with any smooth surface should be engraved before use, especially with modern, high-output motors. Remember that an engine with a prop and prop washer only has three mating surfaces, but add a spinner, and you increase the surfaces where slipping can occur to four, thus requiring more torque to maintain a tight prop.

Four-strokes are even more critical—always use the double lock nut supplied with most motors and lock it per the directions. Years back I tried pinning a prop assembly on my Saito .91—it failed in service, split the prop in two, tip to tip, turned a \$35 spinner into a tuna can, and almost sent me to the emergency room. I recommend never pinning prop assemblies!

This brings me to another “basic”: After a crash, a spinner may not be damaged and appear fine, but be sure that it runs true

before using it again. Even a bit of out-of-round can cause vibration issues that can eat away at a model anytime the engine is running. If it’s not running true, buy a replacement spinner. Serious damage can occur from loose props or out-of-round spinners.

The goal of every repair is to return a crashed ship back to flyable condition, and many times you can make a crashed ship better than it was originally. I’ve had several ships that after repairs went on to long service lives—the original *Strega* prototype was one of many. The crash gave me a chance to try beefing up areas that were marginal, such as the tank box and wing center. Once these were reinforced, the motor run character improved measurably. If you’ve made a flimsy nose, a crash gives you an opportunity to add integrity and decide if the upgrade was worth it. Symptoms of a weak nose include bubbles in the fuel line, erratic needle valve settings, inconsistent fuel consumption, vibration, unnecessary wear of all moving parts (hinges, control systems, wheel bearings, etc.), and more. The vibration is like a cancer that eats away at the quality of the whole model, even causing cracks in the finish that allow the model to sponge up oil. I’ve become fanatical about prop balance and trying to minimize vibration as much as possible. This gets even more critical on a twin-engine ship or a setup turning a larger prop. If not dealt with, in its extreme vibration can crack structural glue joints, wear out ball links and control bushings...and the damage worsens as these moving parts loosen up. To my mind, nothing seems a better investment than solid nose construction and props that are balanced regularly, complementing good maintenance routines, such as checking props (for tightness), engine mounting bolts, wheel collars, and cowl hold-downs.

When repairing paint, use a degreasing agent such as Sikkens M-600 or Dupont Prep-Sol to clean the whole area thoroughly before doing any sanding. Sanding an oily or waxy area can drive contaminants down into the finish, where they get very

difficult to remove. Even if you’re not repainting, a routine cleaning to remove old wax and oil is good maintenance. Never let any degreasing agent remain in a liquid state or puddle, as it can cause finish damage. Wear rubber gloves and use these materials only in well-ventilated areas. Degreasers work well to clean “faces” when reinstalling a prop and spinner assembly. Getting surfaces immaculately clean can go a long way toward getting a new finish to adhere properly or keep a prop tight.

If you’re repainting a repair area and you see an edge peeling up, it’s probably the thinner loosening up the edge of the paint. You can minimize edging by spraying dry, using minimum amounts of thinner, or priming with Brodak primer first before refinishing. Brodak dope is very easy to use and even easier to repair. In my work in motorcycle painting and other custom painting, I’ve never found any finish easier to apply or repair. A quick look at Appearance rows at the last few Nats shows how many modelers have gotten world-class results with Brodak dope.

I’m old enough to remember a world where very few modelers had world-class finishes. Larry Scarinzi had some combat ships that were awesome; Billy Simons, Harold Price, John D’Ottavio, and a few others had the finishing routine down pat, but most others weren’t up to their level. Nowadays, anyone who wants a mirror-like finish can have one with a minimum of effort. All the tips have been written over and over, and videos are available from several sources that eliminate the frustration of years back when things were more secretive and videos hadn’t come of age. But it’s the quality of Brodak dope—quick dry time, adequate pigments, and the highest-quality thinner and retarder—that makes it the world-class product that it is. All the time I spent in development seems well worthwhile when I see all those shiny ships in Appearance rows at the Nats. A very special thanks to John Brodak for making this and all the products he produces—they surely promote competition

like nothing else ever did. Everyone seems to want a well-finished stunter, and in the G.S.C.B. we have people who've gotten a really nice finish on their first or second try. The overall quality of all finishes has gone up over the years and should be even better as more modelers learn the ropes and can help others learn the skills they need.

Buddy Weider was a great Junior flyer when I was a Junior. Check out the original Jay-Dee Falcon article (*Model Airplane News*, April 1961)—Buddy's one of the youths (the others are George Jones, Jr. and Rich Palmer) shown in the construction article. He rejoined the G.S.C.B. recently and did some sport flying with Larry Scarinzi. Eventually he bought a Tom Morris *Cavalier*, and Larry brought him to Windy's shop for a few finishing tips. Larry gave me some great original photos of Harold Price, and I gave Buddy the Brodak "finishing" videos. Great visit, great nostalgia, and I arranged for his boyhood "hero" John D'Ottavio to just happen to stop by while he was there.

Buddy loved the videos and started his first full finish in 40 years, and I warned him that when you spray that first coat of silver, you'll see so many flaws that you may become suicidal.

Weeks went by, and I got e-mails from Buddy about how the finish was looking pretty good, and then that he was ready for the first coat of silver. My next e-mail was very short: "Buddy Weider sprayed the silver and then committed suicide!" I knew it couldn't be true, as dead people can't send e-mail. We're all cheering him on. Photos next month!

If you go to custom car or custom motorcycle shows, you know they almost all use "microfiber" cloths to wax, polish, clean, etc. You can buy some at any auto parts store that sells car wax. They're great on Brodak dope finishes after they are buffed out. Kent Tysor was using them at last year's Brodak Fly-In and gave me a few to try. John Gunn sent me a whole box, and I used them all to get the Tigercat as shiny as possible. Tip: Wash microfiber cloths separately—never put them in with the ordinary laundry. Another tip: these work on eyeglasses better than anything else I've ever used. Microfiber cloths can really help anyone who's doing an all-black finish; as everyone who's done one knows, black shows every imperfection. I used Meguiar's Gold Class wax and microfiber cloths—these are both worth a try if glossy finishes are your goal.

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FINISHING

COVERING WITH JAPANESE TISSUE

Mike Keville

When considering covering material, Japanese tissue is often overlooked. No real surprise since today it's somewhat difficult to find unless you know where to look. At one time, it was stocked by nearly every hobby shop and was available in a variety of colors. In my Free Flight days, 1966-86, the cost was ten cents per 18 x 24 (inches) sheet. Today, unless you're fortunate enough to live near some place like Tony & Addie's, it must be mail-ordered at nearly \$1.50 per sheet (not a typo).

There was a time, before 'competition' became a dirty word, when good ol' *Air Trails* listed the details of Nats winners in their 'Annual' issues. Looking at those we see that a good number of top-placing Stunt entries were covered with Japanese tissue and up to 30 or more coats of Berryloid, Randolph, Aero Gloss, Testors and so on. There was a reason for that. Tissue is light, strong, and offers a smooth base for award-winning finishes.

Genuine Japanese tissue, as opposed to ordinary craft tissue, has a 'shiny' side and a definite grain. When topped with several coats of clear dope it has a delightful translucent appearance quite unlike 'see-through' films. Several sources exist—all of which, to my knowledge, specialize in Free Flight supplies and accessories. The only one I'm familiar with, having done business with him on several occasions, is Lee Campbell (address below).

As with other covering materials used for the first time, it takes a bit of TLC in order to achieve a drum-tight, wrinkle-free fit. I am far from being an expert at this, often staring with green-eyed envy at the artistic creations of guys like Bob DeShields, formerly a SoCal free-flighter (but still a member of the famed *San Valeers* club) now living in Idaho.

In addition to dozens of Free Flights, I've successfully used Japanese tissue on several CL models. Despite its fragile feel before being topped with multiple coats of clear, it has proven to be remarkably durable. For example, it was the covering of choice on the Boxcar Chief seen in the Dec. '90 *FM* construction article. Flown hard during the 1991 contest season, it

then hung on a garage wall in Mesa, AZ for nearly eight years while I was out running 'round the world. Having endured temperatures ranging from 30 to 120-plus (F), it flew again in late 1999 with no adverse effects.

Perhaps the finest examples of CL models covered and trimmed with Japanese tissue are those created years ago by that former resident of 'Snyder Swamp', Dick (Fast Richard) Mathis. In the unlikely event you haven't heard, he's back...perhaps may see this item and jump in with some words of wisdom on the subject. (Attention, R. Mathis, PhD: consider that a formal request.)

Okay, so how does one apply this stuff? Here's how I do it. (Watch: we'll now get a dozen replies saying, "No, no, that's wrong. *Here's* what to do...".) I'll skip the preparation part since it's assumed that anyone reading this knows why sandpaper exists. First, find the 'grain' by making a small tear at one corner. The grain usually follows the wider dimension of each sheet, though it's a good idea to check. Tissue is of course applied span-wise to each panel.

- Apply at least two coats (3 preferred) of full-strength clear dope to LE, TE and all edges. Sand lightly with 320 after the third coat.

- Drag out the ironing board, set the iron on low, place tissue 'shiny' side down, then iron lightly whether it appears to need it or not.

- Gently lay the sheet over the framework. Using a soft brush, apply thinner to all edges, bonding tissue to balsa. Use a finger to gently rub each application of thin-

ner, especially at seams and extreme edges. (Note repeated use of the word 'gently'. The stuff doesn't stretch, and isn't very forgiving.)

- Follow with 60-40 clear/thinner, rubbed-in gently... (you know).

- Tip pieces must be cut and fitted individually. Any attempt to coerce tissue into following compound curves will result in your kids learning new words if they're within earshot. Trust me on that one. Work back-to-front so that seams don't face into the airflow.

- Pollywog airfoil? Coat each rib with dope, heavy on the concave part. A thin layer of Duco cement can be helpful here.

- When fully dry, find some good old-fashioned double-edged razor blades. Trim all edges, changing blades frequently. Seal all edges, using the 'finger-dipped-in-thinner' method, then mist the tissue with isopropyl alcohol or 50-50 alcohol and water. Why alcohol? Old F/F Scale trick: evaporates quickly, yet does the job. A jig will help avoid warps, although the old 'steam-and-twist' method works well too.

- Apply eight-to-ten coats of 60-40 dope, lightly (okay: *gently*) sanding every-other one with 600. AMA numbers and other trim are applied after the first two coats. (See next.)

Tissue trim: AMA numbers are cut from a darker color tissue. I use black. Once tried blue, but it faded quicker than the Cubs in August.

- Draw your design on a sheet of bond paper, then place one or more sheets of tis-

sue under the first page of a thick newspaper. I use *National Dragster*, though any newsprint will do.

- Tape your design to that top page and, using a new #11 blade, cut out the numbers and whatever.

- Hold each in place and apply by brushing thinner through them.

Although I'm pretty good at applying AMA numbers, stripes and basic trim, prior attempts to duplicate some of those elaborate SoCal 'flying art galleries' indicated that I am, shall we say, artistically-challenged in that area. The acknowledged masters at this are Bob DeShields, Walt Prey, Bob Beecroft and a few others.

Double-covering: Some have asked about double-covering with Japanese tissue, which provides a very tough surface with a negligible increase in weight. Until recently, many of us thought the trick is to apply the top sheet chord-wise, creating a cross-grain effect which pretty much resists everything except the starter battery falling from your shirt pocket. That theory went out the window during a phone conversation with noted free-flighter Bob DeShields, who double-covers nearly everything these days. He said the cross-grain method resulted in some unwanted warping...curled the LE and TE on a couple of his wings and stabs. Today he applies the top layer with the grain also running span-wise after the first layer receives four coats of 50-50 nitrate. You'd have to see this guy's work to appreciate that he knows what he's talking about.

Wet Covering: The one time I tried this with Japanese tissue it was a disaster. When wet, this stuff has the strength of milk-soaked corn flakes. That said, top-ranked free-flighter (and PAMPA member) Terry Thorkildsen reports past success, adding that he no longer does this. In his words: "I would first put a cou-

ple of coats of dope where the tissue would touch the structure. Then I would go over it one last time at the leading and trailing edges and the dihedral breaks. I would then set the wing down and take the precut section, drag it through some water on the drain board and set it vertically on the door, which let the water drain off a bit. Then set the tissue on the wing as straight as possible and pull it around to get rid of the wrinkles, but not dead tight since it would shrink quite a bit by covering wet. I would then go over the leading and trailing edges with dope again to stick it down solid. Trim the excess tissue leaving a 1/8 or more overlap and dope it around the edges. For undercamber (*or pollywog airfoils-mk*) I use a real thick dope with even glue added in some cases. Let it dry well, then go over the wing with dope thinned 50 or 40 percent, alternating directions every other coat."

I still don't know how he got away with that. The one time I tried it I wound up with a handful of soggy mush. So where can you get some of this wonderful stuff? As noted above, several sources exist, but here is where I buy mine. Currently priced at \$1.44/sheet (subject to change...like everything else) he offers 18 x 24 sheets in red, yellow, blue, orange, green, white and black:

Lee Campbell
Campbell's Custom Kits
1831 Fletcher St.
Anderson, IN 46016
(765) 683-1749
Thermalpiglet@yahoo.com

There may be a follow-up to this one next issue. Bob DeShields has volunteered to provide some secrets on creating and applying exotic trim schemes. Personal thanks to him, Bob Beecroft and PAMPA member Terry Thorkildsen for their assistance in preparing this one.

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How to Sand

I am really confused with the sanding process during finishing. When do you dry sand and when do you wet sand.

I have read that you sand, sand, sand and when your done sand again. Now I assume that's on bare wood before Dope and whatever covering you are going to apply. The confusion I am having is after covering bare wood with silkspan and dope. I don't want to load on the dope on and have it gain a lot of weight, but when I sand I seem to be sanding into the silkspan and sometimes into the wood, then when I spray on primer or color it still shows the grain and even looks all wrinkled in some areas like I don't have enough base coat to fill the grain. But then again I don't want to load it up and gain too much weight. Am I just sanding too much off to begin with?? What am I doing wrong?

Hi this is what I do use brodak dope put 3 thin coats of clear I mean 60% thinner and 40% dope I guess then I sand with 320 dry a light sanding this is done on raw wood keep applying dope until the wood shines. The wood will draw the thinned dope in. On the silk span do the same thing until the silk span shines. Now on the edges I put 3 coats of dope on it then sand the edges down. Hope this helps

There is a story that a kid asked Jim Walker what the difference between a beginner and an expert modeler was. Jim Walker showed him a small piece of sandpaper. speaking theoretically, and assuming you have not closely examined one of my airplanes, the airplane should have only neat tight joints and be sanded smooth and level before putting on silkspan. The structure should be well doped. The dope will "fix" the surface so that the fuzzies will be hardened up or stuck down so you can sand them off. I like to put on a coat or two of filler (I use dope and cornstarch) and sand it all off, except what stays in the grain, before silkspan. The silkspan needs to be well doped and filled before you put on color coats. Whether you fill with the cornstarch mix or use a thick primer, it almost all should be sanded off. At this point there should be no high or low spots, those

should have been dealt with before. Something to be said for some color in the filler so you can see where it is thick or thin. Your goal is to build an airplane out of balsa and silkspan, not out of filler. Jim Thomerson

Butch:

Try thinking of it this way: On the bare wood you are doing two things. First, providing a dope base for everything else to grab. Many of us prefer Nitrate dope for this. Second, you need to have that surface smooth and even. This is the time to eliminate all the "fuzzies" and flaws in the wood work. Use whatever dry sandpaper gets you the best result.

Your covering and build up from there are to provide a base for the color and full finish. **STAY WITH DRY PAPER UNTIL THERE IS NO CHANCE OF WATER GETTING THROUGH TO THE WOOD!** As you build up clear just a light sanding is ok to knock off the rough spots. During the primer/filler stages be more aggressive and by now you should be able to switch to wet paper. The idea is to leave JUST enough to give a fully sealed and flawlessly smooth surface for your color. This is where you usually make or break on the weight of the plane. Wet paper carries excess material away better than dry so as you progress you may want to switch over. This doesn't necessarily mean super fine 600 or 1000. 320 wet will move a lot of material and still leave a nice surface. Constantly dip and clear the paper. I keep a towel on my knee and swipe the paper across it after rinsing to take out the material, then re wet and go again. Plan on going through a good amount of paper.

After color and trim, again use wet to feather edges and give the surface a little roughness for the clear to grab. Use just enough color/trim to cover. Don't try to build a gloss with color.

On your top clear coats, I sand about every other with 400 or 600 paper, again removing as much excess as I can. At the final coats I usually go 600, then 1200, then

2000, all used very wet. A bit of rubbing compound and past wax and you're in business.

As with everything, the key is getting each stage really right before going on to the next. Jim Welliver

The key is that dope contains a very low amount of solids and so takes many coats to build up fully. The early sanding is more of a scuff job to just knock off the high spots and fuzzies. Stay away from the edges-like along the planking and ribs so you don't cut through the silkspan. BTW the yellow-back wet-or-dry 3M paper that auto body places sell is really the right stuff. Buy plenty and toss it as soon as it's dull. K. D. Heath

OK here is my finishing tec tips.

- (1) No more than 3 coats clear thinned 50-50
- (2) Apply covering and CF where applicable 3 more coats clear.
- (3) lightly sand with 320 dry between all coats of dope. I do mean lightly and stay off cap strips.
- (4) I use auto (cheap lacquer primer 1.29 a can) lightly coat airframe and sand the entire coat off with 400 grit paper (use a soft block) Re touch up bad spots as needed.
- (5) Mix one pint color 50-50 thinner to yield one quart. Now just cause you have a quart doesn't mean you have to spray a quart. Lightly spray airframe until evenly covered. It's OK if you can slightly see through the paint as the trim will take your eye away from that. At no time do you sand the color. Paint trim as desired. Use 3M fine line tape to tape off trim colors.
- (6) After trim is applied use Ripdio graph pens with film India ink for trim lines.
- (7) One coat PPG Strato Clear reduced with Lacquer thinner.
- (8) Sand with 1500 grit wet-dry paper. Use a few drops of dish soap in warm water for irrigation.
- (9) Repeat process as above in number eight only with 2000 grit paper.
- (10) Use 3M Rubbing compound followed by 3M White polishing compound buff till your done.
- (11) sit back and admire your handy work.

EDIT: I forgot to add, the finish is not how much you put on but how much you take off. Robert Storick

POLISHING AND WAXING A MODEL FINISH

When my 75 Vette was painted with lacquer 16 years ago, the painter recommended Meguiars #7 polish. Use only that. The finish has lasted until now. If you know Vettes that's a long time for a tradition lacquer finish. (You can't get that kind of paint anymore.) I believe old fashioned lacquer paints resemble dope. I've use Meguiars polish on monokote also. It shines and takes out scratches, works real fast. Also, solvents remove the polish easily. Making touch ups and repairs no sweat. D

There are several Meguiar's Mirror Glaze products. I use Number 2 Fine-Cut Cleaner, then Number 9 Swirl Remover, then Number 7 Show Car Glaze, then wax. Howard Rush

I'm using Aurora products, same thing: fine cut, swirl remover, show car glaze). It's designed for catalyzed polyurethane, but I suspect it's largely the same stuff. It's just what my local paint shop recommends. Randy Powell

The Meguairs Mirror Glaze is a very finely ground abrasive in a slurry. I have used it to polish the wind-screen on my Cessna 172. There are many other polishes, including the FLITZ and HAPPICH SIMICHROME, available in gun shops. On my models, I usually finish with a rubout with DuPont rubbing compound followed with a paste wax. That's good enough for me. Floyd Carter

Does anyone know of a clear top coat to keep Monokote covering from peeling?

The ARF covering doesn't seem to stay intact for very long. Is there a top coat clear to spray on them? Frank Carlisle

Response: "Only ironing or heating will help. Nothing sprayed over the top of a coating will increase the bond of the covering to the structure." Lou Tisch

Response: "Frank...guys locally have been shrinking the covering as much as possible with stuff like hair dryers, then using SCOTCH 3/4" wide Satin tape at the seams....it lends well, sticks if applied to a clean surface, and lasts." Rich Peabody

Response: "I thin some 30 min epoxy glue and put a small bead along all the edges and seams and rub it in with my finger, then wipe off the excess with a

paper towel dampened with thinner and that seems to help a lot. Marvin Denny

Response: "What we used to do for non-fuel proof covering was paint the seams with clear polyurethane. Just get a brush and wipe over the seams. Iskandar Taib Frank,

Response: "Frank, I use MINWAX "Wipe-On Poly". It is thinner than normal polyurethane. I apply a thin coat along all Monokote seams using a Q-tip. It does a great job of keeping MonoKote seams and striping tape down. Dennis Vonder Kurr

Response: "Napa Auto parts store sells auto body clear coat. I think it is an acrylic lacquer product. It is fuel proof. Gary Weaver

Response: " Spray a little gloss clear Lusterkote into a small container through a straw then use a Q-tip to apply along the seams. It bonds well and is almost invisible.

On some of the Brodak ARF's, there is simply not enough overlap, particularly along the leading edge. I put an overlapping piece over this joint. I used matching (almost) color, but Monokote clear would be ideal. Steve Holt

FLYING

Flying the Maneuvers

Owen Richards

In the last column we were talking about the Old Time stunt patterns and how to do them. The last maneuver discussed was inverted flight, so this month we'll continue on that topic.

After inverted flight come the horizontal eights. These are called lazy eights because they don't start with an inside loop like the PAMPA pattern. You are flying level at 8 feet and go past downwind center before starting a nice big, round (up to 60 degrees) three-quarters of an inside loop. As you are coming straight down, reverse and do a full outside loop; as you are coming straight down, reverse again to an inside loop. Continue this pattern until you have completed three complete horizontal eights. On the last bottom of the third eight, level off and fly out at 8 feet. If you look at a diagram showing the Old Time horizontal eight, it will look like an X at the center intersections. This is not correct. At the intersection of the eight you should be vertical for just an instant. If you do not get vertical for an instant, this is a downgrade. Also, I have seen too much vertical (I call them butt cheeks), which is also a downgrade.

The next maneuver is three vertical eights. This is also done without a loop at the start. You are flying at 8 feet and, as you cross downwind center, pull up to one-half loop until the plane is horizontal (should be close to 45 degrees above the horizon) and reverse to do an outside loop and reverse again to finish the first eight. Now just do two more in the same space and you're done. At the bottom of the third eight, fly out at the 8-foot level.

You may also enter this vertical eight at the center. You would climb to 30 degrees level flight and, at downwind center, do the first inside loop, after that the outside loop with the bottom at 8 feet. After the third eight you are at the middle of the maneuver at 45 degrees. Fly out of it and

return to 8-foot level flight. Although this is a legal way to fly this maneuver, I have to say I have never seen anyone do it this way.

The next maneuver is the overhead eight. The proper way to start this maneuver is to climb to 30 degrees and, while facing downwind center, fly past center one-quarter lap and pull up into one-half inside loop. At this point you should be directly overhead. Reverse control and do a complete outside loop back to top center. Now do two more overhead eights and, on the last one, as you cross the top, come back down to 30 degrees and finish in the same spot where you started. While doing the overhead eights, the intersections should be directly overhead and the other half at 30 degrees high.

