STUNT NEWS

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PAMPA

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JAN/FEB 2007

Oki and Kaz at Japanese NATS , photo by Kaz Minato

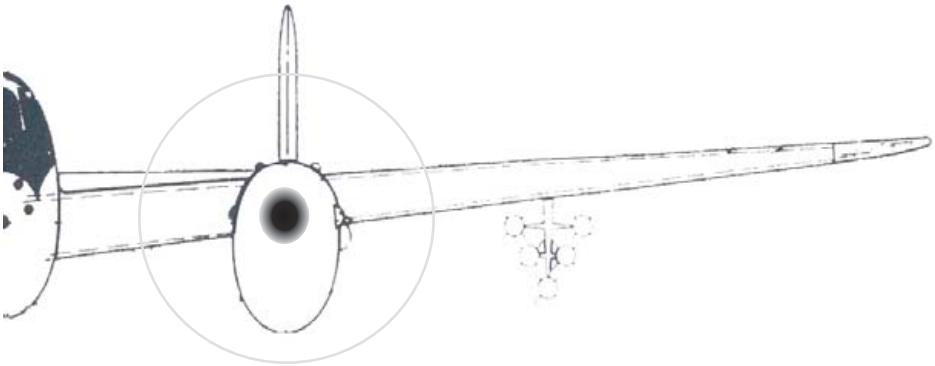
Werwage P-47 Thunderbolt by Bob Storick, photo by Alan Brickhaus

F-8 Bearcat by Dave Sabon, photo by RIcki Pyatt

Delaney Japanese Tony Fighter by Robert Brooks, photo by Ricki Pyatt

Mike Pratt's Force, photo by Ricki Pyatt

F4U Corsair by Kirk Mullinex, photo by Ricki Pyatt



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Lou and Gary Zeller with the Tucker 4

PAGE 19
Joe Rinehard and his Gypsy 35

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Gene Martine and his Exel

Cover:
Poking its nose into view is Al Rabe's Critical Mass semi-scale Reno racer, a highly modified Sea Fury. The 63-inch-span beauty has 720 squares and is hauled by a Saito .91 four-stroke turning a 16-inch prop. Acrylic and ink on canvas by Mike Keville.

Back Cover:
"Northbound off Ocean City, July '43". F6F-3 cruises ten miles off the New Jersey coast on a warm summer evening. Oil on canvas by Mike Keville may serve as inspiration for those building one from the Don Hutchinson plan.

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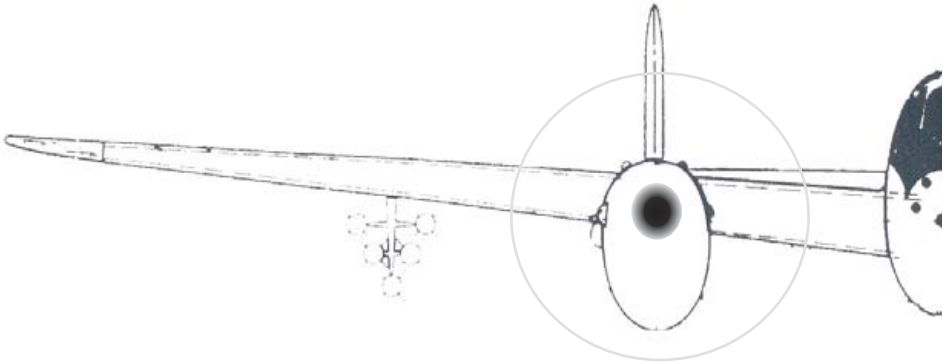

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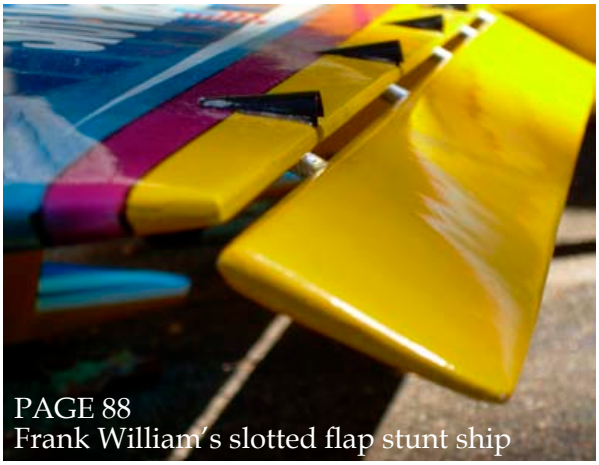

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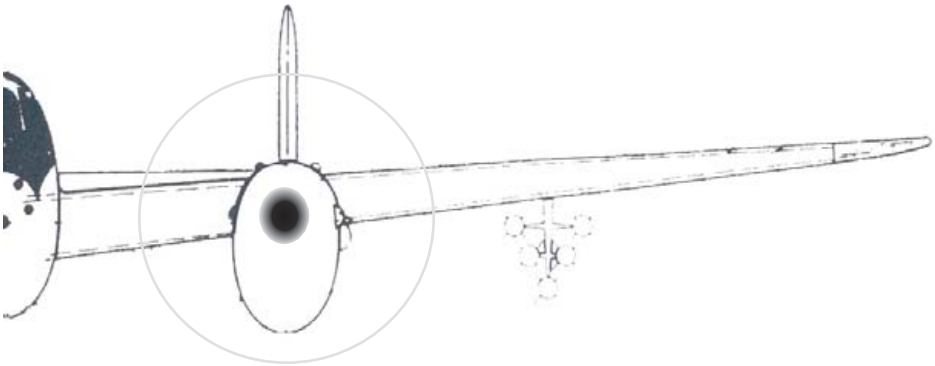
Frank William's slotted flap stunt ship



SPECIAL FEATURED NEWS

The Tucker 4 by Alan Resinger

Adams' Special by Allen Brickhaus

New Judge on the Circle by Rickii Pyatt

Thank you from Charles Mackey

2007 NAT's Info and Schedule

Bob Tucker's last competitive design.

The Tucker 4

Lou and Gary Zeller with Tucker 4

Most control-line stunt fliers are familiar with the Tucker Special. The design that has become one of the most popular models built for competition in the "Classic" class of PA. I know that it was also the design that convinced me that stunt was the discipline that I wanted to pursue in modeling.

Let's go back to the early 60's. I grew up in a small town about 30 miles south of St. Louis. I had started on the long road to a lifetime of modeling and had built and flown a few different control line models, mainly Barnstormers and All-Americans. Hearing of a upcoming contest to be held at a new specially built field for control line just southwest of St. Louis, a bunch of us packed up on a beautiful Sunday morning and headed north. Buder Park was a modelers dream, with paved and grass circles and literally scores of contestants present that day. I headed straight for the stunt circles, as that was the direction I was leaning in my endeavors. In the pits that day were numerous outstanding models but the ones that really caught my eye were Tucker Specials of Ron O'Toole and Gary Zeller. These models were outstanding and impressed me to no end. I made the decision on that day that what I really wanted was to be able to build and fly models like that.

The design was published in American Modeler in April of 1962 and I still have the original article. I didn't get around to building the Tucker right away but it was in the back of my mind. In 1965 military duty called and modeling took a back seat to other activities. In 1969 I was assigned to duty in southern Italy where an abundance of leisure time made modeling possible again. Meeting up with other modelers on base and in the local community, I found the time to start building and flying again. What better stunt plane to build than one with lines taken rather loosely from the Italian Macchi MC 72 supermarine racer from the 1930's. I built 2 Tucker Specials while in Italy and still have some trophies that I won flying in local contests. I think the Italian judges really liked the design as I don't think my flying was all that great.

Ron O'Toole's Tucker Special

Fast-forward about ten years and my wife and I have moved to Vancouver, British Columbia. I discover that there is a control line flying field about 2 minutes from the location of the new business I've started. With a workshop of approximately 1800 sq. ft., I figure that I can squeeze in a little model building during slow time. Fortunately, some of the first people I meet after moving north are Paul Walker and Don McClave. After about 10 years of inactivity, I found there had been many changes in the world of control line stunt. Getting up to speed took a season and my first visit to the Northwest Regionals in Eugene, Oregon. Meeting up with Ted Fancher at that first Regionals had a profound effect on my modeling. His Excitation II was an inspiration and got me really excited about modeling again.

After competing at the NAT's in Reno in 1984, I decided that a new model and power train were in order. After seeing the ST 60 in action at the NAT's, I knew that it was to be my choice for the upcoming year. Driving back to Vancouver, I started to

formulate what I really wanted to build and the answer was easy, an enlarged Tucker Special. The plans were drawn up and construction started in late August. Construction was complete and the finishing was in process when I got a call from Ted saying that he was going to have a layover in Vancouver in a few days and wanted to know if we could get together. I took the plans for the Tucker with me and showed them to Ted. His comment was "I always did like the look of that design". The model made its contest debut in early spring in the Seattle area and was an instant hit. Same with the Northwest Regionals in Eugene, Ore. In August of "85" the Tucker accompanied me to Toronto for the Canadian FAI Team Trials and gave me a second place and a team position for the trip to Hungary the next year. A picture of the model even showed up on the cover of Windy's PAMPA newsletter "Pro Stunt News". One evening that fall I was sitting in my den when the phone rang and the voice on the other end said "hey you're flying my airplane". Somewhat confused I ask who the heck was I talking to and the voice said "Bob Tucker". Over the next couple of weeks, Bob called almost every evening and we had long conversations about the Tucker Special, models in general, different designs, personalities and even a fondness for the St. Louis area. I won't say that I rediscovered the Tucker Special, but it wasn't long before the Classic version started showing up at the then new VSC contest in Tucson.

It's fast forward time again to the fall of 2003. I'd about given up on my current Classic model and was giving thought to building something new. With about 5 really good Fox 35 engines in the shop, thoughts went back to the Special. I re-read the article and then turned to a newer article by Bob Hunt in his series of Classic models presented in Flying Model magazine. In it he mentioned a successor to the original called the Tucker 4. Only one was built, by the late Gary Zeller, and it had been hanging in his parent's garage since the mid 60's. Bob had acquired the model with the plan to draw up a set of plans and restore the original for donation to the AMA museum. A quick e-mail to Bob to check on progress of the project reveled that time restraints had prevented him from doing anything with the model. Bob ask if I'd be interested in taking the project on and after about a moment's hesitation I said I'd be happy to. Most PA flyers aren't really aware of the lineage of the Tucker designs. I had a phone conversation with Marion Davis who flew against the designs in the early 60's and he filled me in on the progression of the design. The original model had a fuselage-mounted gear and a slightly different vertical fin and rudder shape. The second was the published version that went to wing mounted gear and continued the unusual characteristic of the tail-wheel mounted in the sub rudder. The overall size of the model was also slightly increased. This is the Tucker Special most are familiar with. The Tucker #4 shows a definite shift in design thinking with its sharply tapered leading edge and swept forward trailing edge. The new design carries on the semi scale racer theme of the original Tucker Special with the model being roughly styled after the Supermarine S.6 racer that flew for the Schneider Trophy in the 20's and 30's. Ron O'Toole had done a similarly styled model in the late 50's but retained the overall shape and numbers of the earlier Tuckers. That brings us to the present day and so presented here is the last competitive design by Bob Tucker, the Tucker 4.

As can be seen from the pictures the original model was in obvious need of some tender loving care. The engine was frozen solid, but the overall structure was in very solid condition. The original had a Fox 35 with no muffler and a ½" shaft extension. The model has an I-beam wing structure and weighed 1100 grams (38.8 oz).

Construction Highlights

This is not going to be a glue part A to part B. I'll only touch on the parts of the design that I feel may be slightly out of the ordinary. I've also taken the liberty to make some modern changes such as adjustable leadouts and an adjustable tip weight box. The use of molded balsa components is highly recommended over carved blocks for the top and bottom of the fuselage.

If you've never built an I-beam wing I strongly suggest the you obtain Bob Hunt's video of Bill Werwage showing the proper construction of this type structure. While the original had a solid spruce I-beam spar, I have shown a balsa spar with 1/32" plywood doublers and triplers.

The control system as shown on the plans is the typical system that is found on most classic designs of the era. I didn't want to cut into the ship to find out if the model had dual flap horns, so the plans show the method used on the swept forward hingeline Werwage designed at that time. Be careful to keep the control system as freely moving as possible.

The removable tank is also shown on the plans and is another of the items that has become commonplace on modern ships. It is almost guaranteed, if you make the tank a permanent part of the structure you'll probably have tank problems.

The I-beam is also different in that it is really just a spar without the usual 1/8" X ½" top and bottom caps. Also it is necessary to trim the bottom of each rib where it contacts the spar to get a good fit. This is especially true as you progress toward the tips. Most of this results from the amount of sweep in the leading edge. As can be seen, the I-beam spar is very close to the L.E. at the tip. The tip jig should be glued to the I-beam and become the last rib before the tip. Just carve and sand it to match the overall wing shape.