I have recently heard that this maneuver can be started with a wingover. I have never done it this way and have never seen it done this way. So, if you want to fly it this way in a contest, you should first check with the judges before your flight.

The next maneuver is the square rectangle. This is not a square loop with all sides equal. Start this facing downwind center, flying at 8 feet, and go past center by not quite one-quarter lap, pull up to vertical and level off inverted at 60 degrees and fly level inverted past center. Now dive vertically and pull out at the 8-foot level. The maneuver is done and you only need to do one.

The only thing left to do is run out of fuel and smoothly descend to a bounce-free roll-out landing. I hope you will try Old Time Stunt at some time and I think you will find it a real fun event.

Some of the most popular planes for Old Time are the Zilch family of planes; a lot of *Ringmasters* are flown, too. Some of the most popular planes are the Guillows

Barnstormer (I have built three of them), the *Jamison* (I built one), the *Humongous* (I've built three and am currently flying one), and the All American series by DeBolt. Now, if you can land a DeBolt All American *Senior* without bouncing, you deserve an extra 25 points. These are the most popular ones and you'll see them at most Old Time contests. However, there are many more models to choose from. I think 1953 is the cut-off date for Old Time.

Some people build an Old Time plane for the fun of it. Two years ago I built a Veco *Warrior* (that's a *Brave* with flaps). It was as cute as a bug's ear. I had more pictures taken of that plane than any of my others. However, as far as flying the pattern, it was not competitive. There is just not enough wing to do a good job. But, back in the forties, that's how most of the planes flew.

Now, if you think you would like to compete in Old Time and if Tom Luper or Allen Brickhaus or Bart Klapinski are there, watch them do the pattern and you will see how it's supposed to be done. If you can beat them, I want to know your name.

Well, the contest season is winding down now. There are only two or three contests left. The price of gasoline has kept attendance down at some contests. I know I had to miss a few; hopefully that will be better next year.

I have watched hundreds of flights and I have to say, you contestants still have a lot of work to do on vertical eights, overhead eights and especially the four-leaf clover. While you are practicing, it is a very good idea to have some (preferably a judge or Expert flyer) watch your flying and critique your maneuvers. Many flyers continue to practice flying their mistakes.

Enough for this time. If you think you would like to try Old Time—do so. You may like it.

As usual, practice.

Make your practice flying easier with a good Stooge.

Back in the 50s, (which is a loooong time ago), I liked to practice every night after work, but the better half was needed to tend our young lad of one year, and to prepare the evening meal. So I had no daily help at the flight circle. That meant if I wanted to fly, I would have to fly with a buddy, or with a stooge. (I hadn't seen a stooge before). Necessity is the mother of invention, it is said, so I sat down and designed and built what came to be, a workable helper. Well, it turned out that it worked pretty darn good, and I was able to fly by myself at any time.

After retirement and our move to Florida in the late '90s, my son got me back into control line stunt again. Wanting to fly and practice by myself, I had to build another stooge, as it seems that the original had become "lost" during the period (1962-1998) in which I didn't fly.

Photo #1 shows the stooge and the tent stakes; that's all there is to it. The principle of operation has not changed.

The gadget traps the tail wheel wire between a release wire and another wire, a small nail in this case, as shown in Photo #2.

Photos #3 and #4 show views from the front and the back. The neatest thing about the stooge is that when it's set up for use and is staked to the ground, the tail wheel can be lightly pushed against the release wire, the release wire can be pulled to open "the gate", and the tail wheel and plane comes to a rest against the back-up nail. The spring then, holds the release wire in front of the tail wheel, keeping the plane secured, like that of other stoooges. The secured "hook-up" can be felt and heard. A slight tug on the plane lets you know that the plane is hooked up in the stooge, and is safely held in place.

When you build one, and I know you'll want one, here's a few construction steps and hints.

1) Use a drill press, if possible, to drill all the holes in all three blocks for the release wire at the same time, thus keeping the holes at the same height from the mounting base. This will make it easier to align the blocks when securing them to the base. Use a drill that will allow the wire to be snug.

2) And when you start the assembly, leave the release wire in place as you locate the blocks onto the plywood base.

3) Once the assembly is complete, you can open up the holes with a slightly larger drill bit, so that the release wire slides easily.

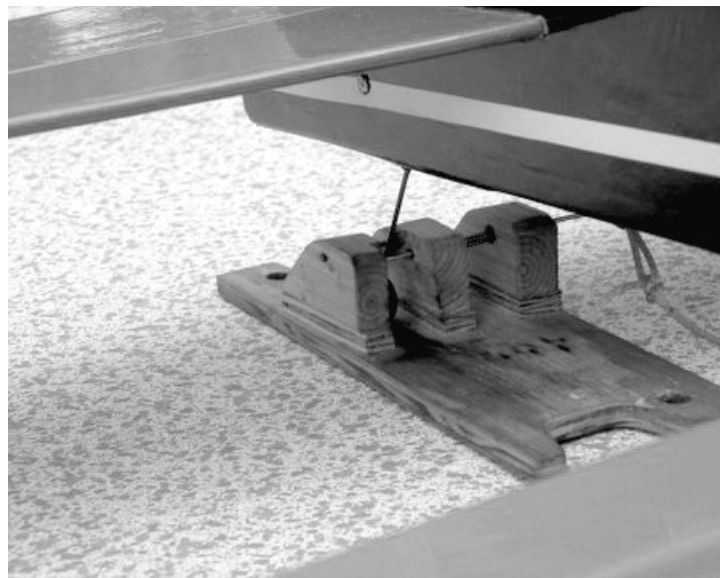
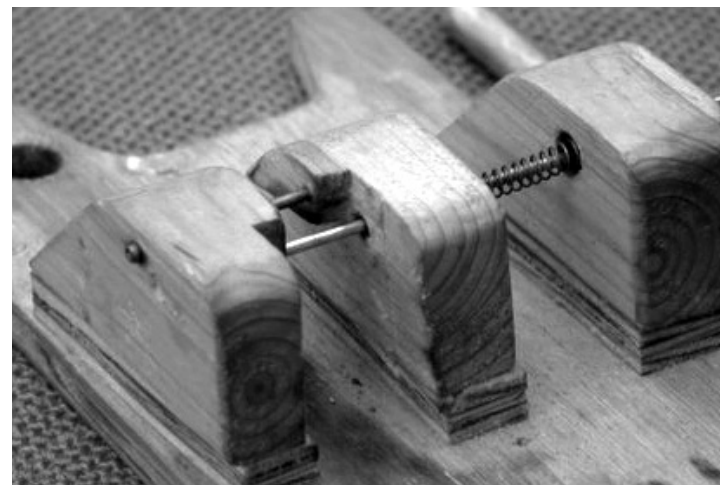
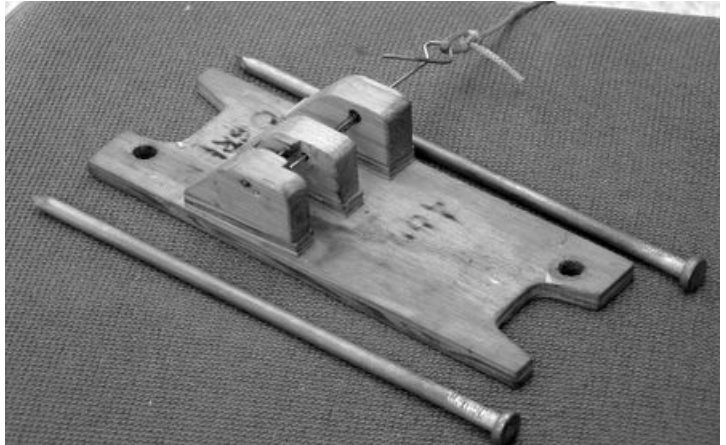
4) Slide the release wire into place, with the washer and spring between the two blocks.

5) Hold the spring out of the way, and solder the washer so that tip of the release wire is in the last block about 1/8".

6) Select a small finishing nail about 1 1/2" long, and drill a snug hole for it in the two outer most blocks. Press into place.

7) The trip cord should be anything that is easily seen while on the grass. A white cord can be seen out of the corner of your eye when flying, thus helping you hold the center of the circle. I use 1/8" nylon, about 70' long.

8) I recommend tent stakes, the ones that look like large spikes and are 10" long. These can be found in sporting goods



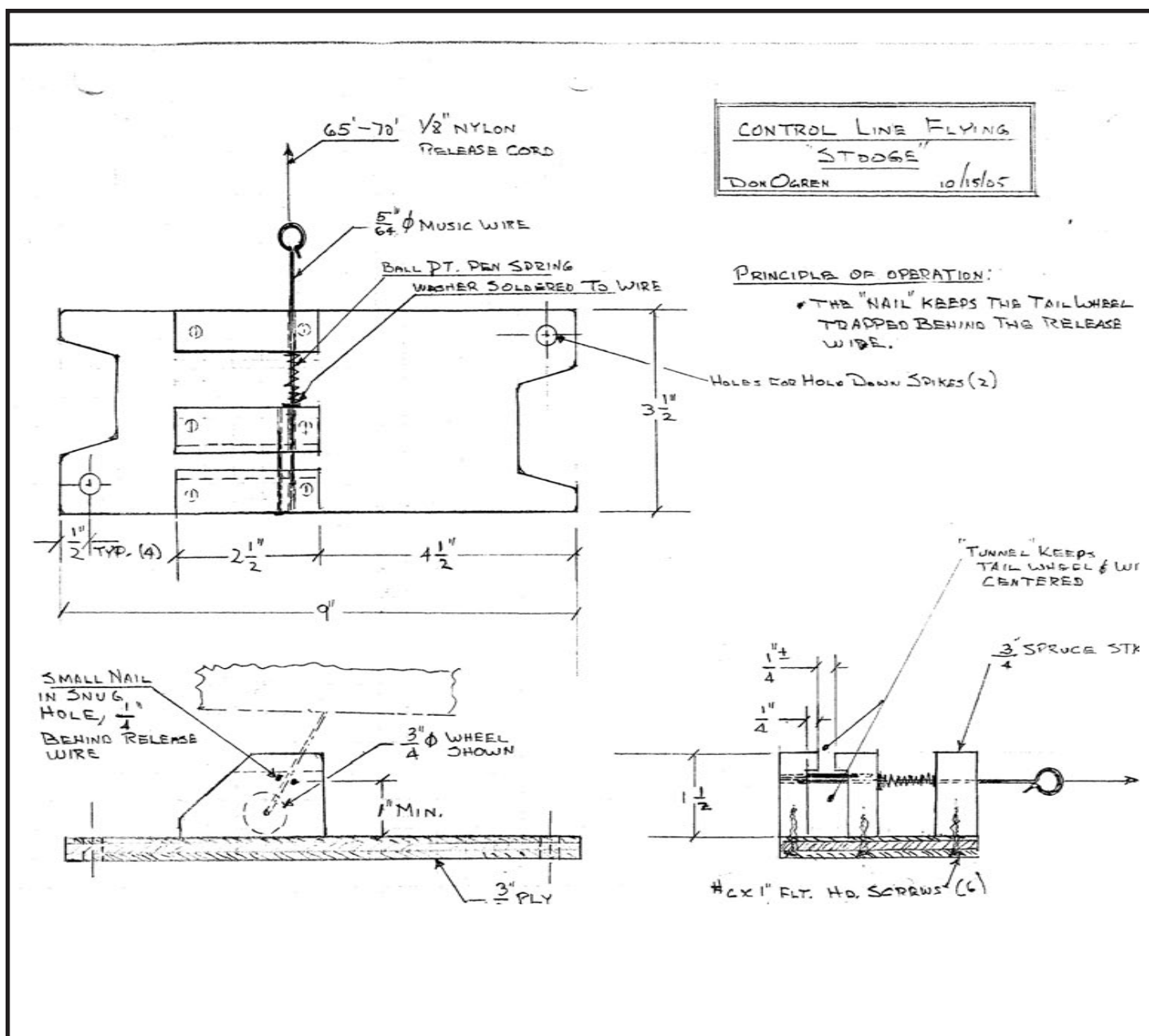
departments, such as at Wal-Mart. Flying from Florida's sandy soil makes it easy for the stakes to be pushed into the ground, but you may need a hammer for firmer terra firma. A claw hammer comes in handy when you want to remove the stakes.

You can easily guess that the cord can be wound around the stooze in the end notches.

Maybe you can modify your existing stooze by adding that nail behind your current release/trip wire. However, keep in mind, that the two wires need to be high enough to clear your tail wheel.

That's all there is to it. Enjoy, and safe pitting.

Donald H. "Don" Ogren,
Oct. 17, 2005
Spring Hill, Florida
email: DOgren96@earthlink.net



SPORT FLYIN



By John Ashford

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Paris, TX 75460
(903) 739-2558
jcashford@cox.net

I just can't believe how fast this past two months has gone by. I guess when you are busy it just happens that way. I've had a very interesting time of it. I finally achieved one of my goals for the year, which was to win a PA-Intermediate contest. I have been flying this class for the past three years and have never won. I've been second a lot and last a few times but, as you may recall, I promised myself I was going to practice and win one this year.

Tulsa Gluedobbers held their annual contest in late September and I was running out of opportunities. **De Hill** and the rest of the Gluedobber gang put on a great contest as always and we were blessed with some of the best weather of the year. Entries were way up. I think there were 18 in Classic and about that many in Advanced. Nine in Intermediate and I don't remember how many in Expert. I edged out **Mike Donovan** of Vicksburg, MS by just a couple of points. I'm really looking forward to next year because Intermediate is going to be very competitive. **Chris Kennedy** (Oklahoma City) and **Norm Faith** (Eldorado, AR) are really improving so between the four of us it ought to be quite a fight.

I have been thinking about building my own design airplane for the past couple of years and finally got around to doing something about it. I wanted to have a modern plane as far as performance was concerned but retain the "look" of the Classics from the '60s - '70s. I started out

by stealing all of the numbers and ideas I could from proven designs. Another consideration was the size. I don't know about you, but as I get older I just don't like a 60-size airplane. They are beautiful but just pull too much for me to be comfortable with them. So the first consideration was it had to be a 35-40 size.

I started by measuring the planes I either have hanging on the wall or have plans to. Nobler, Skylark, Hurricane, Shark 35, Oriental are all proven designs so I started doing some measuring. First big surprise: The nose moments on these planes varied by 1 and 3/4 inches, measuring from the flap hinge line to the spinner back plate. The distance from the flap hinge line to the elevator hinge line varied only 1/8th of an inch: three 14 and 1/2 inch and two 14 and 5/8ths. You think these guys might have peeked a little? I wound up with the side area of the Nobler, the rudder from the Smoothie (P-51), wing from the Shark 35 with the tips turned around, Chipmunk wheel pants and sort of a Skylark look to the front end. I increased the stab and elevator area to 27% of the wing and (of course) included all the built-in trim features. I even put a ball link control system in it. Then I went back to the '70s magazines and stole a paint scheme from an RC ship. For color, I chose a beige and cranberry (or crimson and cream) with black trim. All real airplanes have black trim don't they? Now, I don't know if that qualifies as my own design but it sure ain't Classic legal. Thus the plane named itself. The *Eclectic* has not been flown yet but is ready for her maiden voyage as we speak.

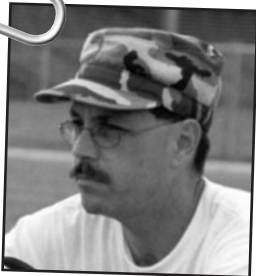
I want to thank **Bill Wilson** for his patience in putting up with me while I made my paint color selections and **Joe Bowman** for his encouragement during this process.

The numbers are: 595 inches, 45 ounces, Brodak-40 for power and starting with an 11-5 Zinger Pro prop, uniflow tank on muffler pressure. I'm going to build a Skylark this winter from Ed Southwick's original plans for my Classic ship. If the Eclectic is a dog then the Skylark will do double duty on the contest circuit.

For those of you in search of a source for graphics that aren't made of cardboard, I have some information. **Callie Graphics** of Albuquerque, NM is something else. Callie does business out of Hobbies-N-Stuff and is a real pleasure to do business with. The graphics on the Eclectic are made of Fas-Cal and very thin. She also makes water slide decals to your specifications. I called her after viewing the web site and explained what I had in mind. She e-mailed me a sample of about 10 different font styles she thought would be about what I had described on the phone and one of them was exactly what I had pictured in my mind. Three days later, the two sets showed up in the mailbox with a \$9.00 price tag. I don't know about you but that is darn cheap from where I come from and the service and help is "priceless". The web site is www.hobbies-n-stuff.com/calliegraphics.htm. Phone is 505-293-1217 but don't call on Monday because Callie won't be there. Take a look at the website. This gal does some amazing work and



PLANES



By Iain Neillands

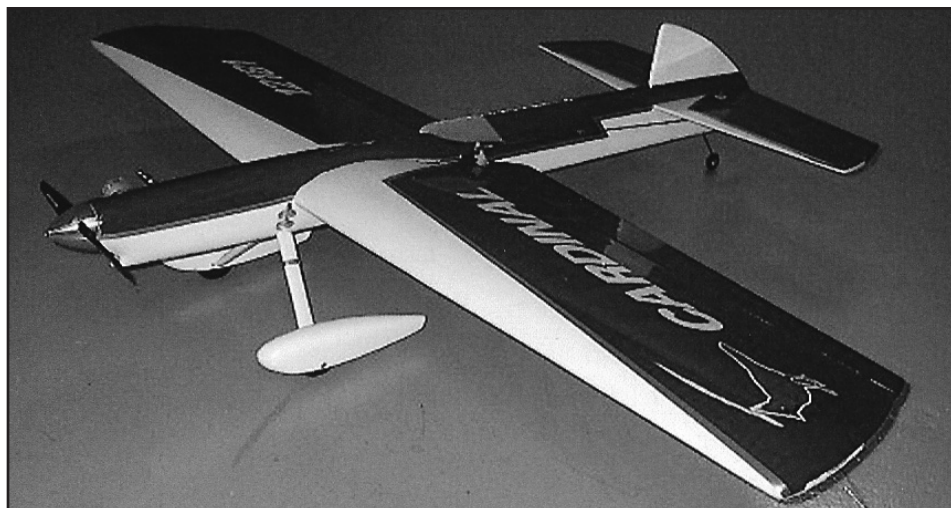
1950 Montecito Ave Apt 24
Mountainview, CA 94043-
4435
planebrain@hotmail.com



I am fairly new to the hobby and a member of PAMPA with little time to build. While reading an issue of Stunt News, I saw Tom Dixon's ad. This is a Thunderbird Tom built for me. He was very helpful and delivered the airplane as promised. It looks and flies great! As a beginner it is a great advantage to have an airplane that is properly trimmed. I can spend all my time improving my flying.



Bob Duncan with his new Jamison. Photo by Bob Cherny taken Oct 22 at the 27th Golden State Stunt Champs. Magnum 32 for power.



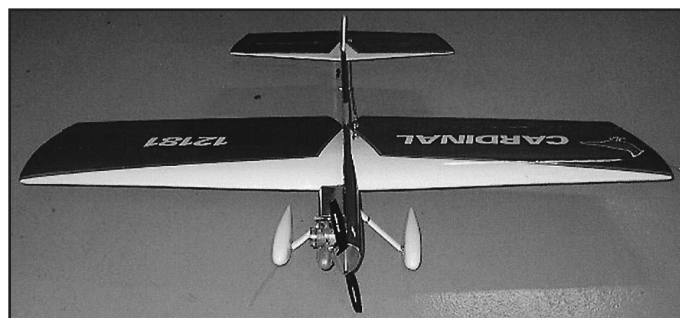
Nova Scotia's John Hatt built this beautiful Brodak Cardinal from a kit. Powered by an OS 40. Nice trim scheme.

Sports Flyin' (Continued)

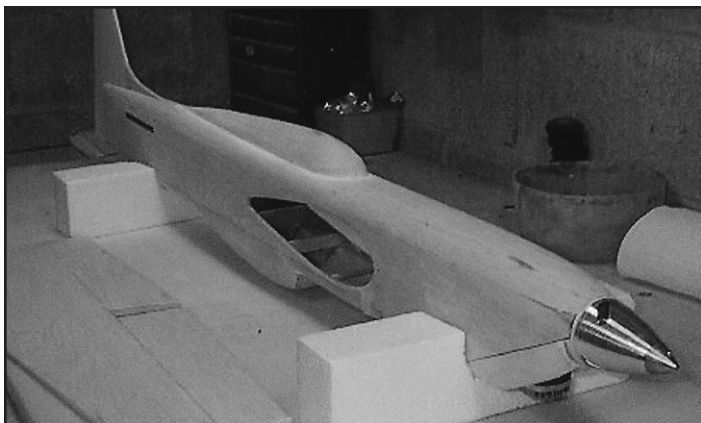
these people are fun to deal with. I called and asked if Callie was available and the guy who answered the phone said: "Nope, sorry, she's married."

I hope you all had a wonderful Thanksgiving and Christmas. I spent Thanksgiving in Oklahoma City with my two daughters and we had a great five days. Life is good. Speaking of which, I want to thank all of you who communicated with me while I was recovering from the heart attack. Particularly one Mr. Joe Bowman who went out of his way to be there when I needed some help. I am feeling better than I have in probably 10 years and looking forward to this year. By the time you read this I hope to have the Skylark well underway and I will be "faunchin' at the bit" (Texas thing) to get back on a handle and kick some tail this year.

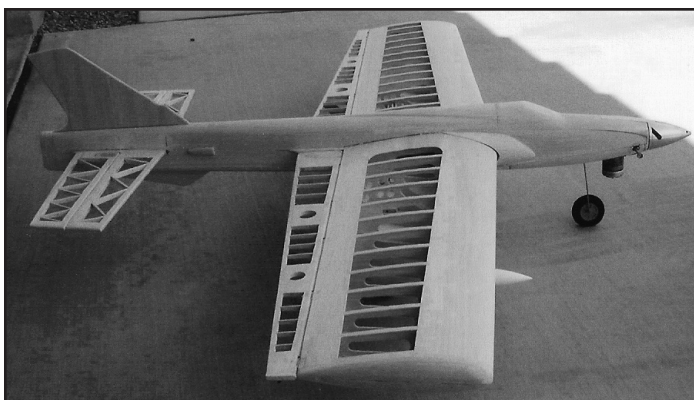
Later, John



Front view of John Hatt's Brodak Cardinal, Tru-Turn Spinner, Master Airscrew Prop, nice wheelpants



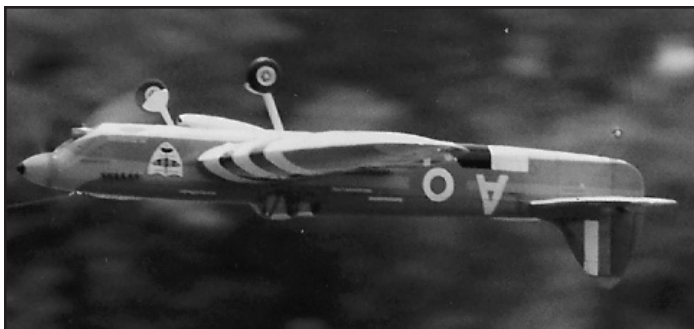
Miss Ashley II under construction from Windy's plans. Note the nice cradle to hold the fuselage while the model is being worked on. John Hatt is a proud builder. This is his second Miss Ashley II.



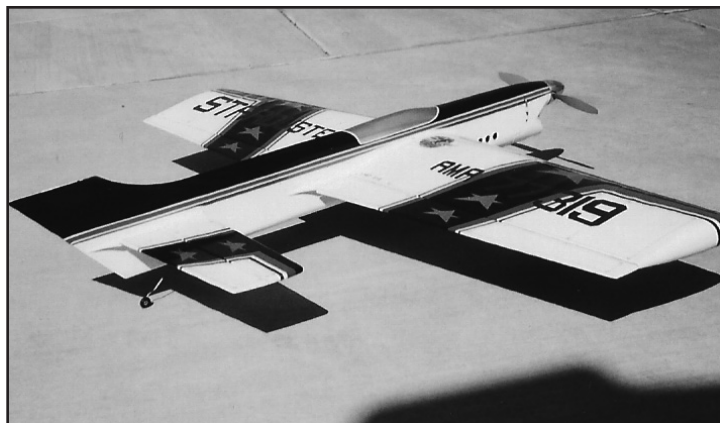
Progress on Ed Capitenelli's jet stunter. Super nice wood work.



Kent Tysor puts his Strega through its paces at the Nats. Brodak dope, Randy spinner, ROJett 65 side exhaust, Dago Redpaint scheme. John Cafaro photo.



Joe Adamusko at the 2005 Brodak Flyin caught in inverted flight by John Cafaro. This was Joe's original Spitfire published in Model Aviation. Glass cowl and exhaust, custom canopy by Midgley, Brodak dope, custom Adamusko tank.



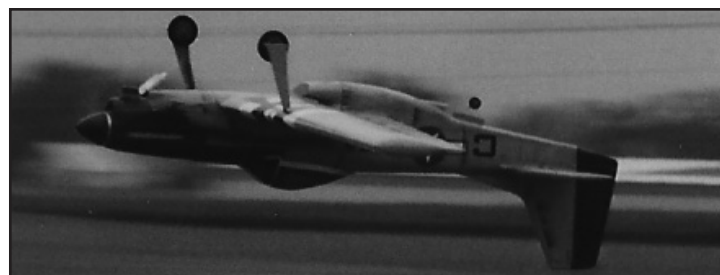
Ed Capitenelli's classic good looking Starduster in the Arizona sun.



Mike Kijelski and his daughter Jamie pose with Mike's repaired and refinished Miss Jamie. This ship has had three wings over the years. Like a cat it seems to have nine lives.



Sergey Belko of the Ukraine flying Windy's Miss Ashley II at Brodak's. John Cafaro captured this moment on film. Sergey used his own hollow carbon fiber three-blade prop on an ROJett 77. Windy pipe, wing and carbon tank.



Bene Rodriguez of Brazil has a very impressive P-51 powered by a Saito 72. It looks awesome inverted at the 2005 Nats. John Cafaro photo.



Subject of many models, the full-scale Miss Ashley II at Reno. Many modelers use Reno air racer paint schemes, Dago Red, Voodoo, Strega, Tsunami, Miss Ashley II, and several are under construction from Windy's plans in Canada and USA.



Don Ogren holds up his rendition of Windy's Cardinal Evolution built from plans drawn by Elliott Scott. Randy Smith OS 40, 47 ounces.



Classic paint scheme on Don Ogren's Cardinal Evolution reminiscent of 30's air racers like the Gee Bee.



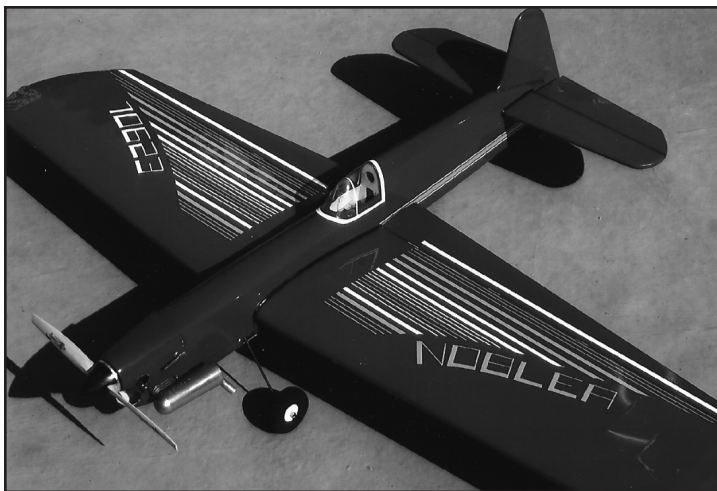
Canada's Ken Clapson has adapted a Reno air racer paint scheme to his Stuntress, a Joe Adamusko design. Doron Morosanu, Ron Keith, and Paul Winter all used this colorful paint scheme on recent stunts.



Flies great! Declares Don Ogren, lots of corner, needed very little trimming.



Canada's Ken Clapson has a great Cardinal Evolution from Elliott Scott plans. Look at the unique muffler.



Unique trim on Ken Clapson's ARF Nobler. Stalker 40. Unfortunately lost in a crash due to control system failure.



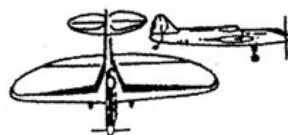
Jim Varno's P-51 has Webra power and beautiful details in the paintwork, inking and checkerboarding.



Tsunami is built from Windy's plans for this Reno Air Racer. GMA Jett 60. Beautiful airbrush work. Note the wave on the rudder. Builder Ken Clapson.



Ken Clapson's rendition of Joe Adamusko's Stuntress. Paintwork is reminiscent of VooDoo Reno Air Racer. Note scale exhaust stacks.



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Dual-Pitch Props Why They Work

Years ago, as I was seeking the best prop for my new PA 61, **Windy** told me that what I wanted was a prop with different pitch on each blade. He said that that was what worked best with ST60s. When I asked him why it worked, he gave an explanation that didn't make much sense to me – something about a truck needing two gears to climb a hill. My engineer's brain wants to know the reason why things work. I'm reluctant to try things if they don't make sense to me. Also, I didn't know Windy very well at the time, but I knew that he was a big kidder and I thought he might be pulling my leg. In any event, I didn't try using dual-pitch props. At that time my prop program was mostly devoted to cutting down and balancing props.

I tried a lot of props on my plane, and eventually found one that I really liked. It was a 14-5 Rev-Up cut down to 12 3/4 inches and I used it all summer. At the end of the season, I realized that I hadn't checked the pitch on my prop. I wanted to record the pitch, so I pulled it off the plane and put it on the Prather gauge. Was I ever surprised – one blade was 5-pitch and the

other was 4 1/2. Son of a gun. Maybe Windy was right.

After this, I believed that dual-pitch props worked, but was still without an explanation. I continued using props with different pitch on each blade because they worked for me. I bought props by the dozen, picked out the ones with dual pitch, and returned the rest. Thinking that someone in the world of stunt must know why dual-pitch props work, I put a post on the Stuka Stunt Forum seeking an explanation. My post got a lot of responses from people making jokes, and some discussion of divergent topics, but no explanation of dual-pitch props. I turned my attention to other issues and didn't give the dual-pitch thing much thought.

Recently, something happened that got me thinking about dual-pitch props again. I was flying my Berserker on a ball field and broke a prop. I replaced it and put up another flight. Although lap times were unchanged, the plane was suddenly horrible. It lost line tension in maneuvers and wanted to come in on me. My initial thought was that the tip weight had come loose. Something was certainly wrong and I took the plane home to check it out. I found everything in order, except that I had inadvertently switched from a dual-pitch prop to a single pitch prop. The difference in the props was so dramatic that I had thought there was something wrong with the plane. It was amazing that two props that gave the same lap time could be so different in maneuvers. After more thought about dual-pitch props, I finally have an explanation that I'm comfortable with.

Why dual-pitch props work: In level flight, the blades on a dual-pitch prop are fighting each other. One blade wants to go faster, and the other blade wants to go slower. It's an inefficient situation that wastes power. However, when the plane slows down (as in a maneuver) suddenly

both blades are driving and trying to accelerate the plane. They're not fighting each other any more (although one is pulling harder), and the power that was being wasted is converted into extra thrust. **This is the effect of a dual-pitch prop – it produces more thrust in a maneuver than in level flight.** Its effect is similar to the effect of a two-four break. When I put a single-pitch prop on the Berserker, the plane slowed down more in maneuvers and I saw trim problems that weren't apparent with the dual-pitch prop (it needed more tip weight and a leadout adjustment to fly maneuvers at that speed).

Some thoughts on dual-pitch props: 1)

Efficiency — As I've already noted, dual-pitch props are inefficient. This isn't a problem for me – I'm flying a 50-ounce airplane with a PA 65 (next year a PA 75). The fact is that our stunt ships aren't very efficient. We use airfoils that are super thick (by anyone else's standard) and produce lots of drag. They also produce lots of lift, but let's not kid ourselves by thinking that they do it efficiently. We run two-cycle engines in a four-cycle mode (the two-four break). That's not efficient. The bottom line is this – our planes are designed to fly the pattern well, not to be efficient.

2) Vibration — Whenever I mention dual-pitch props, the first question I get is "Don't they vibrate a lot?" The answer is no. I've made back-to-back flights with dual-pitch and single-pitch props, and I don't notice a difference in vibration. I'm flying a light plane with a big prop – if there was a vibration problem, I should see it.

3) Maintaining constant speed – A dual-pitch prop helps your plane maintain a constant speed. When it slows down, it produces more thrust to restore speed. When the plane speeds up it does the opposite – it produces more drag to restore speed. Dual-pitch props help control windup.

4) Many fliers have used dual-pitch props

– Some, like Windy and myself have done it consciously. I’m sure that many others have done it unknowingly. A sizable fraction of the Rev-Up props that I’ve checked have dual pitch (Zingers too – it’s not that rare). Rev-Up’s were very popular in the ST60 era, and there were certainly people using dual-pitch props unknowingly. **Bob Gieseke** once told me about finding a carbon-fiber prop that he really liked. It was a four-blade prop, and when he checked the pitch all four blades had different pitch.

Disclaimer – I can’t say that dual pitch will work with all props and all airplanes. I can say that it works for me. I’ve been using 14-5 and 15-5 Rev-Up’s, usually cut down to 12 3/4 inches, on muffled PA61’s and PA65’s. I also use 14-5 and 14-4 Zingers, reworked and cut down to 12 3/4 inches. I’ve used props with either 5 and 4 1/2 pitch or 4 1/2 and 4 pitch blades. All my props are wood props – I don’t use carbon-fiber props. (I fly alone in a town park. Sometimes I’m the only person there. If I got myself sliced up with a carbon-fiber prop, I would be in big trouble.)

My Prop Program — It’s getting harder and harder to find Rev-Ups, so I’m using Zingers in my prop program. For me a Zinger is a prop kit. The idea is to use a Zinger to clone a Rev-Up. This requires a lot of work, reshaping both the hub and the blade. Note that up to now my dual-pitch props have had blades with pitches that were about 10% different. Next year, with a PA75, I’m going to try some props with a 20% difference in pitch. That should give a bigger dual-pitch effect. I’ll be giving up more efficiency and vibration may become a problem. We’ll see.

Good luck with your prop program, and good luck with your next plane.

Veco .19, Series 100

The Thinking Man’s .19

Doug Dahlke

Background: Those already modeling shortly after the Mt. Everest geo rift, itself now dwarfed by rock stars’ egos, will likely remember the .19-sized, iron-bushed bomb that K&B heaved into modeldom’s engine makers’ ranks with near procrustean delight. It was K&B’s second blockbuster in 1000 days, the first being their invention of 1/2A motors with the miniscule Infant .02.

By 1948, the .19 power pecking order went something like this: The original high performance .19 was Ben Shershaw’s “Bantam” which rose to pre-eminence circa 1939. This motor would later be produced by OK Herkimer, the him-person of “Cubby” fame. I remember seeing Bantams in speed ships during the late ‘40s, unsuccessfully fighting a rearguard action to stem the already engulfing tide of McCoy .19 Redheads. In desperation, like home runs from a bottle, ever higher doses of nitro steroids were fed to these older design motors. This resulted in blown cylinders littering the pit area, rather like water bottles strewn about NFL sidelines. Mac .19s ruled speed. For good measure, during 1948, Bob Palmer flew a full stunt pattern with a McCoy .19-powered “Chief” using a small prop which allowed it to rev up—sound familiar?

With the introduction of the mighty K&B .19, even .29 powered speed ships were often unable to keep pace with this terror. In fact, some .29 speed records were held by this .19! Many wondered if possibly there was something inherently “correct” about .19 displacement. This motor conclusively proved for once and for all, that simply having a rear rotor intake did not automatically make one King of the Horsepower Hill, nor did having rings for that matter. This lesson is still being relearned!

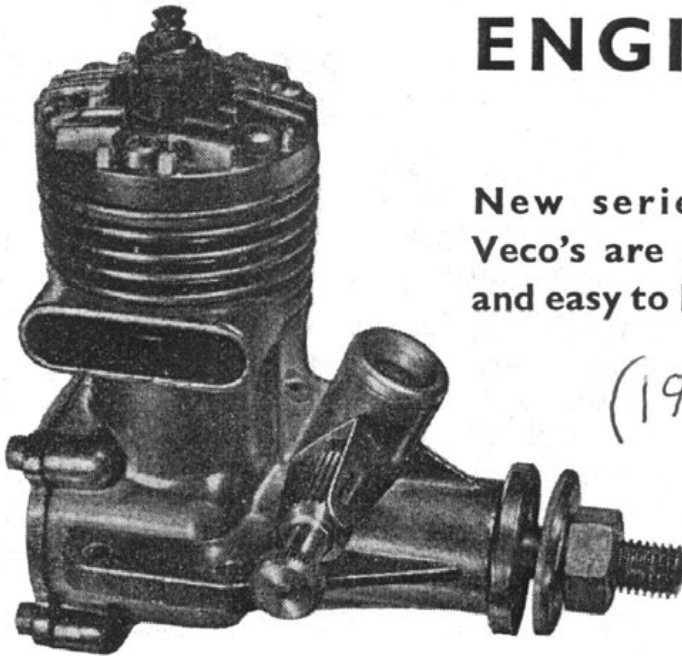
By 1953, the K&B .19 acquired not only a distinctive green head but also internal improvements. From earliest times, K&B had a “kissin’ cousin” relationship with Veco. My 1952 K&B .32 silver head could swap heads with my 1951 Veco .31 steel cylinder and both motors ran. This is how things were until 1957 when the Veco .19 appeared. Think of it as the K&B .19’s carry forward replacement.

Following the 100 Series was the 200 Series; ball bearings were available. Although not a light motor, so good was this design that production lingered on for many years, despite the introduction of PDP, ABC, ACC and WXYZ innovations. Even R/C types found a friend here. (As a sidebar, a K&B .19-powered Veco “Warrior” took second and third places in OTS at the 1979 US Nats.)

Veco 100 and 200 Series engines are still commonly available at model auctions and elsewhere. Those wishing to run one in their stunter—think Ringmaster, Veco Warrior, Squaw, et cetera, even Clown racing (!?) will likely need to produce \$30 to \$50 for a really nice, usable copy.

ENGINE ANALYSIS

NUMBER 40



New series 100
Veco's are robust
and easy to handle

(1957)



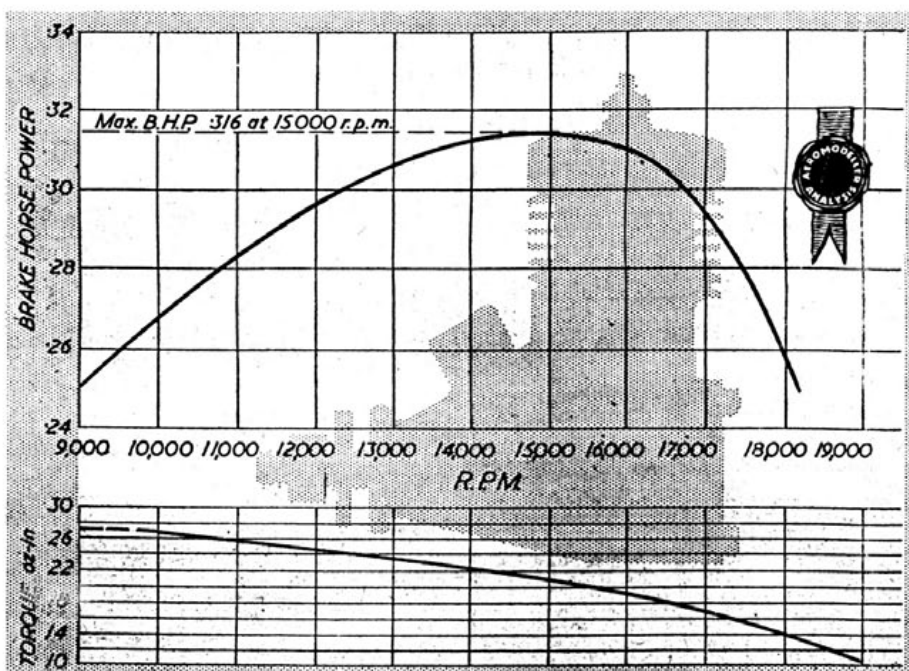
reviewed by R. H. Warring

THE VECO "19" is an extremely nice engine throughout. It is appreciably heavier and more robust than normal American practice and also better finished as regards running fits. The makers claim for the design "temperature controlled clearances", which presumably implies that the optimum running clearances are maintained irrespective of whether the engine is hot or cold, thus promoting consistent performance. Certainly the running is consistent, but this is probably due to the employment of a thicker than usual cylinder liner which is correspondingly freer from distortion, coupled with a good choice of materials for liner and piston.

The engine is supplied by the manufacturers

"broken-in", but they recommend a further one hour's running time on a rich mixture before attempting high speed running. The engine as received was quite free and showed no signs of overheating, but was given a total running time of $1\frac{1}{2}$ hours before test data were taken. At this stage the running fits appeared excellent, with good compression in the cylinder and the main bearing remaining quite cool. This bearing is, in any case, quite slack (roughly one thou. clearance).

Starting characteristics were not particularly brilliant from cold. The Veco appears to like a generous prime through the exhaust, but gives little indication whether it is too wet, or too dry, or even when it is on the point of starting. As a con-



SPECIFICATION

Displacement: 3.271 c.c. (1995 cu. in.).
Bore: .635 in.
Stroke: .630 in.
Bore/Stroke ratio: 1:1
Bare weight: $5\frac{1}{2}$ ounces.
Max. power: .316 B.H.P. at 15,000 r.p.m.
Max. torque: 27 ounce-inches at 10,000 r.p.m.
Power output: .0965 B.H.P. per c.c.
Power/weight ratio: .0575 B.H.P. per ounce.

Material Specification:

Cylinder/Crankcase unit: light alloy pressure die casting, buffed and polished externally.
Cylinder liner: soft steel.
Piston: cast iron.
Con. rod: light alloy (alloy big end bush).
Crankshaft: soft steel (ground and lapped).
Main bearing: iron.
Spraybar unit: brass.

Manufacturers:

Henry Engineering Company,
P.O. Box 229, Burbank, California,
U.S.A.

(Available in this country through:
H. J. Nicholls Ltd.,
308 Holloway Road,
London, N.7.)

sequence one has to keep flicking until it bursts into life. Once warm, however, the engine starts readily first or second flick after a finger choke (and even this may not be necessary if the fuel line is full and the needle valve opened up about a turn).

Running was consistent at all speeds tested, but the Veco was definitely happiest at the higher speed end—13,000 r.p.m. or more. It remains easy to hand-start right up to 20,000 r.p.m. Adjustment of the mixture by the needle valve is not critical and does not have to be hurried. Reversing the spray bar assembly to bring the needle on the left hand side is to be preferred, since this brings the fingers out of range of the exhaust, which is both hot and oily. It is also one of the first American engines we have run extensively on an American plug which has not burnt out the glow element, despite the fact that fuels containing up to 25 per cent. nitromethane were used.

Design and construction-wise the Veco conforms to sensible modelling requirements. The main unit is a large casting incorporating the crankcase, cylinder jacket and front bearing housing and choke tube. This is an excellent casting which is machined in only two places—to take the liner and the main bearing bush. Externally the casting has been finished by buffing, but the inner surfaces are equally smooth.

The relatively thick cylinder liner is of soft steel, ground on the outside for a tight plug fit in the main casting. Ports are rectangular in shape, diametrically opposed and identical in shape (with appreciable overlap between transfer and exhaust). The bore of the liner is relieved at the bottom end.

The head is a light alloy casting, formed with a groove in the bottom face which locates on top of the liner. A gasket is trapped in this groove, providing a perfect seal, since it cannot extrude sideways. The head is retained by six short Phillips head screws locating in the main casting. The head itself is shaped to conform to the deflector on the piston and the plug is offset to the exhaust side, which is a little unusual (the normal location of an offset plug is towards the transfer side of the cylinder).

The piston is of cast iron, with a properly shaped deflector head. The bottom is relieved a matter of .001 in. The piston is quite long to ensure that there is no sub-piston induction at the top of the stroke.

The gudgeon pin is 5/32 in. diameter, of the floating type and fitted with hollow brass end pads. Connecting rod is nicely machined from solid stock, with, again an unusual feature, the big end fitted with an alloy bush. Crankpin diameter is relatively small—3/16 in.

The crank is of soft steel, .045 in. diameter stepping down at the front to 1/4 N.F. American thread. It runs in an iron bush inserted in the crankcase casting. The shaft has been ground to finish and the bush

Propeller test figures

Propeller	r.p.m.
9 x 4 (Stant)	11,600
8 x 4 (Stant)	14,600
7 x 4 (Stant)	16,200
6 x 4 (Stant)	18,200
8 x 8 (Stant TR)	11,800
7 x 6 (Stant)	15,000
9 x 3 (Tiger)	13,000
6 x 9 (Tiger)	15,250

Fuel used: Standard methanol/castor mixture with 20 per cent. nitromethane.

reamed to size. Final fitting then appears to have been done by lapping in the shaft. The propeller driver locks on to a cam-shaped section of the shaft. Length of shaft thread provided is adequate to take a whole range of propeller pitches—certainly the full range of those which would normally be used.

The back cover is again a light alloy casting, with a transfer passage cast in the left side and top (which locates the backplate for re-assembly). This is necessary since the cover would otherwise blank off part of the bottom of the cylinder and restrict the transfer area.