The fuselage sides are ¼" balsa, so you will need to find the lightest stock you can for these parts. The use of ¼" is to obtain the oval fuselage cross-section of the design. Another oddity of the original was that sections of balsa were grafted onto ends of the stab and elevators to increase their areas to apparently improve the turn. The plans show the final configuration.

The plans show the L.G.

permanently mounted to the I-beam. If you desire to make the gear removable you are on your own. Just keep the structure light and strong enough for its function.

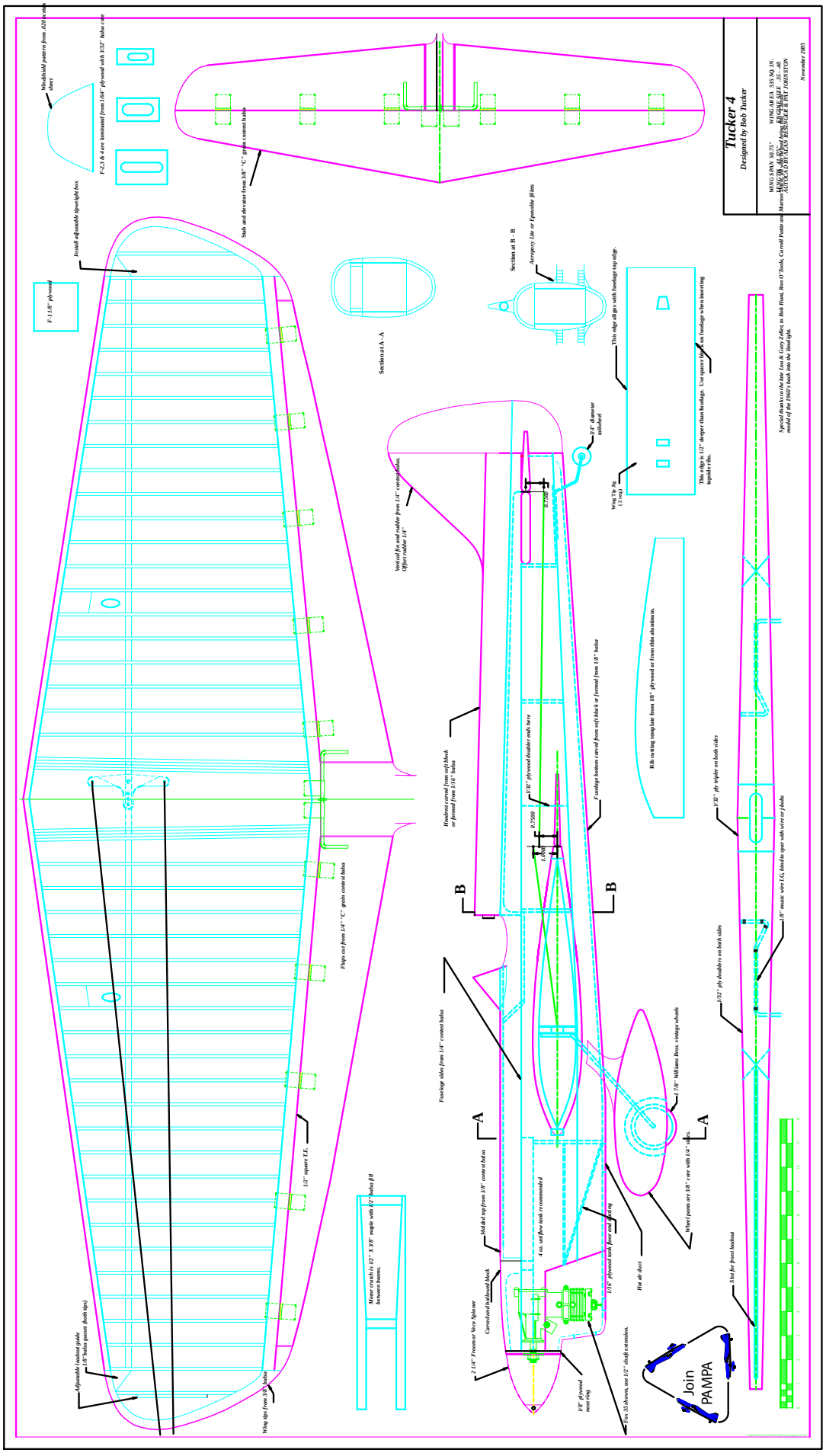
For anyone new to I-beam type construction, it is highly recommended to cover the wing in the conventional silkspan/dope method. I-beams gain much of their strength through this covering method and will not be torsionally strong enough with any type of iron-on covering.

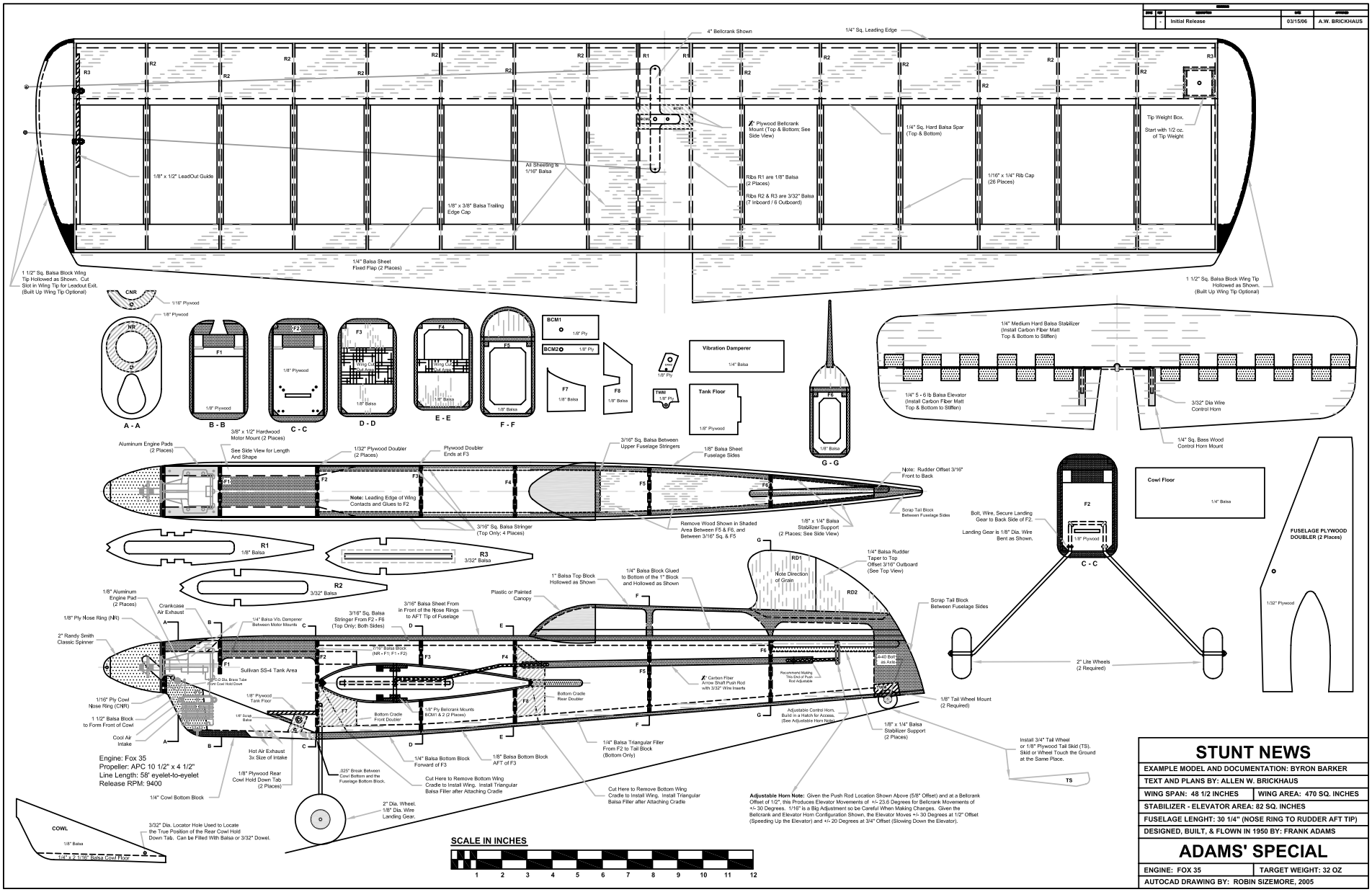
Power for the design is up to the builder. I highly suggest the use of one of the newer modern PA engines if you're really serious about "Classic" competitions. While a Fox will carry the Tucker around, the use of an AERO Tiger, the PA40 Lite or the RO Jett 36 or 40 would really improve performance.

That about does it for the Tucker 4 design. If you like the air racer look, the Tucker 4 should fill the bill for your next Classic ship.

I'd like to add a thank you to some people who had a hand in getting this long lost "Classic" design back into the spotlight. My ole buddy Pat Johnston was kind enough to help me with the AutoCAD plans. His suggestions and tricks made my job a lot easier. Ron O'Toole and Marion Davis was nice enough to fill in some of the history of the Tucker designs. Currell Pattie supplied me with some parts needed to complete the project. Thanks also to Wynn Paul for supplying some of the photos that accompany this article. Lastly I'd like to thank Bob Tucker's daughter, Shirley Shumaker, for giving us permission to publish the design in PAMPA's Stunt News.

-Alan Resinger





STUNT NEWS

EXAMPLE MODEL AND DOCUMENTATION: BYRON BARKER	
TEXT AND PLANS BY: ALLEN W. BRICKHAUS	
WING SPAN: 48 1/2 INCHES	WING AREA: 470 SQ. INCHES
STABILIZER - ELEVATOR AREA: 82 SQ. INCHES	
FUSELAGE LENGHT: 30 1/4" (NOSE RING TO RUDDER AFT TIP)	
DESIGNED, BUILT, & FLOWN IN 1950 BY: FRANK ADAMS	

ADAMS' SPECIAL

ENGINE: FOX 35	TARGET WEIGHT: 32 OZ
AUTOCAD DRAWING BY: ROBIN SIZEMORE, 2005	

"Adam's Special"

Friends,

The Frank Adams "Adams' Special" is now published in the Sep/Oct issue of Stunt News. What a full issue. Lots of models, columns, information on the NAT's and Worlds and pages on several airplanes.

Thanks to Tom McClain for work to follow up Tom Morris' dutiful and worthwhile achievement to keep Stunt News as the best SIG (Special Interest Group) signature publication.

Due to the help of Byron Barker, Robin Sizemore, Gary Hajek and Tom McClain, the Adams' Special received its due documentation as being an Old Time Stunt model worthy of being flown by many.

Mine has the SIG Manufacturing iron-on film and my basic Rustoleum and X-O-Rust finish. Weight to this point is unknown as I have yet to take it off the Byron Barker paint jig. I hope to complete the trim and apply a DuPont auto clear coat over the finalized project.

I am excited about getting it into the air soon.

-Allen Brickhaus

NEW JUDGE ON THE CIRCLE

Last September at our club's Fall Annual I judged officially for the first time. Here are some thoughts on the events leading up to that experience. Hopefully they'll help encourage others who are considering learning how to judge.

I became involved in this hobby a long time ago thanks to Lucky. After many trips to the field and several contests I began watching more closely to learn exactly what the fliers were doing. One-two-three-four, one-two-three-four…it was like dancing, but this was in flight. When Lucky passed away I lost all desire to be involved unless I could actually contribute in some way. I don't build or fly, so learning to judge seemed appropriate. I have so many great friends in this hobby that I feared I would lose contact with them unless I resolved to become an active participant. I let it be known that I'd like to learn how to judge—and of course the guys were no help at all. (Yeah, right!) Truth is they welcomed me with open arms, so how could I refuse?

My first taste of actual scoring was last March at VSC-18. Invited to stand (and run!) with Darrell Harvin and Mike Keville as they judged Classic, I was asked to quietly name a score for each maneuver and see how it compared with what they recorded. As it turned out, my numbers were within one or two points of what the two experienced judges were writing—and were often identical. The two guys were very encouraging, though I must admit I wasn't prepared for all the sudden dashing around the circle to get into position. My legs felt that for days afterward!

Since then, I have been at the field at least once a week and sometimes more. With so many expert flyers here it's an ideal place to learn. Each trainer has helped me see what to look for: size, shape, intersection and bottoms. Becoming aware of the wind direction (very important!) soon became second nature. After many weeks of practice the day finally arrived. Today I'm judging Classic. Attended the pilots' meeting then got the clipboard, pen and score sheets. Here goes. Don't forget the appearance points. What?!!! No one told me about that! Oh well, I'd seen plenty of other examples thanks to Lucky having been so picky.

Got that done then it was, "Let's fly; I'm ready." Forget who's on the handle; you're judging only the airplane. (Boy, did they hammer THAT into my head!) It went rather well. When official flying ended I was pleased to learn my scoring had been consistent and fair, and that the numbers accurately reflected the correct finishing order. Things went so well in fact that I've since been asked to judge at some events in California plus the Southwest Regionals and—ohmigosh!—the VSC. Am I ready for that? You bet! (But then who'll take the photos?)