Summarising: a thoroughly likeable engine with lots of power. Performance is consistent on almost any propeller load over the range of speeds 10,000 to 20,000 with peak power developed at 15,000 r.p.m. It is capable of handling high-pitch speed props. as well as the 8 x 4 or 9 x 3 sizes which would appear ideal for free flight. It is a well-designed engine and, above all, well made.

In one way the Veco 100 series are unique (other capacities being .29 and .35 American Cu. In. sizes) in that the exhaust has been reversed to the other side of the cylinder at a time when everyone else is producing new cross or loop scavenged engines is placing the exhaust on the left side of the cylinder.

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ELECTRIC FLIGHT

What's Up?

By Will Moore



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Woonsocket, RI 02895-1035
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wmflyelectric@verizon.net

[WM] **Bob, can you give us a brief synopsis of your involvement in C/L Stunt?**

(How can this possibly be brief)

[BH] Well, Will, that takes in a lot of years and many situations, but I'll try to capsule it a bit.

I grew up around two of the most famous of all East Coast fliers: Red Reinhardt and Larry Scarinzi. Red worked for my dad and even lived with us for a while, and Larry was always around. They were bigger than life to a young, impressionable boy, and they made flying seem like the only worthwhile thing in life. I learned a lot from both of them, and continue to learn from Larry, who seems to get younger each year.

I eventually started getting serious about flying competition stunt around 1964, and shortly after that I met and began flying with Bill Simons. He introduced me to the fierce East Coast stunt flier, Gene Schaffer and the three of us became good friends and flew together for the next few years. Those were the most important and most productive years in terms of learning the art and craft of competition Stunt flying. I

In this issue, we have an interview with Bob Hunt who did excellent with his electrified Genesis at the team trials. His comments will help you to understand the differences in electric flight compared to internal combustion. This article will also give you some insight into the direction electric flight is taking.

owe both of them a great deal.

After establishing myself as a competitor on the National scene, I began to really get to know Bill Werwage, Les McDonald and Bob Gieseke. They filled in most of the missing bits in the form of competition savvy. The rest is just lots of practice and lots of thinking about it.

There were many others who helped along the way and I can't give them all their due here, but there were two others that truly helped me to get over the top in stunt competition and especially in model and power plant development. Dean Pappas and Richie Tower were in a large part responsible for my successes in the late 1980's when I returned to stunt after a sabbatical I'd taken to fly some R/C pattern. Dean, at that time, was among the very top R/C pattern fliers in the country and was even a TOC (Tournament of Champions) invitee. He never made it to the very top, but I believe that is because he was so unselfish with his time and talents that he used himself up helping others - including me! Dean and Bill are still the driving forces behind a great deal of the development in which I'm currently (pun intended) involved.

None of this would have been even remotely possible without the help, support and encouragement of my dad, James A. Hunt. I cannot even begin to tell you all the things that he did to help me. I'm currently working on a book that will tell all about the key people in my life in stunt. Each of their contributions to my cause will be covered in great detail.

[WM] **You have been involved with technical advancements all along the way, tell us about them**

[BH] If the truth were known, I like the

innovation and development as much or more than the competition flying. I guess I inherited that from my dad. He was a fiercely innovative and artistic man. He owned a company that built custom automation equipment, and had a reputation of being able to solve problems that no one else could. His machines were eloquent in their design approach and that always amazed me. I guess I just picked up some of his talents along the way.

Dad used to ask me why I designed something a certain way. In the early years I would answer, "Because that's how it's normally done." He would shake his head and say, "That's a really dumb reason, Rob." He wanted me to examine each problem from a 360-degree approach. By looking at a problem from "outside the box" and from every angle outside the box, I was able to eventually get a sense of free-form engineering. My biggest regret is that I didn't follow up on those instincts and get a good engineering education. Not having an engineering education sure makes it more difficult to bring to fruition the things I think up. Fortunately I have Dean Pappas and a few others around to help me with the math and physics. I'm getting that education I missed, only slowly and painfully. I like to tell people that I'm a graduate of the University of Dean.

I guess the things I'm most proud of are the developments I've pioneered in foam wing construction in the late 1960s and early 1970s, and in more recent years the Lost-Foam system of wing building. Many of the world's top fliers have embraced this system of building and that is a big kick for me. In fact, Bill Werwage chose this construction technique for his World Championship winning P-47 Thunderbolt. That was a thrill to be sure!

When I first started experimenting with



foam wing cutting in late 1967, there was only one source for C/L Stunt foam wings. They were pretty good, but there was lots of room for improvement in terms of making them lighter. I was the first to use three-section coring in a C/L wing. I learned about coring from the original foam wing pioneer, Ed Izzo.

There was also great need for a better method of installing the landing gear systems in C/L foam core wings so that they would not “pull out” during a rough landing. I developed the clip method that most C/L Stunt foam wing cutters still use to this day. In this method the wing is first fitted with a full-depth light plywood spar. Slots to accept 1/8-inch plywood clips, which in turn will accept the landing gear plate or block, are then cut from the leading edge back to the spar. The clips conform to the airfoil shape and butt up against the spar. The sheeting and the spar brace the clips in a manner that yields great strength and resistance to breakage. The system was both strong and light.

A few years later I developed the use of foam flaps that were cut concurrently with the core. After covering the flaps were cut from the wing and capped with a leading edge. The result was a perfect fitting flap. I have since gotten away from the foam

flaps because they were not easily reproduced for use with the Lost-Foam system, but I might re-visit them very soon because I’ve just figured out a way to do them easily.

If I were pinned down to pick one thing that I’m most proud of, it would be the development of the Lost Foam Wing Building System. While the foam wings were inherently accurate, they were also inherently heavy due to the abundance of wood and glue the sheeting step required. Air is lighter than either foam or glue, and I really felt a need to make wings that were not only lighter overall, but especially lighter at the extremities (near the tips).

It dawned on me that the upper and lower cradles, or shucks, that are left after cutting the core are just as accurate a negative representation of the wing’s shape as the core is a positive representation. It was a fairly easy extrapolation to envision the lower cradle as form-fitting building fixtures in which perfectly accurate ribs would sit. The ribs were generated by positioning the foam wing blank over a plan-view drawing of the wing, and then lofting the rib positions vertically onto the front and rear of the blank with a pen. After the core was cut, the rib locations could be drawn onto the surface of the

core and also into the lower cradle half. The core could then be cut apart at each rib station, yielding perfectly accurate rib templates from which balsa ribs could be generated. The system itself suggested the next several innovations in wing design capability (Warren Truss ribbing, Geodetic ribbing, etc.), and the rest is history.

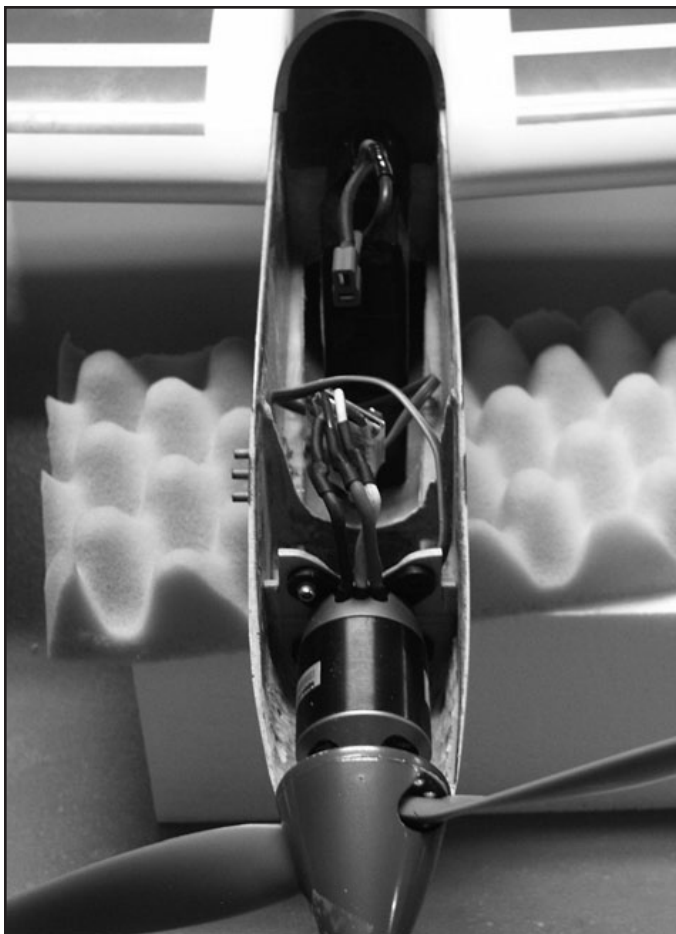
I was also involved with the development of the tuned pipe system for C/L Stunt flying, although I get way too much credit for the part I played in that development effort. The lion’s share of that credit should go to Dean Pappas and Rich Tower for the initial “discovery” and to Bill Werwage for the seminal work he did in design and construction development of the pipe system.

I cannot convey how great a sense of satisfaction it is to bring an idea from concept stage to practical use. I’ve always liked the “team” approach to innovation and development. Bob Gieseke once told me that he thought my real talent was in seeing the talents of others and in bringing the right blend of people and talents together to work on various projects. He says I’m a natural CEO! I can live with that.

[WM] What moved you to think about electric propulsion in C/L Stunt

[BH] A number of things actually. What many do not realize is that I was experimenting with electric powered stunt flying in the early to mid 1990s. Larry Sribnick of SR Batteries had a new Cobalt can motor in his line at that time, and he thought it might work as a stunt powerplant. We converted my son Robby’s RD-1 to electric and flew it several times before deciding that the technology was just not ready yet. I was invited to fly that model at the 1994 KRC Electric Fly, which was at that time the largest electric gathering in the world. I did some stunts with the model, but could not get even close to a full pattern with the can motor and Ni-Cad batteries of the day.

A couple of years later I had the opportunity to watch Mike Palko fly his electrified Sig Twister at a modeling demonstration in Trenton New Jersey. That had to be around 1996 or 1997 I think, and Mike was able to get a full pattern in. It was not



convincing, but it showed real improvement over what Larry Sribnick and I had done earlier. Mike was a man on a mission, but the technology was still not at a point to make the system viable for competition use. Mike was still using Ni-Cad batteries at that time, as the Li-Polys (Lithium Polymer) had not yet made their appearance.

In the past couple of years, armed finally with Li-Polys and a new generation out-runner motor, Mike has really set the standards high in electric flight for C/L Stunt with his Silencer design. Mike raised more than a few eyebrows at the 2004 Nats when he flew a complete pattern in such extreme winds that the round was called off! He was flying at the same time as some top competitors who were using state-of-the-art glow powered models, and they were having as much or more difficulty getting through the wind. That really caught my attention.

Mike went on to finish 6th in Advanced at that Nats, but his model's performance was on par with anything there. At the 2005 Nats there were two electric models

entered. Mike was still using his Silencer and he even moved it up a bit to 4th place in Advanced. The other electric flier was Walt Brownell. He flew his original Arcangel design in the Advanced class, and although he didn't place highly, it was obvious that his model performed very well. I did something I don't usually do and asked him if I could fly it. He graciously consented and I got my first taste of modern electric flight. The power differential from my original RD-1 electric experience was astounding. Walt's model pulled hard - really hard! I flew the entire pattern with the model and after landing I was besieged by many of my friends

who wanted to know how it felt. I don't think they believed me when I said that it had more power than the glow motor I had in my Genesis Extreme at that time.

All the way home from the Nats, all I could think about was that flight on Walt's plane. I had not been able to get any glow motor to run to my satisfaction in the Genesis Extreme. I tried a bunch of different tank venting arrangements, and I did get it close, but I never got it completely right. In fact, that's why I didn't fly in the open competition at the 2005 Nats. The plane was just not giving me what I needed in terms of consistent runs.

After arriving home I decided to bite the bullet and retrofit the Genesis Extreme with electric power.

[WM] Where you a little nervous about trying it out ?

[BH] Well, sure! I had essentially donated my only FAI capable model to a new power system that had not yet fully demonstrated the ability to score in top stunt competition. That was a leap of faith!

[WM] How did you settle on motor / battery / electronic speed control (ESC) choices ?

[BH] That was easy. I decided to start out with essentially the same set-up that was in Walt's Arcangel. His model was actually heavier than the Genesis Extreme, so I knew the power would be plenty for it. For the record that system consisted of an AXI 2826/10 motor, a Castle Creations Phoenix 45 speed control with the helicopter brake and the low-voltage cut-off functions enabled. I also chose to enable the soft start function for safety's sake.

Walt had used the Gen II Thunder Power 4S2P battery pack, but by the time I was ready to fly the converted Genesis Extreme there was a new generation of Thunder Power batteries available. Those were 4000 mAh capacity batteries. I used those at the Team Trials. I also used one of Sergio Zigras' C/L timers to start the motor and then shut it down at precisely 6-minutes. Mike Palko had an extra one of these timers and he gave it to me.

[WM] What was your reaction when you flew the converted Genesis Extreme for the first time?

[BH] I was elated that everything worked so well right off the bat! My very good friend - and local R/C electric flight guru, Andy Kunz had helped me program the speed control unit that day and he went with Robby and I to the local field for the first test flight. I only had one battery at that point; so only one flight was flown. We decided to set the timer to 4 minutes of flight time so we could check the battery afterwards and be certain that we were not using too much juice. We did not want to run the battery down to the point where the low-voltage cut-off function would be needed. You can tell how much you used by monitoring how much charge you put back in later. There is a readout in mAh of charge right on the charger.

I did most of the pattern on that flight, putting only one lap between maneuvers just to be sure I had enough flight time. The Zigras timer has a really neat feature that gives the pilot a warning 15 seconds before it shuts the motor off.

My reaction after the first flight was that we finally had a strong and consistent power system in this model. The Genesis Extreme had displayed great flight properties and only need a power system that would allow those great flying traits to be realized in competition. We were very close to this on the very first flight!

[WM] What was the reaction of fellow pilots at the Team Trials?

[BH] Well, I didn't exactly conduct a survey you understand, but there were a few comments and questions. I guess the most telling thing for me was Bob Gieseke's reaction. On the first day there I set-up to practice with Bob and Mike Scott. Bob usually reserves his opinion on almost anything until he's had time to watch it and think about it. I flew my first flight, and after Mike returned the model to the pits for me, Bob came over and put his hand on my shoulder and softly said, "I'm impressed." That was good enough for me.

All through the practice days there were those who commented on the quietness of the system, and the fact that the lack of noise made the whole presentation seem smoother than a glow motor would. In fact, after the contest a number of the judges told me just that. One even commented, "Your model made all the others seem annoying." Remember, those were a judge's words, not mine!

Of course everyone had a "watch" on the model every time it took off. The discharge curve on the batteries I was using at the Team Trials trailed off a bit through the flight and the lap times reflected that with a drop off of about 1.5 to 2.0 tenths from beginning to end. I had a number of fliers comment that it looked a bit soft after the square eights. And, they were right! At the beginning I felt as though I had a bit more power than the glow set-up had provided, and at the end it felt like a bit less. It would have been interesting to see how the model would have gone through some heavy winds...

The new batteries (I'm on the second generation since the Team Trials as this is being written) have far less drop off than the ones I used in the contest, and the

promise is that the next generation of batteries, coupled with some electronic magic by Dean, will produce more power across the board than the glow system. We'll see...

[WM] Were you apprehensive about the judging since this might be a new experience for them:

[BH] Yes. In fact that was the main topic of discussion amongst my team during preparations to attend the Team Trials. When I had watched Walt's model fly at the Nats it was so quiet that I thought there just couldn't be much power there. After flying it my opinion changed dramatically. I was sure the judges would have the same initial reaction to my set-up.

I had stopped by Bill Werwage's house on the way to the contest and let him fly the model. I flew a demo flight for him first, and asked him if he thought the lack of sound was a negative. He said that he really liked the sound it made and that I shouldn't worry. After flying the model he was even more convinced that the lack of noise wasn't an issue. Until then I was ready to put a whistle in the nose to generate some sound!

I think the judges had time to get used to the sound the model made during the practice days. They do watch flights before the meet you know... By the time the contest started I think they were just watching the maneuvers and putting down scores. After a couple of days nobody was treating me - or my set-up - any differently than they would if I had been flying a glow set-up. The electric aspect was a non-issue with them I think.

[WM] How did you feel when you placed third at the Team Trials with an electric model?

[BH] I wish I could be cool here and say that I expected to get on the team, but the truth is I didn't think I had a chance the first time out with this set-up. I was just trying to establish that electric power would be a viable option in the future. Really, the thought never crossed my mind that I might actually capture a team berth.

I did start to get a bit excited during qualifications, as I ended the day just a half

point out of third position. The realization of the possibility did hit me then, but I tried to suppress any real hopes and just continue to try to fly as well as I could.

When the scores were finally all up, and I knew I'd made it, I went a bit ballistic. I think I can be excused for that! I remember Paul Walker and Bob Gieseke giving me big hugs. That sure felt good. Needless to say it was a very happy ride home.

[WM] What do you feel are the limitations now in electric?

[BH] Limitations? None. Challenges? Many! Electric flight technology is on such a meteoric upswing that advancements will continue to come rapidly and many of them will be dramatic. The motors are good now, and there is the promise of new sizes and winds that will help our particular type of flying. Batteries are the main area to watch for massive improvements. The latest batteries hold a more constant voltage throughout the flight and they have the proper internal impedance for fast discharge use. In fact, I'm now flying an experimental pack and essentially doing beta testing for one of the manufacturers. These batteries are much better than the ones I used at the Team Trials. Also, the new Li-Poly packs are much safer than the previous generation packs were. They are now equipped with balancing circuits that insure that one cell will not get charged more than the others. In the past there have been instances of Li-Poly batteries venting with flames... In much the same manner that the Hindenburg vented with flames, if you get my drift! While those days are not totally in the past, with care you shouldn't have an "episode."

There will be amazing developments over the winter and beyond in terms of speed controllers that will sense the model's need for more power and deliver it accurately. This will be a very interesting thing to watch happen. Developments in the electronic area will yield some advantages over glow of which many are not yet aware. That may cause a problem eventually...

[WM] Do you think electric powered models should be allowed to compete with glow-powered models?

[BH] Sure, why not? It is interesting that many have stated that they believe that electric will never have the power to compete with glow, and many of those same people are against allowing them to compete head-to-head. Like I said, interesting.

Electric powered R/C Pattern models have been competing against glow powered models for the past couple of years. In fact, they have won the last two FAI Nats crowns! Five out of the top nine models in FAI R/C Pattern this year were electric powered, including first, second and fourth. They are not totally dominant, but they are very competitive. It's worth noting here that a glow powered FAI Pattern model won this year's FAI Pattern Championships, and there were a number of electric models entered. Looks like parity to me

I've always been an advocate of the "Run what you brung" line of thought. If someone beats me with a model that is powered by two chipmunks on a treadmill spinning the prop, then good on them.

[WM] Any thoughts on line diameter, voltage, and pull test requirements?

[BH] I think the current AMA rules require an electric model that is over 48 ounces to fly on .018 cables or .014 solids. That's ridiculous! There are many .40 glow powered models out there that are on the very far side of 60 ounces, and they are allowed to fly on .015 cables or .012 solids. Let's even the playing field a bit by making the pull test a matter of weight of the model. And, let's set that at a realistic figure.

We are now allowed up to 40 volts I understand. I'm currently (lots of puns here, eh?) running 14.8 volts at peak. I cannot imagine needing or even wanting too much more than that!

[WM] How important is electric flight in this sport?

[BH] Let me answer that this way. For the past several years I have not been able to practice sufficiently for major meets because I did not have a local field on which to fly when I had the time. The best time for me is in the morning, and the

noise of a glow motor - no matter how well muffled - is just too loud and the resultant Doppler Effect is just too annoying to the locals at that field. This year I practiced at a field less than a quarter mile from my house as early as 7:00 AM. There were other homes less than 300 feet from that field and I never got even one complaint. In fact, I'm pretty sure no one even knew I was there! The police arrived on the scene one morning and I thought I was cooked. I asked the officer if I was being "ejected" and he said, "No way, I just like to watch you fly!"

Noise is a major issue in Europe, and the FAI is really pushing hard to make rules that allow electrics to be competitive at the uppermost levels. This is for them a survival of the sport issue. It will continue to be evermore an issue for us too. We need to start developing electric now to be able to continue flying in the future. I am not overstating this even a little.

There are also issues of two-stroke pollution. The EPA is cracking down on the use of two-stroke powerplants in almost every area, and we will not escape their detection for much longer. Hard to believe that our diminutive engines will be targeted, but, believe me, they will!

[WM] Any thoughts on your next electric design?

[BH] I'm not going to mess with a winning formula. My very next model (maybe even the next two) will be another Genesis Extreme. Only this one will be optimized for electric power right from the start. I think I can save at least 2 to 3 ounces over the converted glow model. That model, by the way, weighs 54 ounces at launch. That's two ounces less than the glow version weighed at launch! At landing the electric version weighs about 4 ounces more than the glow version does. That's because of the weight of the fuel versus the weight of electrons... Glow powered models burn off fuel and consequently weight throughout the flight. Electric models don't lose that weight as they fly. The real plus here is that the model's CG never shifts. It is much easier to get used to a model that has a constant CG location, believe me!

I have a new "ruddered" design on the

board, and it's called the E-lation (Sorry Ted...). I am also thinking about a twin! Lots of advantages there.

[WM] Bob, thanks for this interview. Any final thoughts before we close ?

[BH] I'd like to take this opportunity to thank the members of my "team" for their hard work, support and friendship. This is a fairly long list, so please bear with me.

I cannot even imagine getting started in this new direction without my buddy, Dean Pappas. Dean's understanding of almost all things technical is a constant source of amazement for me, but his understanding of the electric field is especially impressive. He is, after all, an Electrical Engineer! Thanks for the quick Electric 101 Class, Deano!

A very special thanks goes out to Mike Palko for taking on the slings and arrows (lots of arrows...) of pioneering this new form of power for the C/L stunt world. His accomplishments should and will be a part of this event's rich history. Mike helped me in many ways in getting this set-up working in time. He also helped point out just how dusty my shop is when he started the motor inside! Took me an hour just to wipe the dust off of my motorcycles!

You just cannot be successful at competition Stunt flying at the championship level without the support of a good machinist and a well equipped machine shop. I'm blessed to have both in one place just up the road from me in the Pocono Mountains. The legendary R/C Pattern flier, "Jersey Jim" Martin not only puts up with my weird requests for small parts, but he also keeps my prized Suzuki Hayabusa in perfect running condition (He's had it well over 170 mph!). Jim owns a service shop in which he builds championship winning race bikes and racecars, as well as performing routine maintenance on all brands of bikes. Just wait till you see the neat cooling spinner he made for me!

Thanks go out to my local R/C electric expert, Andy Kunz for his services in programming the Phoenix 45 speed controller. Andy, I just cannot keep track of that many "beeps!"

None of this would have been possible without the help, support, and technical advice of Mike Hines of Hobby Lobby. I called him at least twice each day for the two weeks preceding the Team Trials with dozens of dumb questions and he was always patient and friendly. He's pretty happy with the results, too!

When I arrived at Muncie, I was still not in championship flying shape. My very long-time friend and mentor, Frank McMillan lost his plane early in the week at the contest due to two consecutive bee stings while he was flying inverted. Instead of going home, he opted to stay and coach me into shape. His contributions were invaluable, and I would not have made the team without his help.

I'd like to thank you too, Will, for your support and wisdom. I'm certain we will be working together a lot over the next few years.

The biggest thanks goes out to my son Robby for the myriad things he did to help get me ready for this journey. Rob, you're the best!

There is lots more to say about the field of electric powered C/L Stunt, and I'm sure Dean, Mike, Will, Watt and others will continue to share their findings. I know I will.

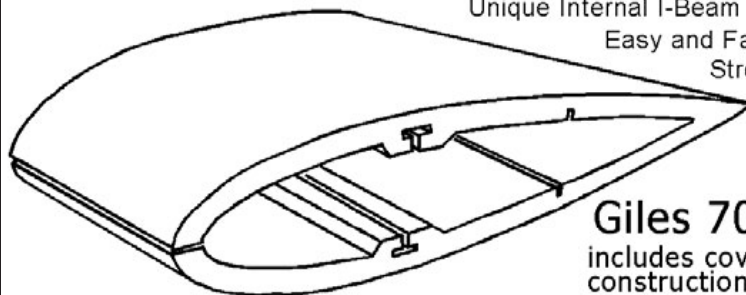
Thank you , Bob for those comments.

So there you have it. Electric flight is really beyond the early stages. It is not so experimental as it was a little while ago and , of course, it will only improve. The fade off of power Bob spoke about during the flight because of gradual voltage drop can be compensated for, right now, by using a multi-speed timer such as the one I use from Bob Selman Designs. It kicks in a slight throttle increase, and keeps it there just about the time you do the horizontal eight, which is about 3minutes into the flight. It is all adjustable, depending on your parameters.

In the next issue we will be looking at some electronics that come in handy when you are setting up your stunt ship in electric. Until then, enjoy your sport, and continue to think electric.

Revolutionary Foam Wings **True-Beam™**

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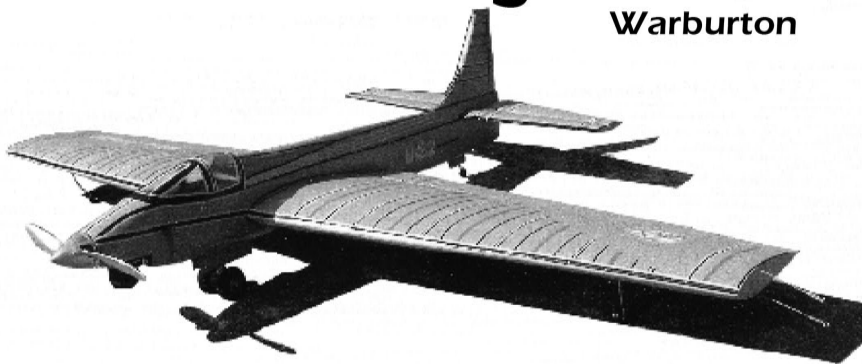
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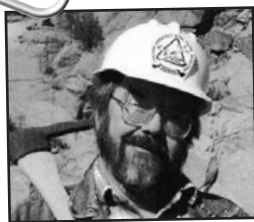
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CYBER NOTES



By Bill Jacklin

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The Way I See It

by Bill Jacklin

A Ringmaster/Fox .35 kinda' guy

This article is the first in what may be a disjoint series of articles that appear in SN on a more or less random basis, depending on my being sufficiently enamored of or annoyed by a subject to write about it. In some respects it is both similar to, and inspired by, **Da' Dirt's** *Bad Boy Stunt* columns (except that it is odds-on to be a whole lot shorter). These articles will not resemble the *CyberNotes* columns that I have written for SN over the past three years; the format and content of them will be far different. In this first one, I want to address some of the issues associated with the Internet forums. I am going to talk about the characteristics of some of the forums, how to get to them, and what to do, or better yet, what NOT to do when you get there. The term used by long-time Internet users for that last part is 'Netiquette'.

As I did in my last *CyberNotes* column, I would like to thank the owners and operators of the various Internet forums. I also would ask you to please patronize their sponsors, too. Broadband connections to a server and the servers themselves ain't cheap, folks, and somebody has to pay the bills. These guys aren't getting rich on the stuff they sell and we who use the free-use forums that they provide really do owe them some consideration.

Foremost of the forums is the Stuka Stunt Works forum, often referred to as simply 'SSW'. **Leonard Neumann**, ably assisted by **Bob Kruger**, runs what could in many ways be considered the successor to **Iskandar Taib's** original forum on Usenet ("Isky's"). If that doesn't mean anything to you, then it's not important — to the old timers it has nostalgia value. The SSW forum has the lion's share of the traffic, and has been the source of nearly all of the threads mentioned in the *CyberNotes* columns. To get there, type 'stuka forum' into your Google or other search engine window and follow the obvious path.

In addition to the main SSW forum, there are separate areas of interest for classified ads, coming events, product reviews, and humor. Be sure to check these out, too. The main forum has a search feature which is sometimes cantankerous and, at the time of this writing, actually non-functional, although a fix is promised. A software option permits looking at any particular thread in a format which is easily printed for future reference. Topics move to the top when initiated or added to, and gradually move on down the page as they become inactive. As they descend, they travel down through page-like windows, becoming part of the archives that can be searched. As I see it, the most attractive features of the site include the search mechanism, the simple, straightforward format and the ability to get printer-friendly output of a topic. The forum as a whole favors the more traditional political views when it comes to PAMPA-related issues.

Next in popularity is the Ultra Hobby Products (UHP) forum honchoed by **Brad Walker**. One of the newer entries in the line-up, this forum can be found by typing 'ultra hobby forum' into your Google window and then doing the obvious. This forum is organized somewhat differently than SSW and has a totally different look and feel. I find that the separated areas for 'CL Articles', 'CL Rules', and 'CL Politics' are plus features. The political climate here runs toward the more non-traditional views.

Other forums come and go, rarely garnering the popularity that SSW and UHP enjoy. One notable new entry is the Hangar Flying forum, reached by typing 'hangarflying' into Google. This one is run by **garf**, a familiar name on numerous other forums. Known in the real world as **Phil Brown**, he was one of the first to approve my 'mining' of his earlier forum, which at the time was an afterthought at an RC-oriented site. The traffic is much lower here, as the board has yet to find its niche in the CL community. Even so, some of the 'big names' watch and respond on this board. I consider it a plus that political issues are as yet rarely aired on this forum.

Now for some advice on what to do when you get to each of the forums you are interested in. First, be sure to add the site to your favorites once you get into the forum — you will undoubtedly want to return. Also, *be sure to register*. Each of the forums has a procedure for registering; follow the instructions. Further, I highly recommend that you use your real name or some variant thereof rather than a cryptic 'handle' as some of the old-timers do (a left-over from CB radio, I suppose) — anonymity and credibility are mutually exclusive. You are not required to register to just look at the topics, but you will have to register if you want to respond to a post or start a new thread (topic). Registering helps the operator out too, since he can use the number of registered users to negotiate with the sponsors, who in turn want to see large numbers of registered users who will be looking at their ads.

Now, here comes that 'Netiquette' that I referred to above. Most of this will be old hat to those who 'grew up' with the Internet from the beginning, but those who are more recently come to the medium need to read and heed some guidelines so as to avoid being a PITA on the 'Net. Yeah, you can figure that one out. And if it might apply to you, don your Nomex shorts 'cause here it comes.

Once you are 'in', take the time to look around and become familiar with the various features and options that the forum software offers. Don't post until you get a

feel for who is who, and for the general tone of the conversations. Remember that the Internet is, and always has been, infamous as a medium in which little quirks in your writing style can lead to gross misinterpretation of your message. Much of this can be attributed to the lack of visual and aural cues as to your meaning. 'Smileys' and other icons can only do so much and are often inadequate to clarify your intent. Apparently, precious few of the more prolific posters to political threads on both SSW and UHP are aware of the importance of this flaw in the medium. *Be one of those few.*

Avoid doing any posting or responding to a thread until you have something constructive to contribute. Don't chime in with those annoying 'Me too!' posts. Your addition to the weight of numbers is more than offset by the inconvenience to readers in having to wade through the 'noise'.

Even though they may work cheek-by-jowl at the same construction site, plumbers really have no business arguing with the carpenters about how the carpenters sharpen their saws. Resist temptation. Refrain from aggressively debating issues in which the outcome will not affect you personally.

When you do post, stick to the subject of the thread. Keep your posts and responses civil; don't taunt or gloat, don't deliberately bait, don't harangue, and don't try to get in the last word. Name-calling and *ad hominem* remarks serve only to advertise your own inarticulateness and bad manners. And, yes, deliberate misspelling of names and other 'cute' behavior does indeed constitute

name-calling and taunting and are totally inappropriate.

Use language appropriate for a public forum. The 'conversation' in any particular thread may seem to involve only a handful of participants. It is therefore tempting to behave as if you were in a small group somewhere; you certainly would behave differently in a large mixed group. Always behave as if your group was surrounded by a few hundred spectators observing you carefully. Because YOU ARE! If you would not behave in an asinine manner out in public, why do it on the 'Net'?

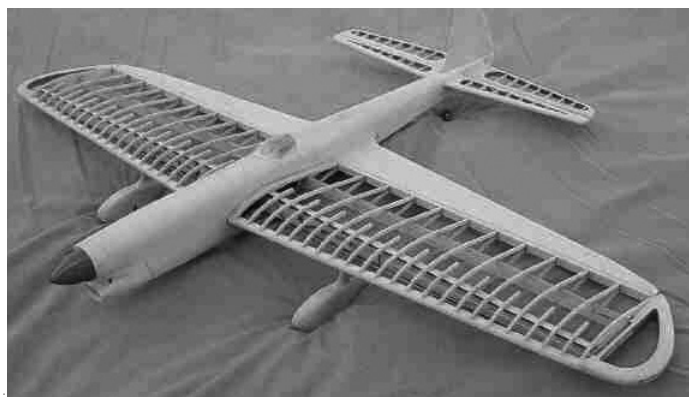
Above all, if you give offense or are shown to be wrong, apologize with some grace.

I firmly believe that much, if not most, of the recent political turmoil in PAMPA could have been avoided had the more vocal combatants on both sides followed these rules of simple courtesy in the Internet forum 'debates'.

There it is, folks, with no punches pulled. That's just *the way I see it*. Check out the various forums; have at 'em, but use them knowledgeably. These forums are a priceless source of information of virtually every facet of CLPA. And, assuming that the kids will let you use your own computer, they cost only a small part of your utility bills to utilize. Look 'em over. Sign up. See ya' on the web. It's been a privilege to serve, and maybe, just maybe, I'll be back here in SN with an occasional foray (read that 'climbs onto a soapbox') into various subjects I feel the need to address. Fair winds and tight lines to ya'.

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PERSONALITIES

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Jim Lynch

Home Town: Memphis, Tennessee

Stunt News is the only periodical that I actually read from cover to cover. Lately I noticed there were several associate editor positions that were vacant. Rather than post on SSW or UHP and complain about the absence in those positions, I decided to step up to the plate and fill the "Personalities Associate Editor".

First, most of you do not have any idea who I am. Well, just as you, I love control line aeromodeling and first started flying C/L when I was eight years old. I have been flying off and on for the past 38 years and just this year started competing in Profile and Intermediate PAMPA Stunt. I have thoroughly enjoyed the camaraderie, fellowship, and knowledge that I have found among those in the competition circle.

I have no wife, no kids, and no bills. Just recently retired from the military after 24 years of service (Air Force and Navy). I have a great interest in aviation and aeromodeling. I fly R/C and C/L. I like R/C; however, I **love** C/L!

My articles will feature those whom I encounter and fellowship with in the aeromodeling community. The featured per-



Jim and his Al Rabe P-47 Jug, ST46.

sonalities may or may not be members of PAMPA, compete in stunt, or even fly C/L. The intent is to bring personalities to the forefront who have inspired and influenced our sport. In doing so, I have developed and will distribute biographical questionnaires. If you receive one of these questionnaires, don't be intimidated. Provide as much information as you can so that I can highlight your contribution to C/L aeromodeling.

While talking with Tom Morris about my first article, I asked, "Whom do you think I should highlight?" Tom, without hesitation answered "Jim Lynch". Tom knows that Jim has been my mentor and coach in learning the pattern, so the choice was clear.

Three years ago I decided to get serious about learning the stunt pattern. I had learned the pattern on my own but realized I needed an experienced pattern flier to critique my progress. At that time in West Tennessee, control line was all but dead.

I was convinced that I was the only one for miles who owned a control handle. So, what would I do? Well, I had recently joined PAMPA. When my directory arrived in the mail I quickly scanned the pages and found there were indeed PAMPA members in my area. Jim was the closest so I gave him a call. "Hell," Jim says. "Hello, I am Louis, I found your number in the PAMPA directory. Thought I would give you a call and see if you would like to get together and fly sometime." That phone call

evolved into a friendship that I never expected to find.

Little did I know at the time, Jim had also been searching for someone to fly with. He had flown competitively during the '70s, but strayed away due to other priorities. He now was ready to get back into the groove and was searching for a partner to motivate him. We both belonged to separate clubs in the Memphis area. We were the lone C/L fliers among a sea of ARF flying, Byron's fuel burning R/Cers. Although both of our clubs allowed us to fly C/L, the circle gets mighty lonely when the only company is your stooge.



Jim's (Al Rabe designed) Bearcat that he flew way back in the '70s.

Jim and I are now members of the same club and maintain two circles for what now is about 10 C/L fliers. We hope the interest in the Memphis area continues to grow.

Well, enough about how Jim and I met. This article, after all, is supposed to be about him.

Jim, in one word is a Gentleman. Harshness is not part of his demeanor. Those who know him, know exactly what I am talking about.

Jim loves aeromodeling and has been involved in the sport for 56 years. He will proudly tell you that it was his Grandmother Lynch who introduced him to model aviation. His eyes light up with joy when he speaks of her and his early days of building and flying model airplanes.

Memphis has been Jim's home since birth. He grew up helping his father establish a very successful Auto Parts business. His memories of the business are of the many hours he spent re-building engine cores to eventually be re-installed into 100s of cars around the Memphis and Mid-South area.

Family is the only thing that I know of that is more important to Jim than aeromodel-

ing. Joann, his wife of 41 years, has supported his aviation interest very intensely. She knows how to judge a pattern and will not hesitate to let you know when a maneuver needs some polishing. Jennifer and Jodye, his two daughters, both learned to fly C/L at very early ages. They are both grown and Jim is now a proud grandfather of two very lovely grandchildren, Camron and Tyler. Tyler is now learning how to fly.

Everyone in our club loves to fly with Jim. Jim is the type person that is not afraid to pass on the knowledge that he has learned throughout his 56 modeling years. Funny thing, though, you don't even realize that he is teaching you a lesson. His knowledge just comes out in matter-of-fact little snippets. I pay attention to Jim's snippets and, when he is not looking, I even write them down so as not to forget. He says he owes all his knowledge to those who have inspired him: George Aldrich, Bob Palmer, Al Rabe, Bob Hunt, Billy Werage, and Charlie Reeves, just to name a few.

Jim can finish a model and make it look like it has come fresh out of a mold. He was chosen, because of his great knowledge in building and finishing models, to be an appearance judge at this year's Nats. It is my goal to one day be able to finish models as well as he does. He makes it look easy but I know I have much to learn.

Other hobbies and interests that capture Jim's attention are: flying Stearmans, music, and teaching the Bible. Jim maintains and flies a full scale PT-17 Stearman. It is a beautiful plane. Lately he has taken up playing the violin and enjoys playing gospel and bluegrass music.

The 2005 competition season saw Jim's return to the circle



Jim his Bearcat and a head full of dark curly hair (1975 Nats, Lake Charles, IA.).

with his GEO XL. It had been many years since he had flown competitively, but he managed to earn 3rd place in Expert at the Kentucky Stunt contest this year. He was a few points behind the Dixon clan. Watch out for him next year. He has hoarded numerous gallons of Sig fuel and Aero One lube in the anticipation of getting ready for next year's season.

Here are Jim's favorites: Favorite Model: F8F Bearcat designed by Al Rabe. A close second would be the 1/4 scale R/C Ziroli Stearman. Other favorites that Jim says everyone should build and fly are the Flite Streak, Nobler, and Ringmaster. Favorite Power Plant: The PA series of engines by Randy Smith. He praises their power, consistency, and durability. Favorite Aeromodeling Discipline: Control Line Stunt is his hands-down favorite; however, he builds and flies rubber free flight, R/C pattern, and R/C scale. No matter which discipline he is flying, he strives to fly at his very best.

As I said before, Jim will be out and about in the 2006 competition season. When you see him, take the time to say hi and get to know him. I am very proud to be able to call him one of my very best friends, I am sure you will too.

Be on the lookout for future "Personalities" articles. The next issue of *Stunt News* will feature a personality that many of you already know and love. I won't let you know who he is; however, he is an old Navy salt that hails from Alabama.



Jim maintains and flies a full scale PT-17 Stearman. It is a beautiful plane.

Art Pawloski

2004 PAMPA Hall of Fame Inductee

On Saturday, September 17, 2005, Rod Pharis hosted a luncheon to honor his old friend Art Pawloski on the occasion of Art's induction into PAMPA's 2004 Hall of Fame. Rod invited 16 people to this

event, held at the Tutto Mare restaurant in Newport Beach, California.

In attendance to honor Art were: Rod Pharis, long-time friend and fellow modeler from the Strathmoor Club in Detroit; Ray & Gregg Pawloski (Art's brothers), also members of the famed Strathmoor Club; Tom Ebejer, another friend & modeler from the old Strathmoor Club; Vic Carpenter & George Pounds, both of whom used to fly with Art; Bill & Joan Netzeband and Charles & Phyllis Mackey, designers, flyers and innovators during the 1950s; Bill Byles, Lee & Sylvia Strickland, David Sabon & myself, all current members of the Valley Circle Burners and all admirers of Art, his models & accomplishments.

Following an excellent lunch, Rod arranged for a teleconference call to five old friends who could not attend but listened and made comments during the proceedings: Don Boka, Fred Carnes, Jim Ebejer, Rich Martinsky and Warren Tiaht. All of them played a part in Art's modeling career.

Rod mentioned that their life long friendship actually began in high school and continues to this day. Rod stressed that there wasn't anything that one wouldn't do for each other over the years. He spoke of the uniqueness of the Strathmoor Club. It was not only a very close-knit organization (mentored by adults) but each young member designed, built & beautifully finished their own models, mostly of the then-mysterious "I" beam wing construction. Those designs were the envy of modelers everywhere during that time and even today are widely considered as the

prettiest stunt models ever. They were also, as a group, the best flyers entering competitions in the 1950s and Art was the best of them all.

Art's two best known stunt model designs were the "Lunar" and the "Atom". He won Junior Stunt at the 1954 Nationals flying his "Lunar". With the "Atom" he won both Senior Stunt and the Walker Cup at the 1958 Nationals. Both of these models featured the most unusual and beautiful trim schemes. Remember that they were done by a teenager without expensive spray equipment! That same year he also won Combat at the Nationals with his own design "Lancet". Quite an accomplishment!

I explained to everyone, in case they weren't familiar, certain criteria that had to be met in order to become elected into the PAMPA Hall of Fame. Art Pawloski easily qualified because of his designs and proven competition record.

It was an honor for me, on behalf of PAMPA, to present Art with his 2004 Hall of Fame Plaque.



Rod Pharis and Jerry



Rod introducing Ray,
Art and Gregg Pawloski



Jerry presenting Art his Hall of Fame Plaque

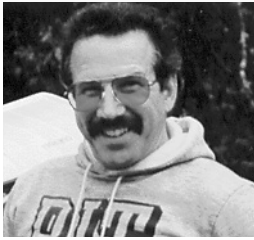


Charles Mackey, Art and Bill Netzeband



Group Photo before lunch, Art is in the white hat.

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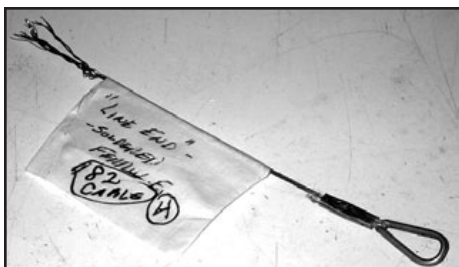
Final Edition

Well, here in my final safety article, I decided to entertain you with some actual testing I've done and am still doing. So, I guess it's really not safety but more of a technical article but I hope it's informative.

First, going back to one of my previous brilliant articles, I mentioned some testing on leadouts, in particular, breaking strength. Tom Dixon was kind enough to send me some samples that he made up and I tested every one to failure (Caveat – although single samples are not an acceptable statistical model, indulge me.)

Tom sent me the following – all double pass, by the way: 1. Soldered ferrule/solder hardened loop, 2. Plain loop, ferrule squeezed with Vise-Grips, 3. Bellcrank end fitting – that is, cable-through tubing, squeezed ferrule, 4. Line end – same as 3 but squeezed and soldered – see photo below.

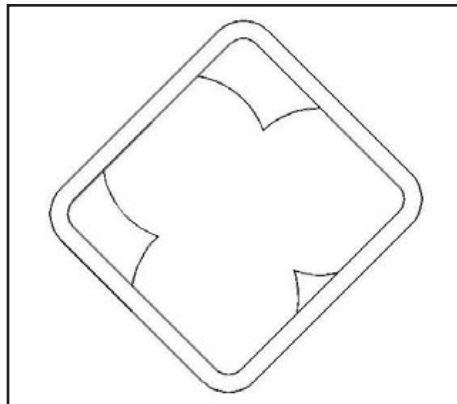
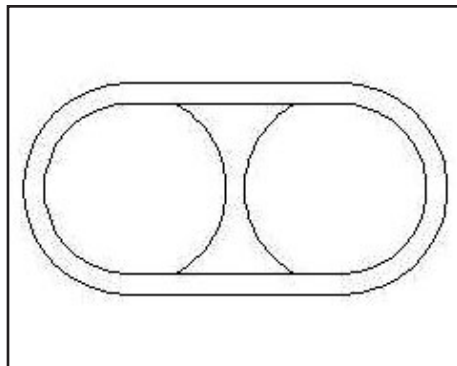
I used an Ametek 0 to 250 LBf force gage



and slowly pulled each sample to failure. Failure mode: 1. Failed @ 170 LBf – cable failed outside of ferrule, 2. Failed @ 117 LBf – cable slid out of ferrule, 3. Failed @ 179 LBf – cable failed inside ferrule, 4. Failed @ 182 LBf – cable failed outside of ferrule

I will categorically state at this point that although the above-described failures are well within our safety limits, this is not my preferred method of crimping. The vise grips will flatten the ferrule but the actual “marrying” of the cable is not consistent – in other words, the cables passing may or may not even touch. A diamond type crimp as described in an earlier article creates cable-to-cable as well as cable-to-ferrule frictional strength. Big difference and soldering is not necessary. Also, I prefer at least three passes.