When Saturday's flying ended we

I recently had a very involved surgery, but have recovered well. I need some income to cover costs, and I am hoping that my Friends in STUNTLAND, will help me? I have rolled my T&L Rework prices, back to my 1995 prices for this SPECIAL, and will also give multiple engine Rework discounts, as well as Free shipping to all PAMPA members. YOUR SUPPORT WOULD BE SINCERELY APPRECIATED!!! ***Thanks for your help!! Tom Lay***

T&L ''Rework Special''

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Super Tigre V.60 & S.T. 51 Rework includes: 1. Re-hone cylinder, 2. Install a hardened "Bowman" piston ring, 3. Upgrade bearings, 4.Install a conventional type Stunt venturi, 5. Make several internal Stunt mods. These motors are very powerful, and have lots of torque, and an excellent 2-4 break! If you supply the motor it is $75. ***Nats Winner*** **Super Tigre G21/.46 & G21/.40** Rework includes: 1. Re-hone cylinder, 2. Install a hardened "Bowman" piston ring, 3. Upgrade bearings, 4.Install a conventional type Stunt venturi, 5. Make several internal Stunt mods. These motors are very powerful, and have lots of torque, and an excellent 2-4 break! If you supply the motor it is $75**.** ***Nats Winner*** **O.S. .35-S** Rework includes: 1. Deburr the factory port burrs, with a rubber tip Dremel tool, 2. Then I have the piston Heat treated, (which also expands it slightly), 3. Then I hand-lap the piston to the cylinder using a very mild lapping compound, 4. I install a custom stunt venturi, 5. I install Allen Screws. These motors will 1-flip start, every time! If you supply a NEW motor the cost is $65 (I won't rework a used .35-S) ***Classic Winner***

(I require full payment with your order). Personal check is OK for P.A.M.P.A. members, payable to TOM LAY, not *"The Starving Stunt Guy"!* Tom Warden taught me how to wash my paper plates, when times were bad!

Tom Lay, T&L Specialties, *Email: thelayster@aol.com Address: Tom Lay, 1441 Paso Real Ave. # 82, Rowland Heights, CA 91748*

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all went to Bill and Elaine Heyworth's home for a nice BBQ, including Bob Whitely's infamous chili. We had a great time. Well, most of us did, anyway—except for those who, shall we say, allowed themselves to become a bit dehydrated that day. Flying? What flying? We're just here for the party.

Next day it was back out to judge Advanced. This time I was ready for the appearance point portion, so off we went. It was a long day but the result was the same: scores were fair and consistent. Lessons learned: use plenty of sun block lotion, wear good sunglasses and large hat, drink plenty of water or other liquid, and have a chair handy. As I write this, I'm recovering (a little) from all the sprinting around the circle. Sure had lots of fun, and I'll do it again whenever I'm asked.

Thanks to all who helped make this happen. Frankly, I probably would not have progressed so far so quickly if it not for the teachings and encouragement received from Keith Trostle, Bill Heyworth, Mike Keville, Lou Wolgast, Robin Sizemore, John Callentine, Bob Whitely, Bart Klapinski and many others, including those from Phoenix. Thanks to everyone who helped train me. I hope I made you proud.

Any comments or advice? E-mail me at lrpyatt@earthlink.net.

-Rickii Pyatt

Editor's Note: I received the following email from Charles Mackey. He wishes to thank all modelers for their support through the years.

Thank you from Charles Mackey

Dear Tom,

It was good to talk to you at the VSC this year. I thought I would write a little thank you note to the members of PAMPA and thank them for my induction in to the PAMPA Hall of Fame. If you feel it worthy of publication in Stunt News you certainly have my permission.

I would like to thank all the members of the model airplane community for all of the nice things they have done for me throughout the years and I would especially like to thank the people who voted for me to be inducted into the PAMPA Hall of Fame. To those who voted for me if you will send me your name and address I will see that you get a new car. To those who voted against me, if you send a letter of apology and I believe it to be sincere, I will see to it that the bad luck you have been experiencing will change.

When I received the award, I dedicated it to my wife Phyllis for 53 years of finding things! She has very unusual powers that I became aware of very early in our marriage. I took my new Ringmaster with a Fox .35 to a flying field at Ellenberger Park in Indianapolis, Indiana in 1954. The flying surface was grass. Phyllis hand launched my Ringmaster, I made about three laps and the engine quit. I walked out and examined the airplane and saw that the glow plug was missing. I began to wind up my lines and she asked why I was quitting. I explained about the lost glow plug and mentioned I didn't have a spare. She asked what a glow plus looked like and I told her. She said "OK, I will go find it." She asked where the engine stopped. I pointed to the spot, somehow she calculated where the glow plug should be, picked it up and brought it back to me. She said, "Is this it?" I took a hard look at it, determined that was really the lost plug. But then I said, "Where is the washer?" She asked what the washer looked like, and I told her it was the little brass thing that fits around the end of the glow plug. She said, "OK, I will go get it," and did! I flew again.

That's not the end of the story. She has been doing this for 53 years, mostly for me, but sometimes for others, including lost airplanes, mufflers and even tools in the shop. She may not be 100% perfect, but at least 80% so you can see why I dedicated the award to her.

Thank you all,

-Charles A. Mackey

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Revised 10/2/06

2007 AMA Nationals CLPA General Information

1. Please see the Schedule of Events for the dates, times and locations of the 2007 AMA Nationals Control Line Precision Aerobatics events.

2. The PAMPA Headquarters hotel will be the Signature Inn. The phone number is (765)284-4200. When making reservations mention the AMA NAT's. The rooms will be blocked in the name of AMA.

3. Entries for Advanced and Open Class events close at Noon, Sunday, July 8, 2007. Models are to be presented for Appearance Judging at 2:00 PM, Sunday July 8, 2007. Appearance Judging and the pilots meeting will begin at 2:30 PM. Concours voting will take place at the completion of Appearance Judging. Open/Advanced qualifications will begin at 8:00 AM Wednesday, July 11, 2007. Access to NAT's Headquarters may be attained by following the signs around the R/C Scale Aerobatics sites and coming to the NAT's Headquarters from the opposite direction than normal.

4. The L-Pad, 600'x600' site, the speed circles and racing circles will NOT be open for any control line practice until the completion of the R/C Scale Aerobatics event on Sunday, July 8, 2007. There will be orange cones closing the road to the control line sites on both ends of the road and also at the entry from the hobby shop located just off to the East of the site. Until these cones have been removed by AMA personnel, the control line sites will Not be available to anyone. Any exception to this policy may be authorized only by Brenda Schuette, Control Line Manager, Warren Tiahrt, CLPA Event Director and/or AMA NAT's Headquarters. Anyone found to be moving or going around the cones will be subject to disqualification. When the site is opened for CLPA practice, the speed and racing circles may be used for if those circles are unoccupied. 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'x600' 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'x600' square for their competition. Note that the CL Combat competition begins Tuesday, July 10, and the Carrier competition begins Wednesday, July 11..

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, 2007 you will be charged the late entry fee. Junior and Senior entries close at 4:30 PM, Thursday, July 13, 2006. Please note that the number of trophies for the Junior and Senior events will depend on the number of Junior and Senior pre entries - no pre entries, no trophies. If a Junior or Senior entrant decides to enter Advanced, the Advanced entry fee must be paid.

6. If you are of Open age, you may enter 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, that should be aware that they are attesting to have complied with this requirement and will recieve 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 BOM rule will be enforced in accordance with the interpretation shown on the AMA web site www.modelaircraft.org on the competition page.

8. The qualifying format for the 2006 NAT's will be slightly different from that used in 2006. The details are as follows:

A. Wednesday and Thursday - Advanced and Open category entrants will fly on the same circles and will be divided equally into four groups in each category and seeded in an attempt to make the circles as equal as possible. The Advanced and Open entrants will be combined by random draw in each circle. At the conclusion of the four rounds of qualifying the top five Advanced and Open entrants from each circle will fly on Friday. The sum of the higher score from each circle will determine the Advanced Finalists and the Top 20 Open contestants..

B. Friday - The Advanced Finals will be flown on two circles with the Top 20 Open entrants 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. Saturday - The Junior and Senior events will be flown on one circle using five judges. Both Juniors and Seniors will have three attempts for two official flights, with the higher single flight score determine the Junior and Senior National Champions.

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. Jim Walker Trophy - The Junior, Senior and Open National Champions will have four attempts to fly three official flights in front of five or six judges. The sum of the two highest flight scores (no appearance points) used to determine the Walker Trophy winner.

D. Any ties that occur will be resolved by using the highest single flight score to determine the final placing.

E. 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.

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. In addition, the entrant must also notify the pit boss.

10. Please be advised that ALL entrants in the unofficial events in addition to ALL volunteers, helpers and mechanics MUST register at NAT's

Headquarters to confirm that you are at the NAT's and obtain a name badge. If an entrant is entering only unofficial events, then they must register at NAT's 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 NAT's events must be registered with Naats Headquarters as either a NAT's competitor or mechanic".

On the AMA Mechanic form the statement reads as follows: "Mechanic: An AMA member participating in any unofficial NAT's 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 NAT's 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 and registration. YOU MUST REGISTER AT NAT's HEADQUARTERS BEFORE YOU REGISTER FOR ANY UNOFFICIAL EVENT.

Junior and Senior entrants will be excused from paying this fee, but must register at NAT's Headquarters.

NO ENTRANT WILL BE ALLOWED TO COMPETE AT THE NATIONALS WITHOUT AN OFFICIAL NAT's NAME BADGE. THIS HAS BEEN ENFORCED FOR THE LAST THREE 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. The Beginner and Intermediate events do not have a Builder of the Model rule.

13. The earliest time for starting engines and beginning practice flights is 6:30 AM. Anyone beginning earlier is subject to disqualification.

Revision 3
10/20/06

2007 AMA Nationals
Control Line Aerobatic Championships
July 8-14, 2007

Sunday, July 8

12:00 Noon	Open/Advanced entries close	NAT's Headquarters
2:00 PM	Open/Advanced Models presented for Appearance Judging and Concours	180 Building
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

Monday, July 9

6:30 AM	Control Line Precision Aerobatics Practice	L-Pad & Grass Circles
8:00 AM	Beginner and Intermediate Stunt Registration*	Grass Circles
9:00 AM	Beginner and Intermediate Stunt Pilots Meeting*	Grass Circles
9:30 AM	Beginner and Intermediate Events*	Grass Circles
12:00 Noon	Old Time Stunt and Classic Stunt Registration*	L-Pad Pavilion
7:00PM	Judges Seminar Phase I	Signature Inn

Tuesday, July 10

6:30 AM	Control Line Precision Aerobatics Practice	L-Pad & Grass Circles
8:00 AM	Judges Seminar Phase II (Flight)	L-Pad Circle 4
8:00 AM	Classic Stunt Appearance Judging*	Grass Circles
9:00 AM	Old Time Stunt and Classic Stunt Pilots Meeting*	Grass Circles
9:30 AM	Old Time Stunt and Classic Stunt Events*	Grass Circles

Wednesday, July 11

6:30 AM	Control Line Precision Aerobatics Practice	L-Pad & Grass Circles
8:00 AM	Open/Advanced Qualifications Rounds 1 & 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

Thursday, 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

Friday, July 13

6:30 AM	Control Line Precision Aerobatics Practice	L-Pad & Grass Circles
8:00 AM	Advanced Finals and Open Top 20	L-Pad
4:30 PM	Junior and Senior Entries Close	NAT's Headquarters

Saturday, July 14

7:30 AM	Junior and Senior Processing and Appearance Point Judging	L-Pad Pavilion
8:00 AM	Junior and Senior Events	L-Pad Circle 3
8:00 AM	Open Finals	L-Pad Circle 4
11:30 AM	Walker Trophy Flyoff	L-Pad Circle 4
6:00 PM	PAMPA Cocktail Hour	Horizon Center
7:00 PM	PAMPA/NAT's Awards Banquet	Horizon Center

* Unofficial Event

President's Report

Paul Walker
25900 127TH Ave SE
Ken, WA 90831-7933
(253) 639-0448
pwimpact@earthlink.net

Goings

PAMPA has been fortunate to have had the services of several individuals who are stepping away from these duties as of the end of 2006. They are Ted Fancher, Jim Renkar, Steve Moon, Bob Storick, and Floyd Layton. Ted has been President numerous times, and this last term, he was Vice President. Organizations such as this need dedicated volunteers to keep it running, and Ted has selflessly given his time to support this organization. From all of PAMPA, thank you Ted! Jim has been the Membership Secretary for several terms. He will be stepping down after 2006, and again his efforts are appreciated. Steve Moon has taken his turn as District Director for District 8. He has been involved in the EC discussions we have had, and I appreciate his inputs. Hope to see him back at the NAT's, with his brother, and their kids. Bob "Sparky" Storick volunteered to be the text editor when we needed help with the transition from Tom to Tom. Sparky developed a FTP site to simplify the process of getting the articles, and pictures, from the contributors to the editor / publisher. Thanks for the effort Sparky! Floyd Layton "volunteered" for the Advertising editor when Rich Peabody stepped down. This wasn't Floyd's first choice, but he did step in as we needed help there. This is the kind of person that keeps an organization like this going! Thanks Floyd.