These pictures of cross sections should illustrate my reasoning. The one on the left is the flattening type, and on the right, the “diamond” type. I prefer the way the three passes of cable are forced together.



OK, ‘nuff said for now – let’s move on to another popular topic of discussion: The old leadout-through-the-bellcrank issue (all my references to leadouts are to cables – I do not like solid leadouts and will not use them).

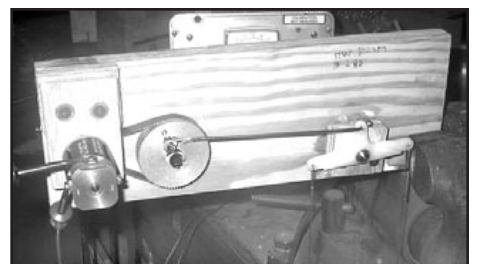
There are many ways of minimizing friction at the leadout/bellcrank juncture, including my ultra clever method described in the Piuma plans as well as the tried-and-true method used by Tom Dixon. There seems to be a fear of the leadout sawing through the bellcrank. Well, from first hand experience, I can assure you that this is true – with METAL bellcranks. Almost guaranteed. Adhering to my philosophy that one test is worth one thousand expert opinions, I made up a test fixture. With an applied tension of 8 LBf/side, .030 inch diameter leadouts and a 3-inch Brodak plastic bellcrank. I just ran it continuously at 2 cycles/second.

Why 8 LBf? Assume a 48-ounce (3 LB) Nobler traveling at 60 MPH (88 ft/sec) on 60-foot lines. Line tension = $T = Ma$ (Newton’s second law).

$$M = w/g = 3/32.2 = .093 \text{ slug.}$$
$$a = v^2 / R = 88^2 / 60 = 129.1 \text{ ft/(sec}^2\text{)}$$
$$\text{Therefore, } T = .093 \times 129.1 = 12.0 \text{ LBf.}$$

So, each leadout sees 6.0 LBf – I just threw in a 33% safety factor.

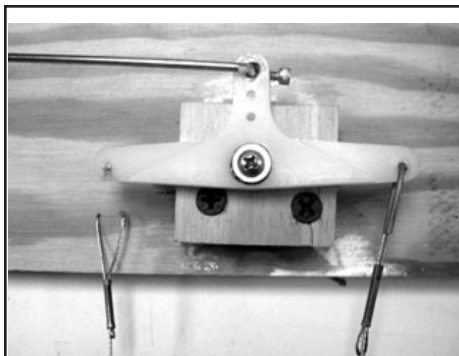
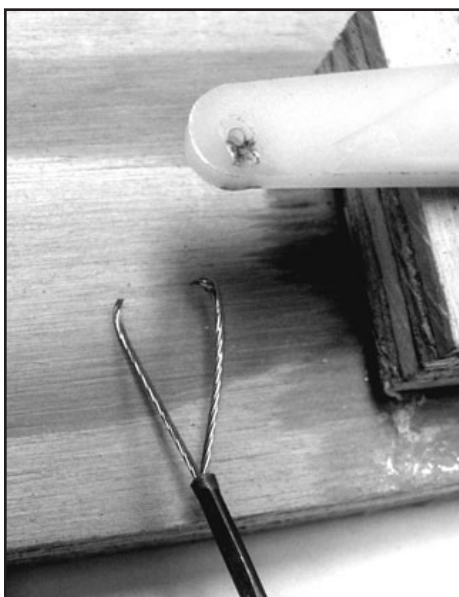
My test fixture was nothing more than a DC motor with a 10:1 Kevlar toothed belt reduction to a crank. A rod attached to the crank caused the bellcrank to oscillate. One leadout was passed through a piece of





1/16" brass tubing, the other one unbushed. An 8 LB weight on each cable provided the tension. Neither was lubricated. I set it up for an oscillation of approximately +/- 30° and just let it run.

After 3 hours (21,600 cycles), the unbushed side failed – but here's the kicker: The bellcrank did not wear through.



Instead, the leadout failed. Yep, you guessed it - the plastic bellcrank actually outlasted the stainless steel cable. There was, of course, wear on the bellcrank but it was minimal. Check out the pictures.

Does this test portray reality? Of course not – but, it is most certainly a controlled experiment and in the world of ALT

(accelerated life testing) I'll vouch for its validity. To illustrate, putting this kind of control system torture into real life would require flying your Nobler for around 26 flights, straight and level, while exercising continuous and complete control deflection twice per second every minute of every flight. RIGHT!!! The purpose is more to compare the bushed versus unbushed leadout philosophy.

Now, regarding the failure of the cable: While I cannot offer a true explanation, I can hypothesize. Remember what I said about simulating the tension with weights? Well, the weights add something to the scenario that is not present (at least not to a contributory degree) in our plane's control systems: Inertia. We must realize that although the maximum angular velocity of the bellcrank is at mid-travel, the weights must still slow down, stop and then start again. The inertial effects of the weights when doing this will most certainly manifest themselves as a tension spike – easily calculated, of course. This force may have accelerated the failure through a fatigue mode. By the time you read this, I will have re-run the test at a more sedate pace to eliminate inertial effect and I'll have new results. Anyone interested may call me.

Well, that about wraps it up. I truly hope that these writings have in some way helped you fly safer and more skillfully. Never ever take safety for granted – no matter what anyone says, no matter how boring the idea of practicing safety may seem, it's the single most important part of our sport! You lose a contest – big deal!! Lose a finger, limb or worse – well, you know. Eyes, hands, feet, etc – two to a customer. Protect yours, help others protect theirs.

Hope to meet all of you someday – take care.

Good-bye, Bob Z.

Text

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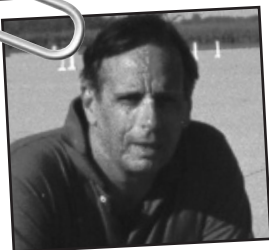
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Compressed Air Stunt

Doug Dahlke

OK guys, feast your eyes on three of the rarest stunt engines you've ever seen. Two different sized, boxer twins of different displacement (a la BMW cycles) and a super interesting, 3-cylinder radial. The twins use 180-degree throw cranks I believe, while all have their carb/intake as the front, upright tubes. The little twin (right) was believed to have been used in a stock Firebaby, while the larger twin (center) is thought to have powered a Firebaby Bipe?

I know almost nothing about the radial 3-cylinder, but do know it's about as cool a mill that any stunt ship could run up front. It just drips character. As a pure guess, maybe it was intended to power one of Walker's kits? Anyone ever see it on TV?

"OK Doug, where were these critters used, and 'why'?" Well, my info says Walker used them inside a TV studio when he put on a flying demo as part of his endless ukie promotion. Since the fumes of a Wasp or Cub .049 would not have been acceptable under such conditions, Walker simply invented some new engines. All these engines are currently owned by Frank Macy, **Oregon**. He's the current ramrod of AJ Aircraft.

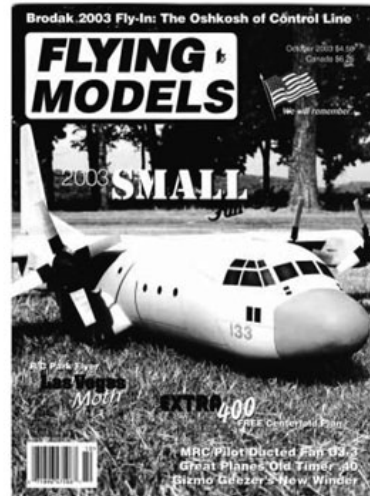
Oh yes, before any weissenheimer snickers

at compressed air for power, he'll need to convince me he's conversant about the new scuba gear compressed-air technology. This new technology offers reasonably small screw-on cylinders of compressed air reaching 4500 psi. More common is in the 2800 psi range. Given some sort of regulator to reduce 4500 psi to manageable numbers, all of a sudden "things are different", or "Gee, I never realized such power was available, etc., etc." Locally, you can find out about such technology at your nearest store that sells **adult** airguns. Do **not** confuse CO2 with compressed air.

In closing, don't forget, compressed air leaves no used-up batteries to dispose of, needs zero cooling and can be very powerful. Anemophobics* are excused. (*Anemophobics are people with a fear of air drafts.)



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CONTESTS

5th Annual Hi Johnson Memorial

Our 5th Annual Hi Johnson Memorial Contest for Precision Aerobatics and Navy Carrier Events took place on Oct. 8th and 9th, 2005 at Apollo 11 Field, Sepulveda Basin, CA. We had a real break in the weather because just before and just after that weekend it was unbearably hot, at least for me. The 8th and 9th were just about perfect the entire time, so who could ask for anything more than that!

On Saturday we flew P-40 Sportsman, P-40 Competitor, Old Time and Classic. Sunday featured all of the PAMPA classes plus two Navy Carrier Events: Class 1, 2, Profile combined and 15 Profile.

Yours truly was the CD and Lee Strickland was the Alternate CD. Ron Duly was the ED for the Navy Carrier events. Bill Taylor once again volunteered to be the Pit Boss for Precision Aerobatics both days and he did an excellent job. He didn't have to do too much running around to get the pilots with their planes into the pits on time. Thanks, Bill. Lee Strickland's new pull-test device worked perfectly every time, just as you would expect.

I want to thank all of you who volunteered to judge for us. I didn't hear any complaints from any of the competitors the entire weekend. I especially want to acknowledge and thank Sylvia Strickland and Verna Kirchner for their tireless work at the Registration and Tabulation desk both Saturday and Sunday. If you noticed, the scores were quickly tabulated and posted. They also keep track of all the monies and do all of the record-keeping.

Thanks, ladies. Don't even think about resigning your positions!

It was good to see Ray Firkins competing again and in the process won 1st place in Old Time. John Wright gave him a run for his money and finished 2nd only 2-1/2 points behind.

Classic and Expert were both won by Dave Sabon by wide margins. He was flying his well-trimmed and very experienced Shark 45 powered by a PA-65. He is definitely the one to beat in both of those events, in this part of the world. The week before the Hi Johnson, he traveled to Tucson for a contest and won both Classic and Expert by beating Bob Whitely, Keith Trostle, Bart Klapinski, Jim Hoffman, Lou Wolgast etc., etc., etc. Congratulations, Dave.

David Eysken's last day in town was spent at our contest where he placed 2nd in Classic and 4th in Expert. The next day he packed up and moved back to New Hampshire. He gave his Olympic to Ron Duly and sold the engine to Scott Dinger. We'll certainly miss him as a competitor and as a good person.

All in all, it was a good contest. I don't recall any mishaps or serious crashes and everyone seemed to have a good time. This is what it's all about.

P-40 Sportsman

Joe Hildreth	293.0
Joel Chesler	290.5

P-40 Competitor

John Wright	512.0
Jim Lally	469.5
Terry Thorkildsen	463.0
Stan Tyler	448.0
Paul Pencikowski	446.5

Derek Moran	437.5
Mark Wasnick	381.0

Old Time

Ray Firkins	260.5
John Wright	258.0
Larry Renger	232.5
Jim Lally	224.5
Mark Smith	186.5
Scott Dinger	Pass

Classic

Dave Sabon	542.0
David Eyskens	476.5
Larry Renger	468.0
Mark Wasnick	448.0
Mark Smith	444.5
Terry Thorkildsen	352.5

Beginner

Joe Hildreth	240.0
Frank Martin	187.5

Intermediate

Matt Shorey	337.5
Joel Chesler	249.0
Albert Shorey	235.5

Advanced

Stan Tyler	519.5
Antone Kephart	507.0
Marshall Palmer	498.0
Mark Wasnick	488.5
Jim Lally	486.5
Paul Pencikowski	486.0
Derek Moran	475.0
Larry Renger	469.0
Mark Smith	464.0
Gene Molnar	449.0
Bill Malo	255.5

Expert

Dave Sabon	546.5
John Wright	513.5
Igor Panchenko	492.0
David Eyskens	485.0

Respectfully submitted, Jerry

Revised December 3, 2005
2006 AMA Nationals
CLPA General Information

1. Please see the attached Schedule of Events for the dates, times and locations of the 2006 AMA Nationals Control Line Precision Aerobatics events.

2. Due to the lack of availability of rooms with 2 beds at the Lee's Inn, THE PAMPA HEADQUARTERS HAS BEEN CHANGED TO THE SIGNATURE INN. THE PHONE NUMBER IS (765) 284-4200. The AMA rate is \$58 per night. They have a free breakfast. When making reservations mention the AMA. Nats. Rooms will be blocked in the Name of AMA.

3. The complete L-Pad, 600'x600' site and the racing circles will be open for practice after the completion of the R/C Scale Aerobatics competition beginning about 4:00 PM, Friday afternoon, July 7, 2006. Once R/C Scale Aerobatics official flying is done each day you may have access to the entire 600'x600' site and the racing circles for CLPA practice. The R/C Scale Aerobatics have complete access to the AMA site for the duration of their event. **There is no guarantee that the site will be available to the CLPA flyer until late Friday afternoon when the R/D Scale Aerobatics event is complete.** Both the speed circles and racing circles will be occupied by the speed and racing contestants beginning competition on July 9, and therefore should not be used by the CLPA contestants. The speed and racing contestants have priority to use the speed and racing circles at all times. Note also that the Southeast portion of the 600' square grass area will be used by the CL Combat and will therefore have priority to this area. Carrier contestants will be using the Northeast corner of the 600'square for their competition. Note that Combat competition begins Tuesday, July 11 and Carrier competition begins Wednesday, July 12.

4. Note that entries for Advanced and Open categories close at Noon, SUNDAY, July 9, 2006. Appearance judging will take place beginning at 2:00 PM, Sunday, July 9, 2006. The Pilots Meeting will begin at 2:30 PM. Concours voting will follow Appearance Judging. PLEASE NOTE THAT THE OPEN/ADVANCED QUALIFICATIONS BEGIN ON TUESDAY AT 8:00 AM, JULY 11, 2006.

5. If you qualify for the Junior or Senior categories, you have the option to enter Advanced as well. Junior and Senior entrants do not pay an entry fee but if you do not pre

enter by June 24, 2006 you will be charged the late entry fee. Junior and Senior entries close at 4:30 PM, Thursday, July 13, 2006

6. If you are of Open age, you may enter only one official CLPA event, Advanced or Open, not both.

7. In the Junior, Senior and Open categories, entrants must have built the aircraft with which they will compete. When an entrant signs the official AMA entry blank, they should be aware that they are attesting to have complied with this requirement and will receive Appearance points. All official event protests will be handled in accordance with the published protest procedure. The Advanced class at the Nationals also has the BOM rule, but an Advanced class entrant may compete with a model he/she did not build by notifying the Head Tabulator Shareen Fancher, and will forfeit appearance points. The Builder of the model rule that will be in effect will be the interpreted rule as used at the 2005 AMA Nats. This interpretation can be found on the AMA web site on the competition page.

8. The qualifying format for the 2006 Nats will be slightly different from that used in 2005. The details are as follows:

A. Tuesday and Wednesday – Advanced and Open category contestants will fly on the same circles and be separated and divided into four seeded groups each (a total of eight groups). Two rounds of qualifying will be flown on each day, a different circle on Wednesday from Tuesday. The Open and Advanced entrants will have their own flight order, with the Advanced entrants flying first as a group and the Open entrants flying second as a group for rounds one and two. The Open entrants will fly first as a group and the Advanced entrants flying second as a group in rounds three and four. The sum of the higher score from each circle will determine the top five finalists from each group. Two attempts per official flight will be allowed. If you have any questions contact

B. Thursday – The Advanced Finals will be flown on two circles with the Top 20 Open competition on the other two circles. The sum of the scores from both flights will determine the top 20 places in Advanced, and the sixth through twentieth places in Open. Two attempts per official flight will be allowed.

C. Friday – The Junior and Senior events will be flown on one circle using judges. Both Juniors and Seniors will have three attempts for two official flights, with the higher single flight score determining the Junior and Senior National Champions.

D. Friday – Open Finals – The top five Open qualifiers have four attempts to fly three official flights in front of five or six judges. The sum of the two highest scores will determine the Open National Champion.

E. Friday – Jim Walker Trophy – The Junior, Senior and Open National Champions will have four attempts for three official flights in front of five or six judges, with the sum of the two highest flight scores (no appearance points) used to determine the Walker Trophy winner.

F. Any ties that occur will be resolved by using the highest single flight score determining the final placing.

G. The contest may be interrupted or the start delayed if the wind is continuously stronger than 20.1 mph (9 meters/sec) measured 6.5 ft (2 meters) above ground at the flight line for at least one minute.

H. Upon completion of the competition the L-Pad will be available for open flying.

9. The following procedure shall be used as a courtesy to fellow entrants and to prevent unnecessary delays: If an entrant wants to pass rather than fly a given flight, he/she must notify the Event Director before it is time to pull test the model.

10. Please be advised that ALL entrants in the unofficial events in addition to ALL volunteers, helpers and mechanics, MUST register at AMA Headquarters that confirm you are at the Nats and obtain a name badge. If they are entering only unofficial events, then they must register at Nats Headquarters as a mechanic and pay a \$10 fee to AMA. The wording that will appear on the entry blank is: "All participants in unofficial Nats events must be registered with Nats Headquarters as either a Nats competitor or mechanic". On the AMA Mechanic form the statement reads as follows: "Mechanic: An AMA member participating in any unofficial Nats event or as a non flying helper in any event. A registered contestant is automatically a mechanic". This means that if you are flying in an official Nats event, you need not pay this \$10 fee. The primary reason for this is that in case of emergency, the AMA know where to find you. Note that this is not the event entry fee, but a registration fee. The unofficial event entry fees are to be paid to that event's ED at registration. **YOU MUST REGISTER AT NATS HEADQUARTERS BEFORE YOU REGISTER FOR ANY UNOFFICIAL EVENT.** Junior and Senior entrants will be excused from paying this fee, but must register at Nats Headquarters. **NO ENTRANT WILL BE ALLOWED TO COMPETE AT THE NATIONALS WITHOUT AN OFFICIAL NATS NAME BADGE. THIS HAS BEEN ENFORCED FOR THE LAST TWO YEARS. AMA OFFICIALS INSIST THAT THIS RULE IS FOLLOWED WITHOUT EXCEPTION.**

AMA Headquarters hours are 7:00 AM to 5:00 PM.

11. Fidelity points, from 0 - 20 shall be awarded to Classic Stunt entrants in addition to Appearance points per

the PAMPA Classic Stunt rules.

12. Entrants in the Beginner and Intermediate categories need not have constructed their own models.

13. The earliest time for starting engines and beginning practice flights is 6:30 AM. Anyone beginning earlier is Subject to disqualification.

CLPA PAMPA Beginner at the 2006 AMA Nationals

The Beginner PAMPA event will again be flown at the 2006 Nationals. The contest will be held on Sunday, July 9 at the grass circles located just northwest of the AMA "L" pad. Sign up times will be published in the Nationals schedule in Stunt News in the early months of 2006. An Open and a Junior/Senior class will be flown with equal amounts of trophies and prizes available for both classes of Beginner Stunt. Each has its own perpetual trophy with the Junior/Senior one now being displayed in the entrance hallway of the AMA Museum near Muncie, Indiana.

Entrance fee will be \$10.00 for each pilot entering the competition. There is no Builder of the Model Rule enforced for this Beginner Event. A six-minute time limit will be imposed for every flight. The Beginner flight only takes about 3 3/4 minutes of airtime. Thus you have a little over two minutes to land and roll to a stop. This is the same amount of time given at the end of a flight for Intermediate, Advanced and Expert class pilots. Their usual flight time is around 5 3/4 minutes for the pattern and over two minutes to land and roll to a stop.

On the morning of July 9, the event would like to have pilots entered by 8:00a.m. Since no appearance points need to be assigned, we hope to get in our first flight at 9:00a.m. Allen Brickhaus will be the Event Director with help from the New Albany Skyliners of New Albany, Indiana. Safety handle thongs and current AMA or like other country registration numbers or letters must be affixed to the upper right wing of each competing model. The letter or number height must be no less than one inch high. Contact Allen for further information at 618-683-7611 or email him at abkb801@shawneelink.com.

Anyone who would like to help Allen run the event in the way of being judges, runners, pull testers and tabulators, contact him via the above information. Those that have some stunt motors, kits, plans, props, handles, tools or the like around the house and perhaps will not use them; you may donate them to the Beginner event. Again, contact Allen to let him know you would like to help in any manner.

2006 AMA Control Line Aerobatics Championships

July 9-14, 2006

Sunday, July 9

6:30 AM	Control Line Precision Aerobatics Practice	L-Pad Circles & Grass Circles
8:00 AM	Beginner and Intermediate Stunt Registration*	Grass Circles
8:30 AM	Beginner and Intermediate Pilots Meeting*	Grass Circles
9:00 AM	Beginner and Intermediate Stunt Event*	Grass Circles
12:00 Noon	Open/Advanced Entries close	Nats Headquarters
12:00 Noon	Old Time and Classic Stunt Registration*	L-Pad Pavilion
2:00 PM	Open/Advanced Models presented for Appearance	180 Building
	Judging and Concours	
2:30 PM	Open/Advanced Appearance Judging	180 Building
2:30 PM	Pilots Meeting and Forum	180 Building
4:30 PM	Concours Voting	180 Building
7:00 PM	Judges Seminar Phase I	Signature Inn

Monday, July 10

6:30 AM	Control Line Precision Aerobatics Practice	L-Pad & Grass Circles
8:00 AM	Old Time Stunt and Classic Events Pilots Meeting*	Grass Circles
8:30 AM	Old Time Stunt and Classic Events*	Grass Circles
9:00 AM	Judges Seminar Phase II (Flight)	L-Pad Circle 4
7:00 PM	Judges Seminar (Review)	Signature Inn

Tuesday, July 11

6:30 AM	Control Line Precision Aerobatics Practice	L-Pad & Grass Circles
8:00 AM	Open/Advanced Qualifications Rounds 1 and 2	L-Pad
6:00 PM	PAMPA Executive Council Meeting	AMA Headquarters 2nd Floor Conference Room
7:00 PM	PAMPA General Membership Meeting	AMA Headquarters 2nd Floor Conference Room

Wednesday, July 12

6:30 AM	Control Line Precision Aerobatics Practice	L-Pad & Grass Circles
8:00 AM	Open/Advanced Qualifications Rounds 3 & 4	L-Pad

Thursday, July 13

6:30 AM	Control Line Precision Aerobatics Practice	L-Pad & Grass Circles
8:00 AM	Open Top20/Advanced Finals	L-Pad
4:30 PM	Junior/Senior entries Close	Nats Headquarters

Friday, July 14

6:30 AM	Control Line Precision Aerobatics Practice	L-Pad & Grass Circles
7:30 AM	Junior & Senior Processing and Appearance Judging	L-Pad Pavilion
8:00 AM	Junior and Senior Events	L-Pad, Circle 3 or 4
8:00 AM	Open Finals	L-Pad, Circle 3 or 4
11:00 AM	Walker Trophy Flyoff	L-Pad, Circle 3 or 4
1:30 PM	Open Flying	L-Pad
6:00 PM	PAMPA Reception	TBD
7:00 PM	PAMPA Banquet or Picnic	TBD

* Unofficial Event

27th Annual Golden State Stunt Championships

This year marked the 27th edition of the G.S.S.C. It was once again held on the grounds of the beautiful Buchanan Learning Center in Clovis (Fresno), Ca. on Oct. 22nd & 23rd, 2005.