Just after I sent this to Tom at the deadline, I received a call from Phil Spillman informing me of his resignation. I am sorry to see him go, and I wish him the best. Phil was one of the most responsive EC members during the past year, and could be counted on to participate in each meeting. Phil, please accept my personal "Thank You" for your time serving PAMPA. I will be looking for a replacement for Phil, and I trust by the time the next Stunt News is out, we will have a replacement.

Comings

PAMPA is also fortunate to have a new crew of volunteers stepping in to replace the people leaving. Replacing Ted will be Brett Buck. Most in PAMPA know Brett as the 2006 National Champion. Brett saw the need, and volunteered to run for Vice President, and was elected. I know he will do a fine job. With Steve stepping down, John Hill was elected to the District 8 director position. Again, John has been involved in stunt for many years, and I know most people know him. John will also do a fine job representing the members of District 8. Finally, Russ Gifford has stepped up and volunteered for the Membership Secretary position. He was elected, and is enthusiastic about doing that job. He has many great ideas to attract new members, and I am sure we will see them in the near future.

Continuances

Let's not forget that there were people who have been serving PAMPA in the EC who agreed to take on another term, and were elected to do that. They are Windy Urtnowski, Bill Little, Allen Brickhaus, and David Fitzgerald. All have been active members of the EC, and will continue for another two years. Thank you for giving some of your valuable time to PAMPA.

NAT's 2007

The schedule for the 2007 Nationals has been finalized. There are changes from all previous years. The finals are still on Saturday, and the first flights will still be on Wednesday. That's where the similarity ends. Due to other RC World Championship events, we will not be allowed to fly on the AMA site until Monday morning. To maximize our limited practice time, appearance judging and the pilots meeting will be held on Sunday afternoon. This will give you time to prepare your plane and get that last coat of wax on it before the practice starts, without any risk to your plane. There will then be time for a leisurely dinner before the mad dash to the practice site on Monday morning. The yearly PAMPA meeting will occur on Tuesday evening. For the schedule of all the events, see the NAT's schedule posted in Stunt News.

This leads to an issue that is also new. There will be an extra $5.00 fee on the entrance fee for the Nationals to cover the cost of the 180 building. We have become accustomed to this quality facility, and as with everything, the costs increase. This time the AMA wishes not to cover these costs at their expense. If we wish to continue to enjoy this facility, it will cost us. The other option is to do the appearance judging outside in the sun, or whatever weather happens. I'm sure no one wants that yet. Since we will be having a pilots meeting as appearance judging is going on, we will discuss this $5.00 option and if you have an opinion, including other options, please bring them up then.

Stunt News

Tom McClain has been at the helm of Stunt News for a year now. He has done an excellent job maintaining the quality. Unfortunately, the cost of what is being produced has gone up. In order to keep from running in the red, and risking a dues increase, Tom has been requested to limit the size of SN. That limit starts with this issue. You should see shorter columns from your Representatives, and the centerfold will be absent as well. It is important that we keep these costs in line. However, if the membership wishes to increase the dues to cover a larger SN, please let me know. Without that input, I will strive to keep the limits in place. As well as the others, I have kept this column short and to the point.

Since we are now in "the building season", I hope that your projects for 2007 are going well, and on schedule.

-Paul Walker

Vice President's Report

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

Back in the saddle again

Just like a bad penny, I just keep coming back. Thanks to all of you who voted for me! I really appreciate it. Ted tells me the PAMPA VP job is a real plum assignment, and I just know my old flying buddy wouldn't steer me wrong. I know from direct observation how much fun he had.

I will still be alternating with Randy on the Design Column so you can see my smiling face twice every issue.

Even MORE thank-you stuff

I would also like to take this chance to publicly thank all of you who sent their congratulations on my NAT's win. It was really great to hear from you all. I tried to personally thank everyone, but if I didn't, it was an oversight.

It was quite a thrill and of course the high point of my modeling career. It didn't even fully sink in until I got home, got the trophy, and started looking at it a bit. My name is on the same trophy as George Aldrich! And Al Rabe. Even going back to Davey Slagle, for goodness sake. For someone who spent a good portion of his modeling childhood reading about it instead of participating (due to lack of flying buddies and fuel money), and the "Green Box" Nobler box-top picture on his bulletin board, it was an amazing feeling. These people are giants of the event; what the heck is my name doing on there? Gotta be some sort of mistake.

We are PAMPA, and we are here to help

I see my role as a facilitator. The way PAMPA is set up is that your first point of contact for information and suggestions is your District Director. You elected them to be your representative, so take advantage of that. If you need some sort of PAMPA action, start there. Failing that, or if you don't think you are getting your message across, feel free to contact me at the address/phone/email above. Email is best, but any will work. Please, I beg you, note that this is the PACIFIC TIME ZONE, and so if you are going to call, try to call at a reasonable time. Early is bad, later is OK. I am not a morning person!

Bear in mind, first thing I will do, most of the time, is get in contact with your district rep. and see what the deal is. But don't let that stop you, I will be my usual tactful self. If that doesn't resolve things to mutual satisfaction, then, I can direct the issue to whoever needs to work it.

Note also that while I will try to give everyone a fair hearing, if the "suggestion" is profane, confrontational, hostile, or otherwise some sort of diatribe, it's not going to go very far. We've all had enough of that to last a lifetime.

Give And Take

What I have noticed recently, both in "real life", and in various email and Internet contact, is a tendency to be overly sensitive to things we say to each other. Just my own opinion, but while stunt fliers are, as a rule, the finest group of people I have ever been involved with, we also tend to be very sensitive to criticism, or even perception of "faint praise".

Believe me, I understand the problem. One of the things we strive for in this event is respect from our fellow modelers. It's really the most important thing we compete for. It's not like we are making any money off of it, and I can tell you right now that even being a national champion hardly registers outside the our own little world.

So respect of other modelers is the primary reward for success. When someone shows, or is perceived to have shown, even a slight disrespect to someone, it can really challenge your perception of success and "standing".

While I think we should treat each other with respect, we can't have useful dialogues if all we do is tell each other how great we are. And more importantly, we can't get anything done if every time we hear something less than effusive praise, we get our nose out of joint. I have seen a very unfortunate tendency for people to be very easily offended over some pretty minor or petty "slights". This seems to have gotten much more common since our recent "unpleasantness" for whatever reason.

Of course, intentionally setting out to irritate someone isn't very good form. But a lot of the time, it wasn't intentional or planned; it's just our own interpretation. If there's any doubt about it, or it isn't a really big deal, consider carefully before you get bent out of shape. Most of the time, it just isn't that important. Life is too short to make a federal case out of every little thing.

The Rumor Mill

Another thing that seems to be all the rage these days is the "rumor mill". You know how it works- "so and so said Joe Blow said x" where X could be just about any silly thing you can think of. It was bad enough when we just had telephones, now, with email and the internet, we can pass snarky bits of gossip and misinformation at speeds we could formerly only dream of!

You really can't control receiving this stuff, but you can control whether you pass it on, or not. I would suggest not. And as mentioned above, it usually doesn't pay to react.

-Brett Buck

Editor's Report

Tom McClain
P.O. Box 1955
Sun City, AZ 85372
(623) 466-8134
(623) 374-2736 fax
tmcclain8@cox.net

Editor's Note: My email and address have changed, please note that.

Hello again from Sun City, Arizona. I hope all of you had a very blessed Christmas in the true spirit of the season. Sheryl and I did with family and friends. We were privileged to be invited to several Christmas parties and thoroughly enjoyed ourselves.

Sheryl and I are now fully moved into our home in Sun City, AZ and are deep into home renovation. We have remodeled three bedrooms, two baths, family room, garage (where I now have a great workshop) and enlarged the patio. This year we will continue with the kitchen, living room, and dining room. In the meantime, I have joined the Central Arizona Control Line Club (CACLC) and find them to be a very active group with great leadership and members. We have three excellent grass sites to fly from which are maintained by local park and recreation services. So far CACLC has had one contest for almost all control line disciplines. It was a great two days.

Good news. Howard Rush has volunteered to be the new Stunt News Advertising Director along with his duties with putting together the Contest Calendar. Again, I would like to thank Floyd Layton for his hard work and willingness to step in and put the Stunt News advertising accounts back in order. You set the pace for all....

More good news, Stunt News is proud to announce that we now have Ron Burn as Associate Building Editor. We look forward to many innovative things to come from Ron.

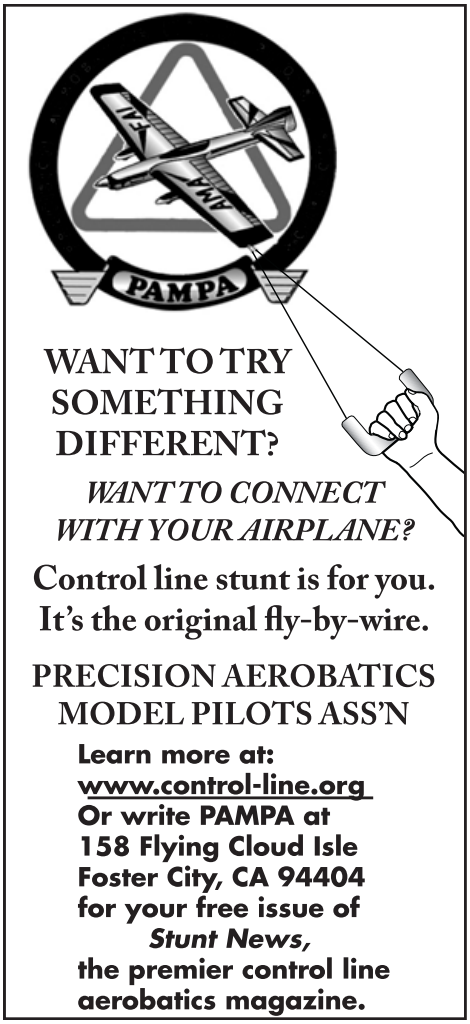
With this issue, it will have been one year since I assumed the responsibilities as Managing Editor. I wish I could say it has been an easy seamless transition. But, there have been some rough spots on the way to where we are now. The Stunt News staff and the Executive Council have made the transition manageable and rewarding. Yet, losing Bob Storick, Ken Budensiek, John Ashford, and Floyd Layton have presented challenges. All have been replaced by dedicated PAMPA members. Brett Buck and Steven Yampolsky have replaced Bob Storicks's FTP website, which was so instrumental in bringing Stunt News into the 21st century. Because of the outstanding volunteer spirit of the PAMPA membership, I look forward to the future and see some exciting times ahead for PAMPA and Stunt News.

One thing to look forward to is what Bob Kruger is working on. Bob Kruger is converting 1998 through 2002 of Stunt News to PDF. When he finishes those he will start on 2003 through 2005. Once completed, Bob will send the PDFs to Curt Nixon (PAMPA Products) for sale at the same price of the printed newsletter. 2006 issues will soon be released in PDF to Curt after Dec 31, 2006. The overall goal is to digitize all years of Stunt News so all members can have Stunt News on CD.

With the March/April 2007 issue, we will start with "Letters to the Editor." The standard Stunt News guidelines apply, such as no profanity, no personal attacks, and only constructive criticism will be accepted that offers a reasonable solution. This section will be one page in length and will consist of the most relevant letters from the PAMPA membership.

Our problems with the United States Postal Service (USPS) have been largely solved. First Class and International Airmail are delivered in 3 to 4 days. Periodical or Book Rate is taking an average of 3 to 4 weeks. Shareen has discovered one reason for problems with Periodical delivery. When any PAMPA, who have their Stunt News delivered Periodical or Book rate, change their address, the USPS will not forward Stunt News to their new address. Only higher priority and First Class mail are forwarded. PAMPA members that change their address must notify Shareen immediately so that Stunt News can be delivered without interruption to their new address. Additionally, if you do not receive an issue by the date that the next issue's deadline goes by, please let Shareen know, don't delay. The only other way to prevent this is to pay the extra $15 a year for First Class service. That way delivery of Stunt News is 3 to 4 days and it will also be forwarded to your new address. Finally, if any PAMPA member forgets to notify Shareen, before the next issue's deadline, of their address change, they will be billed the cover price for each requested replacement issue.

Thank you,
Tom McClain
Managing Editor
PAMPA Stunt News
tmclain8@cox.net



Secretary/Treasurer's Report

Shareen Fancher
158 Flying Cloud Isle
Foster City, CA 94404
(650) 345-0130
shareenfrancher1@aol.com

2006 PAMPA ELECTION RESULTS

Vice-President		Brett Buck	531			
	Write-Ins					
		Dave Cook	2		Curt Nixon	1
		Ted Fancher	9		Rich Peabody	1
		Leonard Harding	1		Keith Trostle	1
		Don Hutchinson	1		Eric Viglione	1
		Matt Neuman	1		Frank Williams	1
Membership Secretary		Russ Gifford	511			
	Write-Ins					
		Dale Barry	1		Woody Midgley	1
		Frank Carlisle	1		Rich Peabody	1
		Shareen Fancher	28		Jim Renkar	3
		Dale Gleason	1			
District II Director		Windy Urtnowski	45			
	Write-In					
		Mike Rogers	3			
District IV Director		Bill Little	18			
	Write-In					
		Scott Richlen	6		Dick Houser	1
District VI Director		Allen Brickhaus	53			
	Write-Ins					
		Bob Arata	1		Gary Hajek	1
		Allen Goff	1		Eric Taylor	1
District VIII Director		John Hill	62			
	Write-Ins					
		Dale Gleason	1		Linda Gleason	1
District X Director		Dave Fitzgerald	111			
	Write-Ins					
		Bart Klapinski	1		Bob Whitely	1

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CATALOG S. A. S. E.

District 1 Report

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

Dave Midgley
2 Elm Drive
Hampton, NH 03842
(603) 926-4176
dmidgley@welchflurocarbon.com

Well the end of the flying season has come in New England, and for most of us that means building season is upon us, and the annual end of the season dinner hosted by Len Harding has happened.

In retrospect, this was probably one of the worst contest seasons on record as far as weather goes in New England…..Every contest was either rained out, or the wind howled, or both…..Even the banquet was held on a night where there were floods and driving rain. I think the words of Buddy Weider summed it up best "Oh well, there is always next year" Ooooops….I think he was talking about the Yankees. Like any end of the season banquet, we discussed what we are all planning on building for the upcoming year, and so far I am excited, because finally, after years and years of watching "Spotted" Dick Woolsey compete with other peoples planes, he will be building the "Ultimate" Classic ship. Those of us who know Dick, know that he has a vast knowledge of all things control line, and if there is a design out there that is obscure, don't worry…..Dick can get you the plans and probably sell you an engine for it as well.

Dick has cleaned all of the dead squirrel pelts off of his workbench and has actually laid out the plans for what many consider to be the most definitive classic era ship of all time. NO, it's not an Ares, nor a Cavalier, Nobler. Its not a Chizzler, a roadrunner, an Oriental, or even the venerable sweeper……It is the one….. The only….. McSharkle Fark! Yes it's true…Dick will be building the McSharkle Fark this year, and hopefully we will be seeing it make it's debut in Tucson in 2007. The McSharkle Shark, complete with a Johnson Stunt Supreme is a formidable weapon in the hands of even a rank beginner, so watch out Billy, and Robin….

Another person who is contemplating something new is Mr. Suarez…. I know this because he is testing motors, Flying ARF's and has called me twice asking about my opinion about my PA's and Ro Jetts…. so I know "Strange things are afoot at the circle K" I don't know what it will be, but one can be assured that it will be immaculate, and will fly very well!

The third person building a new plane is none other than Dave "I like Pink" Eyskens. Dave needs a plane to replace the "Elan" which was lost in New York under mysterious circumstances. Further investigation has revealed that the crash was not caused by an underpowered motor as was originally thought. The truth was that Steve Yampolski crafted a voodoo doll in the likeness of Dave, and just as he entered his overhead eight, sprayed it in the eyes with 10% nitro fuel, and stuck a Bolly three blade in it's back. All this because Dave refused to buy one of Steve's all balsa fuel tanks…..

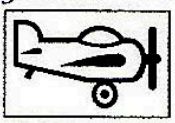
Now that the ROJett 90 is out, and it swings a 36" prop, Peter Mical has gone into full production of his "Firelite" wheels. Every wheel is hand crafted from multiple layers of banana skins and held together by bat guano. The wheels are available in diameters ranging from 3" to 18" and feature Pete's interchangeable o-rings for different grass conditions and ambient temperatures. Pete will be competing in advanced this year, and is looking to replace his Excalibur. Pete is probably the most underappreciated guy in all of new England stunt….He is always there to help with the grass cutting, or the composite lay up, or whatever needs to be done, and he never asks anything in return……I think I saw Yampolski with a Peter doll as well…..

This past weekend saw Richard Oliver and Windy at my house for a day or two to build a composite wing for each of their new planes. Woody was there, and as always he was barking orders and making sure things got done. He even threw my Mother –In -Law out of her side of the garage because we needed the room When Saturday afternoon rolled around, we realized that Woody had us ahead of schedule, and we had about two hours in which we could fly, so we ran down to the local High School and Richard got a few flights on the Carnivore. All I will say at this time is that "Mikey liked it." Windy had the new .90 ship in the back of his car, so we took out the J-factor complete with 15" diameter prop and the Peter Mical wheels. It was absolutely awesome…. Constant power, nice and slow, and best of all, I didn't have to nail Woody to the ground when he flew it…..My advice is to check it out!

Enough for now….. Have a Happy Holiday

-Dave Midgley

SAM's Stuff & Hobbies



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District 2 Report

New York, New Jersey

Windy Urtnowski
93 Eliiott Place
Rutherford, NJ 07070
(201) 896-8740
WindyU@aol.com

Now that the District II building season is in full swing, it's fun to look back at the 2006 flying season.

Everyone had a blast at the Brodak Fly-In, of course, but the best memory was Dan Banjock flying the Dyna-Jet MiG. The flights got standing ovations, but when it caught fire, it really brought the house down, and the look on Mike Palko's face as he ran around with the fire extinguisher was simply priceless.

2006 seemed to go by very fast, but then everything does at my age. More electrics, more twins, more four-strokes, more unique designs like Dan Banjock's Vista, and bigger attendance at all our local meets tell me that 2007 will be yet another banner year.

George Waters showed progress on his A-26, which should be flying next year. George had one of two twin-engine P-38s at the Brodak Fly-In last year, and it flew great. It's always neat when someone undertakes a unique project and adds diversity to our sport.

Carlos Serra and Bill Lindeman each ran a great meet at the newly paved site in Middlesex. There is nothing as nice as landing on fresh pavement, and Middlesex certainly ranks up among the best places to fly.

Rich Giacobone's bent-wing Stuka is in its second year of construction, but I think that when you see it, you'll be persuaded that it was worth the wait. That will make four Stukas in Rich's "German air force." (If you want to hear a politically incorrect version of what happened to his Stuka in an Alabama gas station, you have to get him to tell you—this is a family magazine.)

Bill Hummel put on a really nice party at his house the night before the Lee contest. Great burgers, deer in the yard, lots of unique ships in his giant shop...but the best moment came when one of Bill's dogs ambushed Woody Midgley and stole his hamburger right out of his hand. Mike Ostella showed off his Brodak Smoothie ARC, and it flies just great—Bob Palmer would be proud.

Mike Kijesky again got the G.S.C.B. through a summer of crazy weather and water by keeping the field in top condition all year. We are very lucky now to have five flying sites, a total of 11 circles within a half hour drive of my house. Sometimes I think it couldn't get better, but Rich Giacobone has spearheaded efforts to have three more paved circles in a new park still under construction right off Route 80. That facility will be world class, and combined with facilities for Olympic events, perhaps when it's done we can propose having an F2B World Championships at the new site, just 3 miles from New York City. This will be a dream until it's finished, but having them where unlimited hotels, entertainment, and lots of experienced people with CD licenses are available might make it attractive. Remember, it was my original proposal that spawned the 2004 World Championships in Muncie, and I'd have to rate that as a giant success based on how many modelers enjoyed our American hospitality. Just ask Sergey Belko—he enjoyed American hospitality so much he came to the Brodak Fly-In the next year. I don't think many things help improve the image people have of Americans more than when we fly our models together and get to know each other through the medium of modeling. We've hosted modelers from everywhere on the planet, and it's not hard to start a lifelong friendship. That's one of the very special things about our sport.

-Windy Urtnowski

District 3 Report

Ohio, Pennsylvania, West Virginia

Phil Spillman
350 Butterfly Lane
Hermitage, PA 16148
(724) 983-1677
p.g.spillman@att.net

Greetings once again! As I write this the date is November 17th, 2006 and I have several Contests to report, one Fun Fly, and general news from Pennsylvania, Ohio, and West Virginia.

Over the weekend of July 29 and 30, 2006 over 18 fun loving Control line enthusiasts joined the Skylarks of Sharon for the 15th occurrence of our annual get-together! We enjoyed excellent weather and a general fine time of flying and conversing. I was particularly happy to see Joe Eiben join us this year. Joe traveled all the way out from the greater Baltimore area and brought along several fine airplanes. Joe is a Scale builder at heart and enjoyed bashing a rather large RC kit into a UC rendition complete with retract landing gear!

Joe Eiben tuning his P-51D as assisted by Jerry Tarnofsky Spillman photo

Cancer surviving Gil Reedy flying at Skylarks Fun Fly Spillman photo

Pete Moskel traveled very far for Northeast PA to attend the Fun Fly and brought his ARF Nobler. Gil Reedy and Phil Cartier traveled out from south central Pennsylvania to join the fun. I am most happy to report that Gil's lung cancer tumor has vanished from his body! He is now looking more like his old self and doing well. Phil and Gil flew several matches of Speed Limit Combat as well as many stunt patterns. Saturday Les Nering asked me if I wanted to fly his new ARF Smoothie. I accepted and then was offered an opportunity to buy the plane at a very fair price! I accepted and proceeded to fly the dickens off it all Sunday! Les did make several improvements to this model which I feel should be shared with the readers. Les routed down the motor mounts of the basic ARF to allow the tank to yield a much more flyer friendly engine run. He used his Dremel tool for this modification. He also repositioned the tank compartment former to allow the installation of a larger tank necessary to accommodate an LA .46 engine. These improvements were presented to John Brodak in a subsequent visit to Carmichaels.

Phil Spillman's ARF Smoothie featuring a Randy Smith muffler, which really helped the performance of the LA.46 engine. Plane flew well after the addition of the muffler and did well in the heavy winds at Columbus later on in the fall. Spillman photo.

The Skylarks of Sharon sponsored the Western Pennsylvania Stunt Championships once again over the weekend of August 26th and 27th, 2006. Our weather for Saturday's events was quite nice! We flew Old Time, ARF, Profile, and Classic Stunt events. Sunday was PA day and we were forced to suffer through heavy rains for almost all flights. Nevertheless we all had a fine time! Worthy of note was the attendance of many members from the Bean Hill Club of Albion, PA who's legendary member Mike Ditrich came down to judge! Mike was joined by Les Nering, Gary Tultz, Dave Johnston, Alan Buck, and Tom Klingensmith. The North Coast Control Line Club of Cleveland, Ohio also had a significant attendance with 8 members participating. Bob Zambelli from Philadelphia, PA; Gary Lutz from Hagerstown, MD joined Bub Reese from central Maryland, and Dr. Pete Moskel from NE PA as distant participants.

Ron Lutz' Shark .45 powered by an LA .46

Original Nobler by Clyde Ritchie, Fox .35 power. Spillman photo

Gary Lutz flew his beautiful Spitfire Stunter to second place in Expert and in addition went home with the pilot's choice award for having the best looking plane in the contest!

Oriental Stunter by Pat Rowan LA.46 power. Spillman photo

Argus Stunter by Bob Zambelli, Saito .30 power flew quite well. Spillman photo

Super Zilch of Gil Reedy powered by an old plain bearing Fox.40. Spillman photo

Gary Lutz and his Spitfire masterpiece powered by a Super Tigre .60. Won Pilot's Choice Award and took Second in Expert Stunt. Spillman photo

Tempest II by Dave Heinzman PA .61 power took First in Expert PA. Spillman photo

I was away in Saint Thomas, VI, with my wife and Gil Reedy and his wife at the time the Cleveland Stunt Contest was held. Pat Rowan and Dave Evar have supplied me with some pictures they took at the contest.

Destroyer by Pat Rowan PA .61 power flown to Third in PA. Spillman photo

Mike Alimov's Quickie 2 flown to first in Profile Stunt Evar Photo

Gary Tultz and I caravanned down to the Columbus, Ohio stunt contest over the weekend of September 23, and 24th

Frank Zabudske Cardinal flown to First in Beginner Evar photo

Rich Allesandro's Tucker Special took Second in Beginner. Evar photo

Dick Hodge Sukhoi Profile, First in Intermediate Stunt. Evar photo

Bob McDonald P-47 PAMPA Expert First place. Evar photo

Tom Polk Second in PA Advanced. Evar photo

Frank Carlisle with Victory Third Place Expert PA. Evar photo

Ray Kidner Time Machine Third Place Advanced Evar Photo

Don Sopka Nobler ARF 2nd in Intermediate PA. Evar photo

Pat Rowan and his Old Time winning Viking powered by LA .40 Evar photo

Bob McDonald's Strathmore Detroit Stunter Aero Tigre .36 powered Classic Winner. Evar photo

Joe Reinhard Gypsy .35 Aero Tiger .36 power Classic Third. Evar photo

Bob Campbell with his ARF Nobler powered by an FP .40 sweet running engine set up by himself featuring a hemied head and a boost port filled with JB Weld. Spillman photo

Run Lutz flies in the Columbus wind! Spillman photo

2006. As usual the Capital City Control Liners did a fine job in organizing their Annual Meet. The weather however left much to be desired! We suffered through winds which may have reached 35mph on Sunday and were only slightly less on Saturday! This coupled with the likelihood of steady rain kept attendance low. For those of us who did attend we had a wonderful time of good fellowship!