The long-time CD of this event, Bill Swan, ably assisted by his brother Bob Swan, could no longer be in charge of this contest. CD duties were picked-up by Jerry Silver, representing the Valley Circle Burners and co-CD Doug Barton, representing the Woodland-Davis Aeromodelers. The transition went very smoothly.

One major change this year was to arrange for the Saturday night banquet to be held, after several years' absence, back at the Clovis Senior Center, a much more user friendly atmosphere. Soft drinks, wine & beer were served and the Outlaws Barbeque once again did the catering. Approximately 65 people attended & good time was had by all. In fact, a lot of people didn't want to leave even when dinner & awards presentations were over! Appearance judging by Brett Buck & Jim Aron for Sunday's events took place at the Senior Center before dinner was served.

The flying weather for both Saturday and Sunday couldn't have been better. Temperatures were in the high 70s to low 80s and very little wind.

Saturday events were for Old Time and Classic designs. Complete results including scores, planes flown & engines used will be found for all events elsewhere in this issue.

OT saw Jim Aron finishing 1st with John Wright 2nd and Ray Firkins close behind in 3rd place. All top three finishers were flying Ringmasters and all were powered by different engines.

Classic top three finishers were: Dave Sabon with his trusty Shark 45 powered by a PA65 coming in 1st, Phil Granderson and his very beautiful AT-36 powered Olympic was 2nd and Jerry Silver and his OS 35S powered '59 Ares was 3rd.

Sunday events were for all the PAMPA classes including Jr./Sr. combined for a separate set of trophies.

Beginner was won by Robert Cherney & his Cardinal. 2nd place went to Kim Mortimer flying a Humongous and 3rd place went to David Shirley and his profile Mustang.

1st place in Intermediate went to David Shirley, Jr. flying his Vector. 2nd place, very close behind, was Doug Barton and his Tomster. Lewis Lingwood came in 3rd with his Cardinal.

Advanced Class w/12 entries was won by Antone Gephart and his very nice Nobler. 2nd place went to Derek Moran flying his well-done Skyray. 3rd place was taken by Jim Rhoads flying his Sultan. Jim came all the way from Salt Lake City.

1st place in a very hotly contested Expert class was nailed down by David Fitzgerald and his Stargazer. 2nd place, 6-points behind, was Ted Fancher flying his beautiful Trivial Pursuit and 3rd place, 1-point behind Ted, was Brett Buck and his Imitation XL.

The Gilbert Rodriguez High Point Trophy was awarded to David Fitzgerald. The Pilots Choice *Concours d'Elegance* Trophy was awarded to Larry Fernandez for his absolutely magnificent PT-19. 1st place in Jr./Sr. combined was Paul Ferrell and 2nd place went to the quickly improving Eric Fitzgerald!

I want to thank everyone from the judges to the tabulating crew for doing such a terrific job. Without your help and hard work, a smooth running contest such as this would not be possible. Doug Barton's efforts were especially appreciated. He was responsible for bringing, from Woodland, Ca, all of the tables, chairs, canopies calculators, rope, cones, stakes and all the other physical stuff needed to run this thing. Thanks Doug. It is interesting to note that 8 of our flying and appearance judges were also entered as contestants. Also, two of our judges drove great distances to just judge and not fly. They were: Bill Heyworth from Tucson, AZ. & Gordon Delaney from Salt Lake City, UT. A special thanks to our tabulating crew who worked so hard at this contest for the first time. They are: Christy Barton who was at the registration desk all day doing everything like collecting for late entries, banquet fees, selling "T" shirts, tabulating, etc. She also set up a desk at the banquet to collect tickets and money from those coming in late: Lewis & Cleon Lingwood for having the score sheets pre-printed with flyer's name, AMA # and judges' names on them. They also tallied & posted scores very quickly. And finally, thanks to my wife Miriam (aka the ice cream lady) for all her efforts in providing all the nice touches at the banquet.

Respectfully submitted, Jerry Silver

Old-Time	Judges: Doug Barton, Bill Heyworth		
Jim Aron	Ringmaster	OS 15	291.0
John Wright	Ringmaster	McCoy 40	278.0
Ray Firkins	Ringmaster	Saito 30	274.0
Larry Fernandez	Ringmaster	OS 15	273.5
Scott Dinger	Lancet	Veco 35	271.5
Antone Kephart	Smoothie	Brodak 40	259.0
Bob Duncan	Jamison Special	Barker Magnum 32	236.5
Kim Mortimore	Humongous	OS 35	235.5
Gerald Arena	Smoothie	Brodak 40	210.0

Classic	Judges: Bob Brooks, Brett Buck		
Dave Sabon	Shark 45	PA 65	543.5
Phil Granderson	Olympic	AeroTiger 36	521.5
Jerry Silver	Ares	OS 35S	509.5
Cleon Lingwood	Quasar	DS 61RE	459.0
Antone Kephart	Nobler	Brodak 40	459.0
Pete Cunha	Warburton Tony	OS 40 FP	456.5
Mark Wasnick	Shark 45	ST 60	445.0
Arlie Preszler	Panther	DS 40	440.0
Gerald Arana	Smoothie	Brodak 40	407.0
Larry Fernandez			263.0

Beginner	Judges: John Wright, Doug Barton		
Robert Cherny	Cardinal	OS 46 LA	217.5
Kim Mortimore	Humongous	Aeromax 35	214.5
David Shirley Sr.	Profile Mustang	OS 40 LA	211.0
Steve Hulse	RSM Mark 1	OS LA 25	205.5
Reuben Frutos	Tutor	GMS 47	183.0
Eric Fitzgerald	Flite Streak	OS 20FP	102.5

Intermediate	Judges: Ted Fancher, Scott Dinger		
David Shirley Jr.	Vector	OS 46 LA	452.5
Doug Barton	Tomster	OS 35 FP	446.5
Lewis Lingwood	Cardinal	OS 40 LA	436.0
Paul Ferrell	Nobler	OS 40	429.0
Richard Walbridge	Imitation	Magnum 53	405.0
Gerald Arana	Phoenician	Brodak 40	379.5

Advanced	Judges: Larry Fernandez, Bob Brooks		
Antone Kephart	Nobler	Brodak 40	485.5
Derek Moran	Skyray	OS 20 FP	479.0
Jim Rhoades	Sultan	PA 51	476.5
Cleon Lingwood	Quasar	DS 61RE	473.5
Marshall Palmer	Chandelle	OS 46 VF	473.5
Pete Cunha	Vector	ST 51	472.5
Bob Duncan	Cardinal	OS 46 LS	469.0
Phil Juarez	Eagle	ST 46	467.5
Cliff Denchfield	Patternmaster	ST 60	465.5
Mark Wasnick	Wazzi	OS 46 VF	465.0
Jack Young	Trivial Pursuit	ST 60	460.0
John Miller	Vector	Stalker 40	419.5

Expert	Judges: Gordon Delaney, Ray Firkins		
David Fitzgerald	Stargazer	PA 61	584.5
Ted Fancher	Trivial Pursuit	RoJett 61	578.5
Brett Buck	Imitation XL	OS 40 VF	577.5
Dave Sabon	Shark 45	PA 65	562.5
Howard Rush	Impact	OS 40 VF	559.0
Jim Aron	Infinity	PA 65	552.5
Phil Granderson	Diva	Magnum 36	536.5
John Wright	Me 109	Merco 64	533.5
Jim Tichy	Geo Flyer	RoJett 61	521.0
Paul Pomposo	Imitation	OS 46 VF	491.5
Larry Fernandez	Checkmate	Jett 50	489.5

CDs: Jerry Silver, Doug Barton

Pit Bosses: Forest Barton, Arlie Preszler

Scoring: Chris Barton, Lewis Lingwood

Runners: Cece Kelley, Cleon Lingwood, Ricky Dinger

Appearance: Brett Buck, Jim Aron

Concours: Larry Fernandez PT19

Junior winner: Paul Ferrell

Barton Sportsman Award: Jerry Silver

Gilbert Rodriguez Award: David Fitzgerald

Bummer of the meet: The loss of Arlie Preszler's Panther

Lafayette Esquadrilla Old Time Contest

October 16th, 2005

1/2A Golden Age Speed

1. Tim Pansic	65.31 m.p.h.
2. Frank Beatty	58.59 m.p.h.
3. Ron Carr	57.47 m.p.h.
4. Dan McEntee	55.97 m.p.h.
5. Gus Voge	54.22 m.p.h.
6. Pete Peterson	49.86 m.p.h.
7. John Moll	44.12 m.p.h.
8. Rich Raftery	39.89 m.p.h.

Perky Speed

1. Pete Peterson	Cox 15	89.51 m.p.h.
2. Pete Peterson	SuperTigre 15	72.81 m.p.h.
3. Ron Carr	K&B 15 Green Head	56.89 m.p.h.
4. Ron Carr	SuperTigre 15	D.Q.

S.A.M. Slow Flight

1. John Schiffko	20.00 m.p.h.
2. Pete Peterson	28.33 m.p.h.
3. Gus Voge	29.90 m.p.h.
4. Ron Carr	Attempt

Old Time Stunt

1. Dan McEntee	289.5 pts.
2. John Garrett	277.5 pts.

Fox 35 Race: No Entries

CD: John Moll

Stunt Judges: Gary Hajek, Bill Marvel

Timers: Members of Lafayette Esquadrilla Club



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5th Annual Cleveland Area Stunt Championships

Cuyahoga County Fairgrounds

Berea, Ohio

September 17 & 18, 2005.

OTS, ARF and Classic Stunt were flown Saturday and PAMPA Stunt events on Sunday. The weather Saturday was a very light and intermittent drizzle, but the fliers were not to be denied their time in the circle. Real rain didn't appear until flying was completed, about 3:00PM.

OTS

John Paris	Viking		332.0
Dave Johnson	Viking	Fox .35	328.5
Pat Rowan	Jamison Special	LA .46	309.0
Jim Harris	El Diablo	Fox .35	282.5
Ron Lutz	Viking	Fox .35	276.0
Phil Spillman	El Diablo	Fox .35	269.0
Nelson Erbs	Dragon	Fox .35	266.5
Clyde Richey	Barnstormer	Fox .35	254.0
Joe Eiben	Continental	Fox .35	226.0

Classic

Pat Rowan	Oriental		471.1
Dave Heinzman	Nobler		463.5
Phil Spillman	Nobler	Brodak .40	448.5
Jim Harris	Veco Chief	Fox .35	440.0
John Paris	Oriental		438.0
Ron Lutz	Viking	Fox .35	349.5

ARF

Phil Spillman	Nobler	Brodak .40	474.0
John Paris	Oriental		451.0
Ron Lutz	Cardinal	LA .40	398.0
Jim Harris	Nobler	Fox .35	380.0
Dick Hodge	Nobler		376.0

Sunday morning the overnight rain dried up quickly and the winds were light under mostly sunny skies. The wind was barely enough to clear the flight path turbulence, with gusts as high as five MPH.

Beginner

Frank Zabudske	Cardinal	FP .40	224.5
Joe Eiben	Nobler	Fox .35	201.0
Will Hubin	New Tutor	S.T. .51	194.5
Grace Paris	Super Clown	Fox .35	50.5
Michael Paris	Super Clown	Fox .35	50.0

Intermediate

Nick Erbs	Vector	FP .40	483.0
Ray Marlo	Estrellita	Double Star .40	445.0
Jay Williams	Oriental		431.5
Nelson Erbs	Oriental	Double Star .40	429.5
Richard Malik	Cardinal	LA .46	393.0
Clyde Richey	Xceeder	LA .46	382.5
Dick Hodge	Sukhoi	LA .46	376.5
Don Sopka	Nobler	FP .40	349.5

Advanced

Tom Polk	SV 22		561.5
Jim Harris	Veco Chief	Fox .35	555.0
Ron Lutz	Strega 40	Stalker .51	533.5
Pat Rowan	Katana 131		525.0
Phil Spillman	Model Air	LA .46	522.0
Will Hinton	Crosswind		514.5

Expert

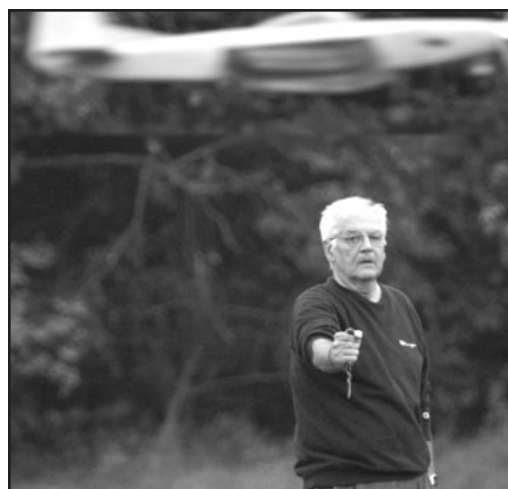
John Paris	Chipmunk	Double Star .40	582.5
Rich Tupper	SV 11		562.0
Dave Heinzman	Tempest II	PA .51	550.0
Frank Carlisle	Stars-N-Bars		542.5

Attendance was down this year due to circumstances yet to be revealed. Unofficial count shows that 24 entrants flew 85 official flights in seven events. Compared to last year, 40% fewer pilots flew 30% more flights, in an equal number of events, proving once again that less is more when it comes to control line.

Special thanks to Marilyn Lutz and Merry Phelps, for accurately tabulating the scores, and to Jerry Phelps for creating the trophy plaques. To all of those that helped the setup and tear-down, the learn-to-fly helpers, runners, photographers, go our thanks. They are: Gary Hull, Ed Pomnitz, Joe Cervencko, Grace and Michael Paris, Will Hubin, Joe Rusyniak, Serge Krauss, Norm Skuderin, and probably many others. The judges did the job that few mortals can tolerate and deserve special recognition: Gary Tultz, Wayne Buran, Dave Johnson, Mike Alimov, Todd Lee, Tom Klingensmith. I apologize if I missed anyone.

The North Coast Control Liners want to express our appreciation to everyone participating in this contest. Particularly those that took the time and expense to travel to Cleveland for these events. We hope to see you all back next year. Dave Evar, AMA 96301, Safety Coordinator, North Coast Controliners.

The following photos are by Will Hubin, except as noted. Plane and engine information from Dave Evar.



Ball Diamond Flyer Jim Harris, flying on Saturday. He flew in four events altogether, all with Fox .35 power, and nailed down a 2nd place in Advanced with his Veco Chief.



Judges Wayne Buran (L) and Todd Lee



Phil Spillman flying his Brodak .40-powered Nobler (1st in ARF, 3rd in Classic).



Clyde Richey, flying his Barnstormer in OTS.



Pat Rowan, 3rd in OTS and 1st in Classic on Saturday.



Dave Heinzman, flying his Nobler to 2nd in Classic.



Ron Lutz, NCCL president, flew his Viking in OTS and Classic and his Cardinal in ARF on Saturday.



Frank Zabudske flying FP 40-powered Cardinal to 1st place in Beginner.



Joe Eiben flew his Nobler to 2nd place in Beginner, as well as flying his Continental in OTS.



Joe's Fox 35-powered, scratch-built Continental. (Photo by Dave Evar)



Frank Zabudske launches the Continental for Joe.



John Paris continued his successful pursuit of Ohio gold for his Michigan home with a 1st in OIS, a 2nd in ARF, and a 1st in Expert.



Michael Paris signals to his dad for release.



Mike flying the Super Clown



Grace Paris, flying in Beginner with a Super Clown.



Ray's pretty, elliptical-winged Estrellita. (Photo by Dave Evar)



Ray Marlo, 2nd in Intermediate with his Double Star .40-powered Estrellita.



Jay Williams, 3rd in Intermediate with his Oriental.



Judges Tultz and Johnson evaluate Dave Heinzman's new Tempest II. L to R: Dave, launcher Pat Rowan, Dave Johnson.



Nick Erbs borrowed his father's FP 40-powered Vector and took it to first place in Intermediate.



Will Hinton flew his Crosswind in Advanced but without a real wind.



The Tempest II goes overhead.



Rich Tupper, combat-escapee, took home a beautiful Jerry Phelps/Gary Hull 2nd place plaque, with the help of his SV 11.



Group picture of most of the plaque winners. (Photo by Dave Evar)

Heart of Illinois Stunt Championships

Peoria Area Wyreflyers
September 11, 2005

Beginner

Judges: Larry Lindburg, Tony Kares

James Gifford	230.5	248.5	Fazer	LA-65
Robert Johnson	212.0	196.0	Be Bop Delux	OS-20FP

Intermediate

Judges: Tony Kares, Larry Lindburg

David Visser	434.5	413.5	SV-11	OS-40 Piped
--------------	--------------	-------	-------	-------------

Advanced

Judges: Terry Meidroth, Randi Gifford

Bob Arata	405.5	495.0	Tucker Special	Tower 40
Michael Schmitt	484.5	493.5	Tempest 2	PA-61
Jerry Bobb	443.5	467.5	Magnum	ST-51
William Smith	458.5	466.5	Cardinal Profile	OS-40FP
Peter Mick	466.5	206.0	Legacy	ST-60
Bill Calkins	161.5	Pass	ARF Nobler	OS-40LA

Expert

Judges: Russ Gifford, Mark Overmier

Matt Neumann	556.0	563.5	Stuka	75PA Piped
Chris Rud	537.5	550.5	Strega	RO Jett 61
Allen Brickhaus	531.5	524.0	Envoy 6	PA-61 Piped
Dennis Vander Kuur	451.0	512.0	Pathfinder	OS-40LA
Jim Schuett	505.5	502.0	Raptor	ST-51
Dan McEntee	497.5	487.0	Jetco Shark 45	ST-51
Rich Tupper	493.5	497.0	SV-11	RO Jett 61
Crist Rigotti	478.0	477.0	Harbinger	T&L ST-51
Jim Renkar	458.0	467.0	Smoothie	Brodak 40
Owen Richards	218.5	379.5	Gypsy	ST-46

Old-Time

Judges: Larry Lindburg, Floyd Layton

Allen Brickhaus	316.0	316.0	Barnstormer	L&J Fox 35
Owen Richards	279.5	304.0	Humongous	ST-51
Dan McEntee	292.5	298.0	Ringmaster	Fox 35
Crist Rigotti	283.5	297.0	Jamison Special	Brodak 40
Jim Schuett	245.0	287.5	Baby Clown	Half A 049
Bob Arata	255.0	273.5	Box-Car Chief	Fox 35
Mike Schmitt	238.5	262.0	Jamison Special	OS-40FP

Contest Director: Floyd Layton, **Assistant CD:** Bill Zimmer

Tabulators: Karen Meidroth, Carol Layton; **Runner:** Stephanie Overmier;

Concessions: Barb Kneer, Carol Mulvanay

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Skylarks of Sharon

Sharon, PA

August 27 & 28, 2005

Profile Beginner

Sumner Forrest	Tanager	LA .46	234.5
Bob Crusan	Magician	FP .15	157

Profile Intermediate

Clyde Ritchie	Original/Tanager-based	LA .46	387.5
Alan Buck	Profile Cardinal	LA .46	332.5

Profile Advanced

Phil Spillman	Model Air	LA .46	548
Jim Harris	Twister	LA .46	531.5
Pat Rowan	Stunter 131	LA .46	500.5
Gil Reedy	P-40	LA .46	452.5

OTS Intermediate

Clyde Ritchie	Barnstormer	Fox .35	236.5
Alan Buck	Ringmaster	Fox .35	54

OTS Advanced

Jim Harris	El Diablo	Fox .35	309.5
Pat Rowan	Jameson Special	LA .40	304
Gil Reedy	Sterling P-51D	LA .25	295

OTS Expert

Phil Spillman	El Diablo	Fox .35	321.5
---------------	-----------	---------	-------

PAMPA Beginner

Sumner Forrest	Tanager	LA .46	247.5
Dalton Hammett	Simpler	K&B .61	245
Bob Crusan	Magician	FP .15	181

PAMPA Intermediate

Clyde Ritchie	Original (Twisterish)	LA .46	416.5
Alan Buck	Profile Cardinal	LA .46	380.5

PAMPA Advanced

Phil Spillman	Model Air	LA .46	542.5
Pat Rowan	Katana	PA .61	521.5
Jim Harris	Chief	Fox .35	511/ 521.5
Gil Reedy	P-40 ARF	LA .46	515
Ron Lutz	Strega 40	Stalker .51	511

Submitted by Phil, Contest Director.



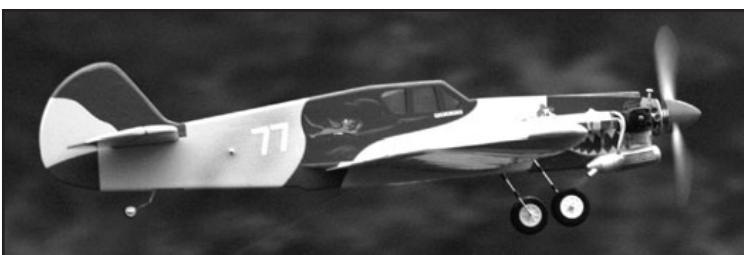
Clyde knows just how to handle a little drip from above on Saturday morning. (Photos by W1 Hubin.)



Phil Spillman and his Model Air



Les Nering, Jim Harris, Clyde Richey



Gil Reedy's P-40



Phil holds while Pat tunes



Pat, in motion.



Jim Harris



Alan Buck releases Gil Reedy's P-40



P-40 in flight



Bob Crusan releases for Summer Forest



..a Jim Harris release



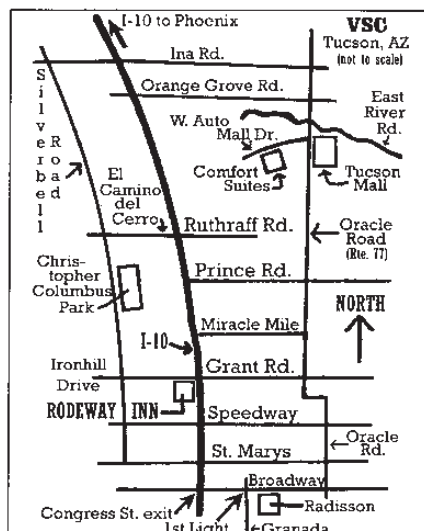
an Alan Buck release



Jim can see his El Diablo, even as it tries to sneak into the murk

Vintage Stunt Championships XVIII

March 15 – 18, 2006



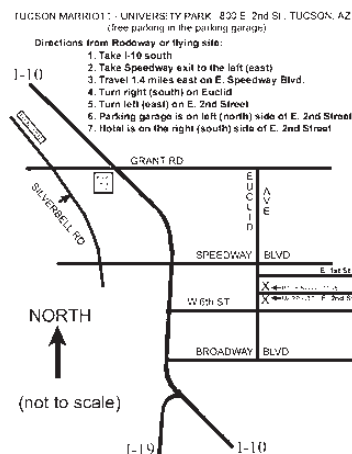
VSC-XVIII will be held at Christopher Columbus Park on Silverbell Rd., Tucson, Arizona between Grant and El Camino Del Cerro (see map to the left and the Registration form below.)