In preparation for the Skylark's of Sharon Stunt Contest, I had to develop a new source of trophies for us to award. In almost desperation I turned to the AMA and was delighted to receive their work! We have an unusual logo, which they were able to copy and incorporate

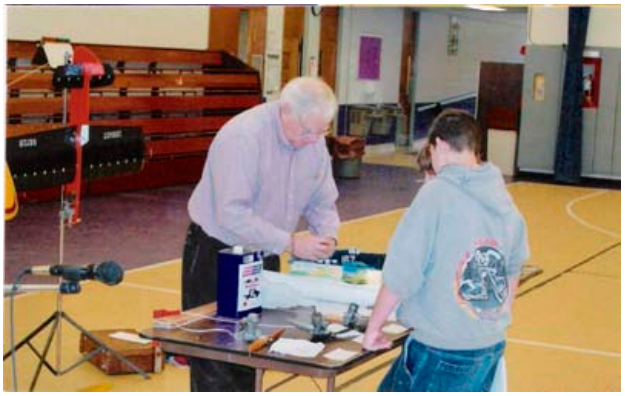
ARF Lineup in Columbus. Fortunately all survived the winds! Spillman photo

as an integral part of our plaques! If you need to acquire awards here is a place where you might turn for quality work at reasonable fees.

Each year since The Skylarks started to sponsor a stunt meet one of our members, George Ehnot, has donated a special crystal eagle to be presented to the "Pilot's Choice" winner. This year George ran out of Eagles! What to do and where to turn was the dilemma I faced! Our own Patrick Rowan came to the rescue by producing an award certificate, which he also framed for the winner. His work was so good that I asked him to produce similar pieces for the Beginners and Intermediate flyers that may not "win" one of the plaques, which were to be awarded to those who won one of the three main prizes. He came through and so we had something to supplement and recognize those who are true competitors but not as yet up to Advanced/Expert performance levels. I think we'll do this again next year!

Clyde Ritchie has given me a report of a fine effort his local club in Wooster, Ohio has pioneered. A local school asked a member of Clyde's RC Club to spend most of a full day presenting "classes" in aviation to a science class. The RC members offered several RC simulators to the students whose classes met the group in the gym for their regular class periods all day. Clyde, an accomplished RC flyer and judge who really loves UC, provided a UC segment all by himself! Clyde produced several engine samples including 2 as well as 4 cycle examples, fuel formulas and their characteristics, plus aeronautical aspects of Control Line flying! Hats off to Clyde for his efforts! As an added positive result, the Wooster Club has been asked to perform similar events for other area schools. Very positive PR for all of us from Wooster, Ohio!

Goes here: Group of students operate simulators in gym. Ritchie photo



Clyde explains engine operation to student. Ritchie photo

Mike Palko helps a small boy learn U Control. Freeland photo

Harry Freeland from the Phila. Flyers has written to me with an eastern update. Their Club conducted another learn to fly effort at the Branch Creek Community Church's Peach Festival. Harry reports that the club involved 25 or more youngsters in this effort!

Finally I am letting all of you know that this is my last Column as District 3 Director. Most recently I presented a motion to have this organization employ its excess funds profitably thus yielding an easy return of $1,500.00 to $3,000.00 per year. This motion was not deemed worthy by the EC. My time working for my District has been well spent up to this point. I will now devote my efforts toward other interests in my control line world.

Farewell!

-Phil Spillman

District 4 Report

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

Bill Little
406 Sun Road
Aberdeen, NC 28315-2538
(910) 944-7864
wlittleiii@nc.rr.com

Hi All,

I am sorry for the lack of a report this time. Unforseen medical problems precluded it's completetion. Things will be fine, and I hope y'all will forgive this oversight on my part.

The Huntersville Meet in October was a great time, even with the very wet Sunday. It was great to see, and share with so many PAMPA members for the weekend, and to be able to fly once again!

Thanks
-Bill Little

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District 5 Report

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

Dale Barry
5995 Tipton Ct.
Harlem, GA 30814-9377
(706) 556-1177
dalebarry@hotmail.com

While there was little to talk about the last time we got together, we've got a full plate this time. A lot of us showed up in Huntersville (as usual) on Oct. 21st and 22nd with pretty good results. Saturday opened with incredible weather, especially for October in North Carolina. With the exception of Old Time, we ruled the day! Tom Dixon won Profile (and we'll see his name a couple more times) with myself and Tom Morris (yes, Tom has a handle in his hand again) coming in farther down the line, 4th and 6th, respectively.

In Classic, we took it all. John Simpson was 1st, Tom Dixon 2nd and Bob Dixon 3rd. In Basic, grandson Gavin was 1st, using his dad's Magician that Derek won his first trophy with back in 1988! Bob Dixon's nearly significant other, Dee Tison, was 3rd. Even though it's not stunt, I want to mention that Richard Schneider came in 1st in F4B scale.

Sunday, well, Mother Nature was not in a good mood, rain and much cooler than Saturday. Several people decided not to get their planes wet. Derek chose to use my profile instead of his Staris, that had been soaked several times at the NAT's. John Rewis from Florida was 1st in Beginner and Adrian Dominguez, also from the sunshine state, was 2nd in Advanced. Expert had Tom Dixon in 1st, Jose Modesto, from New York, 2nd, Derek Barry 3rd and Gene Martine 4th.

Gene Martine prepares for a practice flight in Huntersville.

Next was the Tampa Bay Line Flyers contest. Since I couldn't attend I'll let the CD, Eric Viglione, tell you about it. "The Tampa Bay Line Flyers held their first contest on October 29, 2006 at their shared field with the MCRC (Manatee Country RC) club. We have a single, well maintained grass circle, along with some nice facilities. It was a little windy to start with and I'd all but lost hope of flying. Chuck Feldman and Roy Trantham were kind enough to visit despite navigation issues that caused them to be late. Chuck and Roy had a couple Jamison's that had the newer DS40 ball bearing engines in them. We got the club event over with first, hoping for some better weather. Fortunately the winds died down as the day went on and it became stunt heaven, except for the wind blowing toward the sun (so what else is new)? The MCRC club opened their concession stands and had burgers, dogs and pizza for less than the fast food joints, and better, too. They had even had the grass cut to putting green status. All in all not a bad first contest, next year we plan to make some improvements and hope to attract more flyers by dropping the proprietary club event and replacing it with Classic. We also hope to move the date out so as not to conflict with the

Chuck Feldman receives his and Roy's award.

Eric Viglione gives out the perpetual award.

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Owen Richards takes it easy.

Charlotte contest."

And finally, we come to the Rebel Rally held on Nov. 11th and 12th in Starke, FL. Saturday, like Charlotte, was absolutely perfect, a light breeze and temps. in the mid 80's. We flew off a very smooth parking lot with two available circles (the combat guys had the grass in the back) . OTS winners were Tom Dixon 1st, Roy Trantham 2nd and Chuck Feldman third, all flying Jamison's with DS40's. Classic was a repeat with the same guys in the same order, the only difference was that Tom flew his Bob Howard designed Pegasus. Toby Acierno and Eric Viglione, also flew. Profile had me in first, Roy Trantham 2nd and Marshall Busby 3rd.

Sunday, well, as with Huntersville it was an entirely different story. The day dawned with the temperature in the mid 40's and a 5-10mph wind. Quite a few more people showed up Sunday morning, there were 4 in Expert, 8 in Advanced, 4 in Intermediate and 2 in beginner. I had to leave early and as of this writing I haven't received the results, I guess we'll have to look in the contest section to see how it turned out. Til next time.

-Dale Barry

Josias Delgado at the Rebel Rally.

The Alabama guys mark their territory.

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District 6 Report

Illinois, Indiana, Kentucky, Missouri

Allen Brickhaus
PO Box 206
Golconda, IL 62938
(618) 683-7611
abkb801@shawneelink.com

Included is an expose' on the WKSI (Paducah) and the Tree Town event in Chicago.

Bryon Rahilly places second in Beginner at the WKSI meet in August.

Charles Fowler travels some four hours south to compete and win Beginner at the WKSI contest.

Matt Neumann takes his second championship in a row with this Expert win in Paducah after doing the same at the FCM meet in Muncie the week prior.

Bob "Sparky" Storick's P-47 was chosen as the Pilot's Choice in the WKSI.

Jim Lynch of Volunteer fame comes from Memphis to attend the WKSI and takes second in Expert.

Walter Brownell of Wentzville, MO brings his twin electric powered stunter to the WKSI for its contest.

Hard working and supportive Bob Arata of the Lafayette Esquadrille helps by judging Profile and flying his Tucker Special in Classic and Expert.

Chuck Feldman along with Larry Draughn rode the friendly skies of Trantham Airlines to attend the WKSI. Chuck stepped in and helped me with Advanced judging.

Marshall Busby and Charlie Pate shared driving duties from Nashville to Paducah.

The Captain of Trantham Airlines prepares his bird for Expert.

Moving on to the Tree Town contest in Aurora, IL, we see the busy registration table on the airport grounds.

Nathan Batey takes first in Beginner at the Tree Town event.

Second in Beginner at Aurora is Brad Jungheim.

Jordan Miller places second at the Tree Town event over the Labor Day weekend.

Emily as a pit crew person readily and wonderfully helps Floyd Layton.

Bill Smith had muffler problems and never recovered from the setting differences at Aurora.

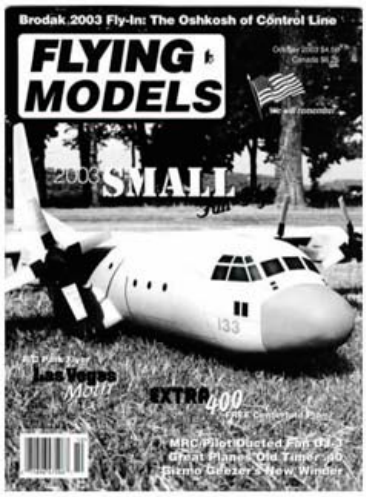
Marvin Babcock Jr. flies a non-twin rudder model at the Aurora contest.

Larry Lindburg of Galva, IL drives a Primary Force in Advanced at Aurora.

Sina Goudarzi is a Minneapolis flyer and enjoys the time with other precision aerobatic modelers at Aurora.

Russ Gifford brought his PA 61 powered stunter to Tree Town.

DISCOVER...



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Michael Schmitt re-assembles his Primary Force to fit the P-40 rules.

-Allen Brickhaus

District 7 Report

Iowa, Michigan, Minnesota, Wisconsin

Crist Rigotti
1629 Grizzly Trail
North Liberty, IA 52317
(319) 329-6232
crigotti@mchsi.com

Greetings everybody. I hope everyone had a great holiday season. You did oil those engines and looked them over to be sure they are ready for next year, didn't you? We should be into the building season now and I'll include a few pics on how I'm doing. Please send me yours as the new ship progresses. I'll do my best to provide a good report and pictures every issue.

Rich Kacmarsky sent me this report of the First annual Michigan Musciano Fun Fly that was held on September 30 2006 at the Air Zoo in Kalamazoo.

The Kalamazoo Smoke Rings, the Radio Control Club of Detroit, and the Lansing Area Flying Aces jointly sponsored this event. Our Fun Fly is patterned after similar contests in Virginia and California. In addition to a great deal of enjoyment and nostalgia, it honors one of our sport's pioneers, Walt Musciano. We were greatly honored when Walter made the trek from New Jersey to grace us with his presence. It was a day we will never forget!

The aircraft flown are limited to the carved balsa fuselage, solid wing, semi-scale designs produced by Scientific models in the 1960s. This formula put everyone on an equal footing and resulted in a large number of beautifully crafted planes and some great competition. . In addition, we all had the opportunity to recapture some of the wonder of flight we experienced as kids.

Approximately 40 folks form all over Michigan turned out. Pilots ranged from Baby Boomers to 4 year old Harrison Caster. During a break in the contest events, Frank Carlisle provided a demonstration of precision aerobatics with his Brodak Bi-Slob that had everyone in awe.

Larry Rice of Black Hawk Models journeyed from California to support the effort. He provided a demonstration of tethered aircraft and distributed free kits to the kids who stopped by. In addition, since many of the aircraft in the contest were built from Black Hawk Models kits, Larry kept himself available to provide technical assistance wherever needed.

The contest consisted of four events - Modified Stunt, Proto Speed, Rat Race, and Craftsmanship. Paul Smith took top honors in each event and Overall Honors. Second in Modified Stunt went to Jay Williams while Leroy Heikes took third. Currell Pattie flew to the runner up position in Proto Speed and Jay Williams finished third. The Junior division Proto Speed winners were Harrison Caster in first and Jacob Evans second. Second place in Rat Race went to Jay Williams with Currell Pattie rounding out the top three spots. Walt Musciano himself served as judge for the Appearance award. The top award went to Skip Gizowski for his beautiful Piper Cub. Rich Kacmarsky's Golden Hawk placed second, while Tim Nickless took third with his Army Racer.