VSC Headquarters Hotel is the Rodeway Inn at Grant & I-10. Reservations are being taken now. Mention Vintage Stunt when calling.

Old Time Stunt (OTS) will be held Wednesday & Thursday, March 15 & 16, one round per day. Pilots meeting promptly at 7:30AM both days.

Classic Stunt will be held Friday & Saturday March 17 & 18; One round per day. Pilots meeting promptly at 7:30AM both days.

Classic Stunt Appearance Judging will be held Thursday (March 16th) starting promptly at 4:30PM at the Rodeway Inn. (See maps.)



Ignition will be held Wednesday and Thursday, March 15 & 16. Pilots meeting promptly at 8:00AM.

VSC Banquet will be held on Saturday night (March 18th, 2006) at the Marriott Hotel close to the University of Arizona (see map above and to the right). The Marriott is where the banquet was held for VSC 17 (March 2005). Arrive at 6:00PM; Dinner served at 6:30PM.

Attention: Midnight, March 8th, 2006. By this date we need to know if you are attending VSC 18. Jim's mailing address is on the Registration form below. Download of Registration Form available on Stuka Stunt in early October 2005. Three addresses and phone numbers are provided below along with two e-mail addresses. Registration can be done in one of two ways: 1) Send in the registration form with payment of fees when there is no doubt that it will arrive well before the

deadline. 2) Call or e-mail one of the listed people below, when time is short, and mail the form and fees the same day you call or e-mail. Please note that, as the deadline of March 8, 2006 gets closer, there are fewer options available to you. **If we do not know that you plan to attend VSC 18 by either of these two methods by midnight of March 8, 2006, you will have to wait until the following year and enter VSC 19.** The Banquet sign-up is held open by Jim Hoffman until after the start of VSC (on the 15th). If you want to attend the banquet and have not signed-up, check with Jim at the flying site by **10AM, Wednesday, March 15th**. We will post the VSC 18 Registration form on Stuka Stunt early in October 2005, where it can be downloaded. Our policy is to return your entry fees if you have registered and can not make it; let us know. Refunds for the banquet are handled by Jim Hoffman and may not be made after **10AM, Wednesday, March 15th**.

Entry Fee is \$15 per event – Please include address, AMA number & events entered
Banquet Price is \$32.50 per person. Sit-down dinner.

CD: Lou Wolgast:
3652 E. Northern Dancer
Tucson, AZ 85739
PH 520-749-1812 or
PH 520-850-9685

Rodeway Inn
I-10 At Grant Rd.
Ph: 520-622-7791

Assistant CD: Robin Sizemore
12405 E. Arbor Vista Blvd.
Tucson, AZ 85749
PH 520-749-4434
E-mail: expstunt@aol.com

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

REGISTRATION AND PAYMENT: VSC-XVIII

Please complete ALL sections, including AMA number (Important!)

NAME: _____ AMA # _____

STREET: _____

CITY & STATE (or COUNTRY): _____

EVENTS ENTERED:

OTS @ \$15.00 _____ (Wed 15th – Thur 16th)

IGN @ \$15.00 _____ (Wed 15th – Thur 16th)

CLS @ \$15.00 _____ (Fri 17th – Sat 18th)

BANQUET @ \$32.50 _____ (Sat Evening the 18th)

Entry Must be Received Not Later Than March 02, 2005

Make Checks Payable to JIM HOFFMAN

Mail to: 2658 W. Montgomery Drive, Chandler, AZ 85224

The Academy of Model Aeronautics publish a monthly magazine. The magazine is Model Aviation, the current edition is November issue. In that issue is an article about the Sig Manufacturing 23rd Control Line Contest. Sig is an old manufacture that supports the model industry. Would you believe that Keith Sandberg of the Minnesota Piston Poppers walked away with most of the honors for the contest. Keith's P-40 Warhawk is shown on the first page of the article, but the article does not give credit to Keith. I sent the photo of Keith's P-40 aircraft out a couple of months ago. Also included it in this mailing. The article also included a photo Keith and his P-51B aircraft. It is a profile model. Included a photo of this aircraft by Keith in this mailing. To wrap it up, Keith Sandberg won first place in the Old Time Stunt Classic contest; finished third in the P-40 Stunt contest (I do not know what this contest consist); and was one of three mentioned for the Concours award (beauty contest/non flying award). Keith did this with three different aircraft. I do not have a photo of his Legacy aircraft. Congratulations Keith.

Western Kentucky/Southern Illinois Stunt Championships

August 21-22, 2005

Expert

Judges: Marshall Busby, Charles Reeves				
Bob Dixon	Macon, GA	Crystal	OS 52 4-S	547.5
Tom Dixon	Woodstock, GA	Avanti 60	DS 61 RE	531.5
Jim Lynch	Memphis, TN	GEO-XL	PA 61 pipe	514.5
Tom Luper	Winston Salem, NC	Humongous	DS 54	514.5
Curtis Comer	Huntsville, AL	Jubilee	TS 52	505.0
Larry Draughn	Asheboro, NC	Jamison	DS 40	498.5
Gary Hajek	St. Louis, MO	Bear	PA 61 pipe	490.5
Bob Storick	St. Louis, MO	P-47	PA 61 pipe	483.0
Crist Rigotti	Marion, IA	Agenda	PA 40 pipe	463.0

Advanced

Judges: Jerry Norin, Allen Brickhaus				
Eric Taylor	Henryville, IN	Legacy	PA 61 pipe	500.5
Roy Trantham	Palm City, FL	Old Dog	DS 54	491.0
Zuriel Armstrong	Little Rock, AR	Tempest 40	LA 46	485.5
Marshall Busby	Laverne, TN	TEOSAWKI	LA 46	484.5
Larry Lindburg	Galva, IL	Stiletto	Tower 40	4778.5
Terry Meidroth	Peoria, IL	Stiletto	ST 46	477.0
Michael Schmitt	Grayslake, IL	Tempest	PA 61 pipe	477.0
Bob Reeves	Catoosa, OK	Legacy	Stalker 61	473.5
Charlie Pate	Nashville, TN	Sukoi	AT 36	434.5

Intermediate

Judges: Marshall Busby, Charles Reeves				
Louis Rankin	Atoka, TN	Challenger 40	Brodak 40	474.0
Mike Ternstrom	Elk Grove, IL	SV 11	ST 51	456.0

Beginner

Judges: Crist Rigotti, Allen Brickhaus				
Bobby Parker	Metropolis, IL	Woody	Fox 35	156.5
Jerry Norin	Metropolis, IL	Tutor	Fox 35	132.0

Basic Flight

Judges: Crist Rigotti, Allen Brickhaus				
Samuel Jacobsen	Brookport, IL	Dewey Bird	OS 40 FP	99.0
Lucille Jackson	Brookport, IL	Dewey Bird	OS 40 FP	92.0
Jennifer Jacobsen	Brookport, IL	Dewey Bird	OS 40 FP	83.5

OTS

Judges: Marshall Busby, Allen Brickhaus				
Tom Luper	Winston Salem, NC	Humongous	DS 54	309.25
Larry Draughn	Asheboro, NC	Jamison	DS 40	296.25
Roy Trantham	Palm City, FL	Humongous	DS 54	285.0
Crist Rigotti	Marion, IA	Jamison	Brodak 40	253.25
Michael Schmitt	Grayslake, IL	Jamison	OS 40 FP	227.0
Steve Moore	Dexter, MO	P-51	Fox 35	213.25

Profile

Judges: Jerry Norin, Charles Reeves				
Louis Rankan	Atoka, TN	Challenger 40	Brodak 40	477.0
Marshall Busby	Laverne, TN	TEOSAWKI	LA 46	472.0
Roy Trantham	Palm City, FL	Old Dog	DS 54	471.0
Michael Schmitt	Grayslake, IL	Twister	OS 40 FP	464.5
Mike Ternstrom	Elk Grove, IL	Tutor	Fox 35	449.5
Bob Reeves	Catoosa, OK	Twistmaster	Saito 40 4-S	444.5
Crist Rigotti	Marion, IA	Excalibur	Brodak 40	421.0
Lary Lindburg	Galva, IL	Twister	OS 35 FP	att,att

Classic

Judges: Charles Reeves, Allen Brickhaus				
Tom Dixon	Woodstock, GA	Thunderbird	DS 50	488.5

Tom Luper	Winston Salem, NC	Humongous	DS 54	487.0
Roy Trantham	Palm City, FL	Humongous	DS 54	469.0
Larry Draughn	Asheboro, NC	Jamison	DS 40	464.5
Jim Lynch	Memphis, TN	FW-190-D	OS 35S	442.0
Larry Lindburg	Galva, IL	ARF Nobler	DS 40	431.0
Louis Rankin	Atoka, TN	Challenger 40	Brodak 40	430.5
Michael Scmitt	Grayslake, IL	Jamison	OS 40 FP	429.0
Crist Rigotti	Marion, IA	Excalibur	Brodak 40	393.5
Bob Reeves	Catossa, OK	Skylark	ST 46	384.0

Flights were under a 107-degree heat index on Saturday, but somewhat cooler conditions prevailed on Sunday. Three backup circles, on the R/C strip, were there to enhance our two competition circles. Everyone got the chance to “set a needle”, “change a handle”, or practice, to his or her heart’s content. Three out-of-towners got in some 70 practice flights on Friday, even in the heat. The 2006 version of the WKSI will be Saturday and Sunday, August 19-20.

Expert Concours winner: Bob Storick (pilots’ choice)

Classic Concours winner: Jim Lynch (pilots’ choice)

Saturday Registration & tabulation: Randall Hopkins, Jim Franklin

Sunday registration & tabulation: Kathy Parker, Kathy Brickhaus

Tent loans: Randall Hopkins, Jim Franklin

Donation of water, soda and ice: Bob Reeves’ family, Bob Deel

Further assistance: Zuriel Armstrong

TopClass II Gage Park, Topeka, KS August 28, 2005

Classic

Judges: Ginger Taylor, Jim Lee

Joe Gilbert	ARF Nobler	Brodak 40	529.5	549
Bud Burroughs	Pow Wow	Fox 35	474	539.5
Jim Kraft	Original Nobler	Fox 35	469	528
Marvin Denny	Novi IV	Denny Fox 35	474	524
Ed Prohaska	ARF Nobler	Stalker 40RE	507.5	520.5
Ken Nash	Brodak Nobler	Brodak 40	433	501.5
Bob Brookins	Oriental	Brodak 40	475	495
John Bender	ARF Nobler	Silver Fox 35	388.5	473

P-40

Judges: Dale Hrenchir, Kirby Chilton

Dave Tribble	Shameless	OS 40FP	485	503
Joe Gilbert	AT6	Magnum 36	476	495.5
Jim Kraft	Mod. Banshee	OS 40FP	441.5	493
Marvin Denny	Primary Force	OS 25FP	358	490.5
Bud Burroughs	No Name	OS 40FP	408.5	487.5
Bob Brookins	Primary Force	Fox 35	454	443.5
John Bender	Twister-F	Brodak 40	449.5	421.5
Bob Henningsen	Banshee	Silver Foxx 35	351.5	430.5
Ed Prohaska	Modified Tutor	Double Star 40	406.5	368.5
Lew Woolard	Primary Force	Brodak 40	365.5	368.5
Kevin Prier	Shameless	OS 40LA	156.5	224.5
Ken Nash	Brodak Cardinal	OS 40FP	170	-----

Tabulator: Patty Chilton

Score Runner: Erika Hrenchir

Weather: Warm (hot, August in Kansas!!), humid, light breeze

Contest Director: Kirby Chilton



OTS winners Tom Luper, Allen Brickhaus, & Tom Hampshire

OTHER NATIONS

SPAIN

V&V 2005

*Gran Canaria
Canary Islands, Spain
August 19-21, 2005*

For the fifth consecutive year, V&V was celebrated in the island of Gran Canaria (Canary Islands), organized by Club Tamarn. V&V stands for Flight & Vacation (vuelo y vacaciones) and is intended to take advantage of the payment that the sportsman makes and so he and his family, who come to the island, can enjoy some days of deserved rest. That's the reason why trips and other activities are organized.

This year the weather was wonderful, the temperature not rising above 28°C (77F), giving you an idea of the evenness of our climate. It makes you feel like walking or even swimming at night in the magnificent "Las Canteras" beach or in any of the other two fine natural sand beaches in the city of Las Palmas de Gran Canaria.

The prepared activities of control line began on Friday in the excellent facilities of the park "Las Rehoyas" in Las Palmas de Gran Canaria. Although it is a football (soccer) field of artificial turf, it fulfilled its assignment perfectly. All the flights were made in two independent flight circles. Aerobatics and exhibition combat were observed by a large public congregating around the outer fence of the installation where they could see the evolution of aerobatics models, combat models, and the biplane model **Bi-Slob**, unique in Spain, making very spectacular maneuvers in addition to truly impressive hovering flight.

The flights of the first official round of aerobatics FAI-F2B began at 17:00 (5 p.m.) in the evening. Flights of very good quality could be seen. Javier Aguiar and Antonio Peña were provisionally in the highest positions of the classifications. Pepe Olivares and his son Jose Luis from the "Club Petirrojo" of Valdemorillo (Madrid), visiting us for the fourth consecutive year, flew new models which suffered from lack of running but with good qualities since they practically released them during the contest. Alberto Parra "forgot" out and in square loops on his first flight, probably due to things of age...

On Saturday 20th the flights corresponding to the second round of F2B and the two pending of aerobatics BASICA (basic) were made in categories of junior and senior. Early in the morning they began with the F2B flights and improvements in the scores were observed. Antonio Pea, who would have obtained the first position,

was unlucky enough to break his model (an ARF Nobler) when he had finishing the flight. Antonio was relegated to the fourth position. Javier Aguiar, aged 12, got the best sum of scores followed by Alberto Parra.

Javier, present champion of Spain of F2B in the junior category, surprising everyone by his fast progression in only one year, showed that it was not in vain that he was part of the Spanish selection 2005 participating in the European Championship of Control Line celebrated in Hungary last July in which he obtained a commendable 8th position.

The flights of Aerobatics BASICA in the categories of Junior and Senior began when the flight of F2B finished. Flights corresponding to the end of "LIJA 2005" were made in the category of junior. Throughout the year 6 trials were made, in which the year 6 trials were made in which not only the qualities like pilot were evaluated but also the attitudes with the other companions as well as the teamwork and marks at school.

Nestor Feijoo was the one who added more points and he was the champion of LIJA 2005, though flights of high quality could be seen carried out by Ancor Moran who had problems with the carburetion of his engine. Both, Nestor and Ancor, will take part in the category INTERMEDIA (Intermediate) next year. The best of the seniors was José Antonio Garcia followed by Armando Melian and Oscar Merino from the island of Fuerteventura.

Afterwards Sergio Hernandez prepared two classic models for combat, the Messerschmitt BF-109 and the Spitfire, both powered by diesel engines. Sergio had been working hard with them to have them ready for this edition of V&V 2005. Trailing paper streamers, they flew and had an excellent combat match that inspired applause from the attending public.

At 19:00 all the participants, organizers and judges enjoyed a barbecue of typical products of the island. Trophies were given at 21:00.

Once again and like in previous year, young people have been the main characters of the event. This important work is thanks to the promotion of the aeromodelling that Club Tamarn makes in the island of Gran Canaria. Also important are the parents and families of the young people who collaborate year after year in the organization of the event. They really support it and without them it would be impossible to celebrate it successfully.

Thanks to the public and private entities for their support that has been offered us to make V&V 2005 possible, mainly to the City Council of Las Palmas de G.C., to the Insular Town Hall of Gran Canaria and the government of the Canary Islands.

We also thank the people of the organisation and participants for the climate of friendship and team spirit demonstrated during the days of the event, inviting all of them to return next year in **December 2006**. We anticipate that more participants will come then since the average temperature we enjoy in December is 20°C (68°F), allowing them to spend a few days of their winter vacations in our island. (Contest report provided by Alberto Parra, president of Club Tamarn.)

FAI F2B: Judges: Pepe lvarez Patio, Octavio Medina Day, Juan Miln Bethencourt, Noem Parra Abanza

Javier Aguiar Axpe	Club Tamarn, Gran Canaria	Enya .45, Zinger 11x6	Nobler	3,281
Alberto Parra lamo	Club Tamarn, Gran Canaria	Retro .60, 13.4x5.9	Yakovlev 55	3,266
Jos Lpez Olivares	Club Petirrojo, Valdemorillo	OS 25FSR, Zinger 10x5	Trivialito	3,236
Antonio Pea Santana	Club Tamarn, Gran Canaria	Enya .45, Zinger 11x6	Nobler	3,145
Francisco Jimnez Gmez	Club Las Palmas, Gran Canaria	TH .40, 10x6	Cranfiel .40	2,446
Jos Luis Lpez Romn	Club Petirrojo, Valdemorillo	Enya .30, Zinger 10x5	Sukhoi 26	523

BASICA – Juniors: Judges: Sergio Hernndez Santana, Alberto Parra Alamo, Noem Parra Abanza

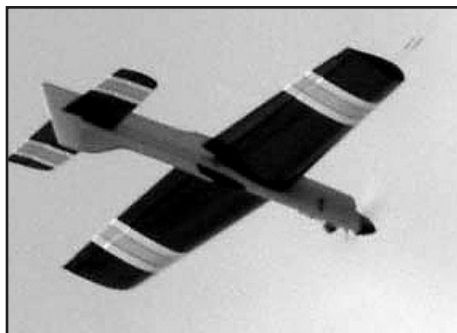
Nstor Feijoo Melin	Club Tamarn, Gran Canaria	MVVS .12, Taipan 8x4	Tortuga	811
Ivaro Afonso Dvila	Club Tamarn, Gran Canaria	MVVS .12, Taipan 8x4	Tortuga	629
Ancor Morn Pea	Club Tamarn, Gran Canaria	MVVS .12, Taipan 8x4	Tortuga	482
Miguel Garcia Prez	Club Tamarn, Gran Canaria	MVVS .12, Taipan 8x4	Tortuga	470
Alvaro Cabrera Gonzalez	Club Tamarn, Gran Canaria	MVVS .12, Taipan 8x4	Tortuga	376
Silvano Bravo Daz	Club Tamarn, Gran Canaria	MVVS .12, Taipan 8x4	Tortuga	344
Jorge Feijo Melin	Club Tamarn, Gran Canaria	MVVS .12, Taipan 8x4	Tortuga	189
Aitor Prieto Saro	Club Tamarn, Gran Canaria	MVVS .12, Taipan 8x4	Tortuga	187
Miguel Gonzalez Cabezas	Club Tamarn, Gran Canaria	MVVS .12, Taipan 8x4	Tortuga	179
Carlos Santana Vega	Club Tamarn, Gran Canaria	MVVS .12, Taipan 8x4	Tortuga	130

BASICA – Seniors: Judges: Sergio Hernndez Santana, Alberto Parra Alamo, Noem Parra Abanza

Jos Antonio Garcia Bentez	Club Tamarn, Gran Canaria	MVVS .12, Taipan 8x4	Tortuga	995
Armando Melin Hernandez	Club Tamarn, Gran Canaria	MVVS .12, Taipan 8x4	Tortuga	900
Oscar Merino	Club Alaventura, Guerteventura	MVVS .28, 10x6	own design	588
Adrin Alberto Quesada	Club Tamarn, Gran Canaria	OS .15 FP, Taipan 8x4	Tortuga-2	530



Jos Luis and Pepe Ipez, from Madrid



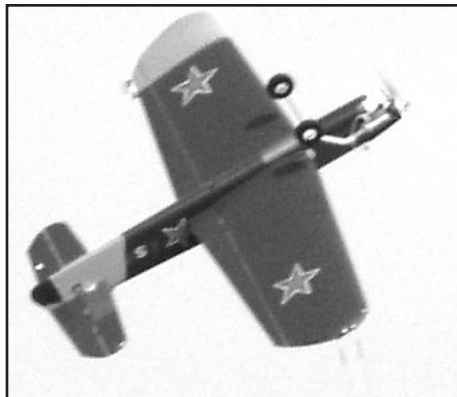
The OS 25FSR-powered Trivialito of Pepe Ipez (2nd in F2B)



Silvana flying her second flight while Ivaro reads off the maneuver to be flown.



The team from the island of Fuerteventura



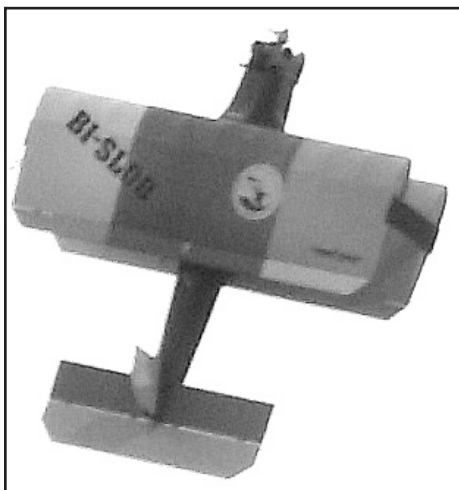
The Nobler of Javier Aguiar, champion in F2B competition



Sergio and Alberto tuning a model



All the happy participants at V&V 2005!



Alberto brought a Bi-Slob back from the 2005 Brodak Fly-In and introduced hovering flight to Spain!



Alberto prepares his Yakovlev 55 for flight



The happy 12-year-old F2B winner is congratulated by his supporters/instructors.

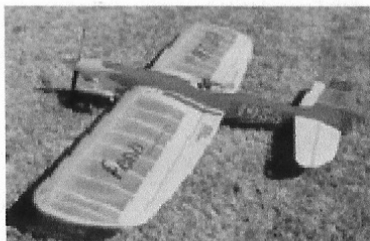


Kids preparing their models.



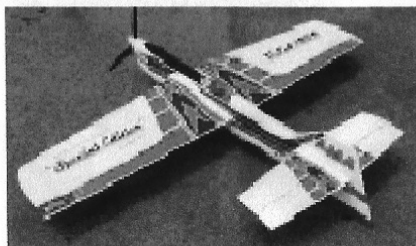
The top three Club Tamarn F2B Stunt flyers: Antonio Pea, Alberto Parra, and Javier Aguiar (two Noblers and a Yakovlev 55)

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4-06	Jul/Aug 2006	May 20, 2006
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