Plans are already in the works for the 2007 event. If you need a break from the usual stunt events, give this a try!

-Crist Rigotti

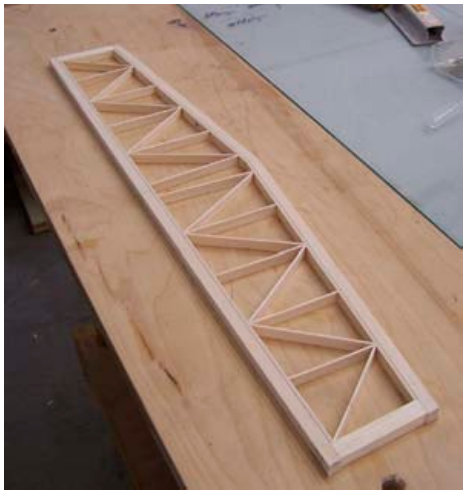
Just a part of the entries. Kacmarsky photo.

This is half of the entries. I really like the PT-19. Kacmarsky photo.

The whole gang. Kacmarsky photo.

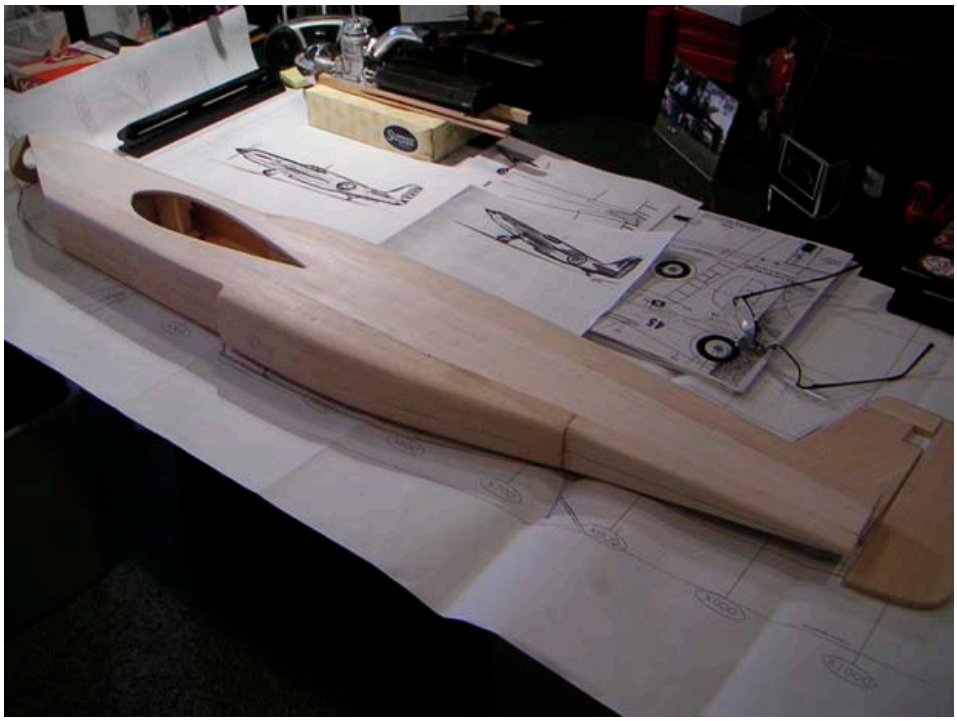
Walt and youngster Harrison Caster. Kacmarsky photo.

Walt holds a very good lookingT-34A? Kacmarsky photo.



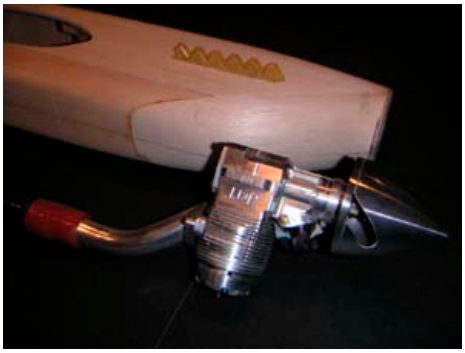
My winter projects stab.

Here is Walt with Rich Kacmarsky. Kacmarsky photo.



John Cafaro is working a nicely built razorback P-51. Cafaro photo.

Walt looking over the entries. Kacmarsky photo.



Ro-Jett 76 for plenty of power! Cafaro photo.

Will with his Cardinal. Cafaro photo.

The Lost Foam wing in progress.

District 8 Report

Arkansas, Louisiana, New Mexico, Oklahoma, Texas

John Hill
9111 Palmshores Ct
Spring, TX 77379
(281) 370-5183
jhill4@houston.rr.com

Since this is my first report for District Eight, let me begin with a thank you for our out-going District Eight Rep., Steve Moon. Steve did a good job in representing our district during some not so good times for PAMPA. Thank you Steve.

District Eight has a rich history in the world of stunt with several past Nationals Champions and past World Champion flyers. We, as a whole, have the largest representation of flyers at the National Championships. Our district is full of flyers that enjoy competition, as well as those of us who enjoy just modeling and flying for fun. I believe that we have the best district in all of PAMPA and we should be proud of that.

As of this writing, it is the end of October and the contest season for us here in the south, is over. The last contest of the year was held in Baton Rouge, Louisiana on the October 21st and 22nd. Last year the contest was put on hold due to a visitor from the Gulf, Hurricane Katrina; and shortly after Hurricane Rita visited the Gulf Coast. Baton Rouge is a laid back contest and is fun for all who attend. Gil Causey, Charlie Melanson and a host of others always put on a great contest. If you have nothing to do next year and want to have some fun and enjoy some Cajun hospitality, come on down to southern Louisiana and join in.

The weather on Saturday was very good with clear skies and light winds. P40 was flown on Saturday with a very light turn-out for this contest but this did not dampen our spirits. I did not get a picture of the score boards as I was busy trying to dial in my ship for the PAMPA classes on Sunday.

After the days flying, the weather turned a bit bad with rain, thunder and lightning. Most of the group went to the perennial favorite eating place; Brunettes' pronounced "Brew Nays" in Cajun speak, for good eats, Zydeco music, and drink. Some of us opted for the Casinos and a chance at getting rich. Needless to say all of us had to return to work on Monday.

Here is "Old Bootlegger", Gill Causey himself, judging P40 on Saturday at the Baton Rouge contest. John Hill photo.

Andy Stokey getting ready for an official flight in Advanced P40, with John Violette assisting. Andy finished 2nd in Advanced and John finished 1st. John Hill photo.

On Sunday we all gathered at the field early with the weather being a bit overcast and winds gusting 10 to 15 mph. Not a perfect day by any means but contest conditions is rarely anything but perfect. We were greeted

John Violette, getting ready to put in an official flight in Advanced P40, with his bashed Cardinal ARF. John had the winning flight on Saturday. John Hill photo.

with the news that Gil had been taken to the hospital with pains in his chest. The good news is that it was not serious and Gil will return to his normal ornery self… Just kidding Gil. It was something that he probably ate at Brunette's the night before.

Richard Oliver placed first in PAMPA Expert with Dee Rice in second place. I finished a distant third with a whole whopping 43 points due to brain fade in the reverse wingover. A less than stellar pullout ended my day early. John Violette took first in Advanced with Andy Stokey in second. I must apologize for not having the rest of the classes and their outcome as I was not in a particularly good mood after my flight.

All of the gang got together for group photo op. The get well soon card was for Gil since he had chest pains and had to go to the hospital to be checked out. We would have bought a card but you how cheap we all are so we just made one.

For the last two years, David Gresens, Mike Finnigan, Joe Gilbert, and Dee Rice have been having more fun and more success flying Ringmasters than anyone should be allowed to have. In fact, they have been having so much fun that David and Dee are sponsoring the first annual Ringmaster Round Up, scheduled for April 21 and 22 of 2007.

Dee flying his Ringmaster in P40 at the Baton Rouge contest.

With donations of two pristine Sterling S-1 Ringmaster kits, still in the shrink-wrap, Dee has had two large and beautiful black walnut stand-alone plaques made that each include the collector's quality kit. The kits were donated by Ray Ferreira and Brodak Manufacturing and are protected under an acrylic box that is part of the plaque. I will include a picture of them later. These will be perpetual awards in which one will be a "Pilot's Choice" award and the other will be a flying award called "Ring Master of the Year."

The contest, which is limited to only the S-1 Ringmaster design, will take place in Houston, Texas at the terrific flying field named after astronaut Dick Scobee. There will be "Team Stunt" on Saturday the 21st and OT and AMA pattern for all ability levels on Sunday the 22nd. Food and drinks will be furnished both days at the field. Right now it is planned that all pre-entries will receive a laser engraved commemorative plaque and merchandise prizes will be given by a lottery for all the entrants. The number of tickets per entrant will be based on their performance level during the contest. David Gresens will be the CD.

David and Dee have a funky and fun web site dedicated to the S-1 Ringmaster and you can look for more about the contest there. Go to (www.brotherhoodofthering.info) to keep posted, as well as here in future columns. There seems to be a lot of interest from the District Eight members and many are planning to have an S-1 ready. There is even a strong rumor that the perennial national top ten flyer, Frank McMillian is putting the final touches on his as I write this. Come on guys and gals, drag that Ringmaster off the wall and join the fun.

After 31 years in hibernation, the Memphis, Tennessee contest was held again on September 16 and 17, 2006. The "new" contest, brought back to life by Louis Rankin and Jim Lynch, was well attended by District Eight and DMAA members. In fact, of the 48 total event entries, exactly half was made up of the District Eight members, Norm Faith, Mike Donovan, Joe Gilbert, Bryan Norton, Joe Bowman, Mike Finnigan, John Ashford, Dee Rice and George Hamby, all of which helped make the contest a good one.

Pictured here with his array of stunt ships is Mike Finnigan at the Memphis contest. Dee Rice photo.

Joe Gilbert took a third in OTS with his Ringmaster; Dee Rice was third in Classic and first in P-40 with his Ringmaster. In the PAMPA events, Bryan Norton was fourth and George Hamby sixth in Beginner. Intermediate was a sweep for our guys as Mike Donovan took first away from John Ashford who took second away from third place finisher Norm Faith. Expert was won by Dee Rice (Oriental Plus) and Joe Bowman (Roadrunner) took fourth.

Among the notables participating and judging at the contest were Big Art Adimisin, Tom Morris, Allen Brickhaus, Jim Lynch and Charlie Reeves. Big Art gave the privileged present a one hour judging and flying clinic. It is interesting to note that four of the 2006 entrants were among the fliers at the last contest, 31 years ago; Zuriel Armstrong, Allen Brickhaus, Charlie Reeves, and Jim Lynch.

Each year those of us in District Eight are invited to celebrate the just completed contest year by participating in a very special year ending event. Dale and Linda Gleason held their annual Fish Fry Fun Fly on Saturday, October 28th at their beautiful 30 acre home just north of Denton, Texas. As usual, there were 60+ folks attending, including modelers, family and friends. Dale and Linda furnished perfectly prepared fried fish and french fries while the guests brought an assortment of complimentary goodies. All the fish served were caught from local lakes during the preceding year by Dale and his family. This year fresh water Striped Bass was the menu, YUM.

Flying started around noon and continued to about 6:00 pm. The flying circle is located right next to the house and all the picnic tables and chairs have a great view of the flying. Every year it seems there is something special going on and this year was no different. Besides every one bringing out their fun stuff, out-of-towner Jim Rhodes came by and flew a couple of demonstration flights with his beautiful ship which was Eugeny Yakovlev's World Champs plane. It is completely take apart, with aluminum fittings and at 56 ounces is powered by a Discovery Retro 60. Al Rabe dusted off his Mustunt after 29 years hanging on the wall and flew it successfully. Joe Gilbert from Tulsa, Oklahoma gave a top-notch ground flopping performance with his BiSlob. Those watching could not decide which the better show was; the BiSlob-Flop or the pilot's in-step dance while flying it. You just had to see it.

Tom Neibhur and Andrew Raney flew their new flying wing Wows and they really looked good in the air. Tim Soukup debuted his technically gorgeous foam wing combat ships that are designed for a specialty event for stunt Fox .35 power only. The models

feature a take-apart design in which the plastic coated foam wing is taped to plywood platforms on an all bass wood fuselage. Tim flew his new design in combat with Dee Rice and his Ringmaster. Dee had a slight edge in speed with his LA .25 running full out and Tim had an edge in turning ability (surprise). It was a friendly and controlled (kinda) combat match that went on and on and all over the place with both getting multiple cuts on the other. John Ashford, the 2006 District Points Champion commented that, "a friendly combat match usually stays friendly until the second airplane gets into the air!" Come on, John!

Melvin Schuette flew his Ringmaster joining the ever-increasing ranks of "Brothers of the Ring" and put on a good show wringing out a couple of his fast combat ships. Melvin's Ringmaster is the S-1 version and it was reported that one of his pit crew asked Melvin if they could carry the tool box to the car instead of his S-1 as the tool box was lighter.

Dale Gleason, Dee Rice, Joe Gilbert, and Mike Finnagin put on a show for all and had a ball flying Ringmaster combat with sometimes three at a time mixing it up. Believe it or not, none were torn up in the melee. Riley Wooten and his wife came for the fun and food. Riley jumped in and helped pit the Ringmasters in combat. Having combat icon Riley Wooten pit your Ringmaster; now how fun is that!

Well till next time keep it in the air..

-John Hill

Gentleman John Ashford with the District 8 trophy. John will have his name added to the list of past District 8 champions. Good job John..

Jim Svitko with his Nobler at the Dallas Stunt Clinic. Dee Rice photo

Steve Moon with his Saturn. Doug looking on thinking how does he rate all the press? Dee Rice hpoto.

Joe Gilbert and Tom Martin troubleshoot an Enya problem at the Memphis contest. Elwyn Aud photo.

What a show off.. Joe Gilbert flying two Ringmasters at the same time. Elwyn Aud photo.

Joe Bowman's new Road Runner at the Memphis contest. Elwyn Aud photo.

TGD contest lunch break. Elwyn Aud photo.

Joe Bowman starting his new Road Runner with Larry Oakley holding. TGD contest. Elwyn Aud photo.

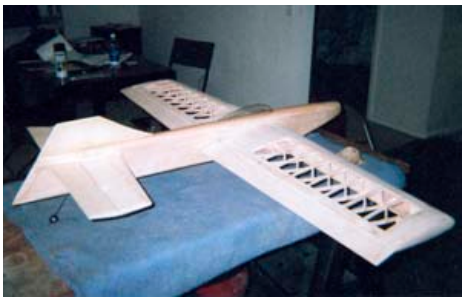
Jim Philips Sooner Special as seen at the TGD contest. Elwyn Aud photo.

District 9 Report

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

Carl Shoup
3172 Glendarm Dr.
Grand Junction, CO 81504-6034
(970) 434-0906
shoupentstatorrepair@prodigy.net

We in District 9 welcome Robert Compton, who moved here from Florida. He has been flying with the guys from Rocky Mountain Aeromodelers. I called him a few weeks ago and talked about what kind of airplanes he likes. He said he likes classic era planes. He sent me a photo of him and his FW 190.



Keith McMahan sent in a photograph of his new airplane, which will replace the one lost at the Denver Contest in 2006. He calls it a Katera. It is 670 square inches. He is going to use a Super Tiger 51 with tongue muffler using muffler pressure. He made his own control horns, using a right angle system, with a slider elevator horn. He used Dave Brown pushrods and Rocket City 440 ball links and his own turnbuckle system. The stab is truss framed sheeted and airfoiled, as are the flaps. He also made his aluminum landing gear. He plans to finish the wings with MonoKote and paint the fuselage. He hopes to have a finished weight of 50-54 ounces.

Dave Meyer sent me these photos in November of his Pegasus. Dave is one of those good guys out there who during the middle of a contest, instead of practicing for his own event, he can't say "No" to a potential new flyer. He goes out and shows the potential flyer how to fly.

I need more stuff, photos and stories from District 9 members, this column is only as good as the information I get.

Carl Shoup

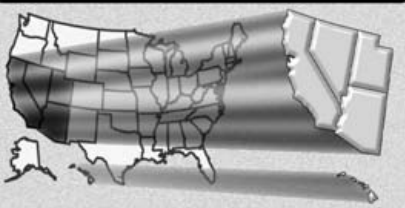
The third photo is of Carl Shoup and his Eagle in front of his favorite military aircraft the F-14 Tomcat.

The next group of photos are from the Special Needs Airshow held on May 19 of 2006 in Grand Junction, CO. There were 400 kids in attendance and about 70 actually got to fly that day. The first photo is of Carl Shoup and Dave Hawthorne helping one of the kids in wheelchairs fly. If you have never helped a kid fly, you are missing a great feeling. The second photo is the long line waiting for a turn to fly.

The next photo is of Jerry Chamber's Stuka.

Here is a photo of Mark Gerber's Thunderbird that the stab failed and crashed. He did a fine job of repairing and refinishing it.

District 10 Report
Arizona, California, Hawaii, Nevada, Utah



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

Good day to all y'all. I think things in District 10 are pretty much back to normal. Jim Aron appreciated my comments in the last column. So much so, he wanted to write another article for SN. What a guy, helping out our fellow modelers. Thanks again.

There is usually a lot of stuff at the end of the modeling year. The flying site at Mission College in San Jose looks like we will be able to keep it for the foreseeable future. The catch is, we are now paying much more for access and only on specified dates. Check with Ted Fancher for a copy of the agreement and flying dates. It seems that the college has a new policy for use of their facilities and we now have to comply with the new use and fee policy. This is similar to the ball field or other parking lot uses for other groups.

Contests. We've had quite a few end of season contests, many held at Woodland. You can thank Doug Barton and Jim Aron for much of this frivolity. The contest reports for Meet & Meat, Napa Classic, and Golden State Championships will be in the contest sections. I also have individual reports from Jim Aron and Jerry Silver on the Golden State Contest. A word about Golden State. Jerry Silver, Jim Goss, and Doug Barton continue to do a fantastic job running the contest. This continues to be one of the premier events on the west coast. We had many notable flyers from long distances. We did miss Mike Keville, Don Hutchinson, and Gordon Delaney. Maybe next year. There is a question whether we will be able to use the Clovis site next year, so stay tuned. This is a great site and would be a huge loss if we had to move. The official circles are fantastically groomed, and the practice circles were is pretty good shape this year as well. The weather is usually impeccable with a good selection of hotels and restraunts. It's worth coming out if you can next year. The story is all too familiar. The field and facilities used to be far off in the middle of nowhere, only to have multiple subdivisions spring up around the area. The school coach wasn't really sure what we did, so Jerry invited him to watch the contest. Maybe this will help.

One event that wasn't official was the tackle Jeff Anderson skirmish. Anyone under the age of 10 squared off against Jeff in a mock defensive line. Eric was the nose tackle taking on Jeff most of the time. I'm afraid that Jeff isn't as young as he used to be and may be permanently damaged. After the football practice, we moved on to hand launch gliders, baseball and batting practice. This really is a family event and something for all.

Golden State wraps up the season and I've got a lot of pictures courtesy of Ricky Pyatt.

I've gotten no response from anyone regarding my hero question, so I guess I'll dive right in and ask another. One of my techniques for teaching the kids to fly is be out there in the middle of the circle, holding the handle with them. Yes it's a bit of a crutch, but the look on their faces if they are able to win even a 3rd place beginner trophy is incredible. This enables them to fly in a contest, even if it's only take off and landing, before they could otherwise do it on their own. Make no mistake, they are doing the flying and I only act as safety pilot avoiding the inevitable re-kitting and broken heart. The crashes will happen often enough and is a necessary part of learning, but not the way to encourage kids to get involved. Anyway, what techniques do you use to teach a beginner and how it is received? Personally I don't have a problem with an adult holding the handle to avoid the crash, but let me know what you think.

Arlie Prezzler & Jim Rhodes

Dad & the Fox 15 Hurl

Doug Barton & the Meat Part of the Contest

Eric Fitzgerald & the Hurl

Hurlers Trophy

Michael Rolling up Lines

Michael Fitzgerald Ready to Go

Jim Aron

National Champ Brett Buck

Bob Whitely and his Hunter from the Marschinke Contest In Tucson

Jim Rhodes Russian Acrobat

Larry Preparing for the Hurl

Pull!

Here is Jerry Silver's report on Golden State Stunt Championships for 2006:

The 28th Annual Golden State Stunt Championships were once again sponsored by the Valley Circle Burners and the Woodland-Davis Aeromodelers and held on the grounds of the Buchanan Learning Center in Clovis, Ca. Oct. 21st & 22nd, 2006. The C.D. was Jerry Silver & the alternate C.D. was Jim Goss. The weather was perfect over the two days of competition with temperatures in the mid to upper '70's with very little wind. You can't ask for more than that!

The number of entrants was up considerably this year, especially in the Old Time, Classic & Expert categories. Complete results will be found elsewhere in this issue. In addition to our Northern, Central & Southern California contingent, we had flyers traveling great distances to attend this year including Chris Cox from Vancouver, B.C. (Joan also

came & judged Expert); Paul Walker & Howard Rush (Marilou was an excellent score-sheet runner) from Washington; Don McClave from Oregon; John Miller & Jim Rhoades from Utah; Bart & Donna Klapinski (Bart helped w/appearance judging & judged Expert), Rickii Pyatt (Rickii judged Intermediate & was also our official photographer), Bill & Elaine Heyworth (Bill also judged Advanced), Bob Whitely, Keith Trostle, Lou Wolgast & Robin Sizemore all from Tucson, Az. Thanks to all of you for making the effort to attend.

The level of competition and the quality of the airplanes entered was something to behold! Keith Trostle helped me compile a list of former NAT's winners in attendance and the events they had won at previous Nationals. It goes something like this: Nine of our GSSC entrants had combined to win 37 first place trophies in various Precision Aerobatics events over the years at the NAT's! Here is the breakdown:

Paul Walker: 10 times Open
Ted Fancher: 3 " "
David Fitzgerald: 5 " "
3 " Senior
3 " Junior
Brett Buck: 1 " Open (current National Champion)
Bart Klapinski: 1 " "
Bob Whitely: 1 " "
6 " Classic
3 " Old Time
Keith Trostle: 1 " Open
Jeff Anderson: 1 " Senior
Paul Ferrell: 1 " " (current National Senior Champion)

I'm sure I'll hear about it if any of the above is incomplete or inaccurate!

It was not only fun but very educational to watch flyers of this caliber do their thing. I hope that they all can come back next year for this contest. As you will notice, the scores in all of the events were very competitive and the top finishers were being pushed by just about everyone else who finished behind them. The most important observation to me was that most everyone was having a really good time. This to me is what it's all about.

Another important fact that I noticed was how the quality of the models in every class is steadily and rapidly improving.

Additional special trophies & awards were as follows:

Gil Rodriguez Hi-Point Perpetual Trophy: David Fitzgerald, 563.5 in Expert

Junior/Senior combined: Paul Ferrell, 468.0

Concours D'Elegance: Phil Granderson: Diva

Douglas E. Barton Sportsman of the Year award: Jim Aron

I want to thank all of the following volunteers who helped to make this a very successful contest:

Contest Flyers: Lee & Sylvia Strickland

Appearance judges: Bart Klapinski & Jim Aron

Old Time " : Doug Barton & Jim Goss

Classic " : Lee Strickland & Larry Fernandez

Beginner " : Larry Renger & Phil Juarez

Intermediate " : Rickii Pyatt & John Wright

Advanced " : Bill Heyworth & Scott Dinger

Expert " : Joan Cox & Bart Klapinski

Tabulation, Scorekeeping etc.: Lewis Lingwood, Christy Barton & Sylvia Strickland

Score sheet runners: Marilou Rush, Tyler Moore, Eric Fitzgerald & others

Pit Bosses: Bill Taylor (Sat. events), Cleon Lingwood & Bob Cherney (Sunday events)

Trophies: Phil Juarez

Site set-up: Doug Barton & crew

Sat. night Banquet: Miriam Silver (the chief organizer), Cleon Lingwood & Terri Kephart

I hope that I haven't overlooked anyone!

As you can see, it takes a lot of people doing a lot of work to put on a contest such as this. Everyone who participated owes them a collective "Thank You" for all of their hard work. It can't happen without them. I hope that we can all get together at the same site next year.

Respectfully submitted,
Jerry Silver

I'm out of room for this issue so a lot of the pictures will have to wait for next time.

Sincerely,
-Dave Fitzgerald

Jerry Silver

Lou, I want you!

District 11 Report

Alaska, Idaho, Montana, Oregon, Washington

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

The final contest in the Northwest contest season is the Fall Follies in Salem, Oregon. It was held this year on October 7th and 8th, in the hope that the winter rains would hold off till after the contest. It turned out to be an excellent plan since both Saturday and Sunday were near perfect with just a sprinkle on Sunday and two days of light breeze. With the addition of racing and combat there were 33 pilots flying with 28 flying PAMPA class precision aerobatics on Sunday. Beginner had 7 entries, Intermediate had 4 entries, with Advance and Expert having 8 and 9 respectively. Traditionally, this contest is also a contest to see who can consume the most Calories in two days. There is coffee and donuts in the morning, a bar-b-que at Kris and Bruce Hunt's house Saturday evening and Mike Hazel's ZZ burgers and hotdogs on Sunday. This is great way to enjoy a weekend of flying and bulk up for the winter.

Saturday's excitement was the conclusion to the Northwest competition for the Vintage Stunt Championship. Going into the last Classic contest of the season, the championship, based on placing in all Old Time and Classic events, Pat Johnston led Bruce Hunt by one point. Pat Johnston flying his Bearcat placed second in the first round with Bruce Hunt flying his ST60 powered Shark taking third. It looked like Pat would take the trophy until Bruce, scoring a 533 in the second round, took first place giving him the season's Championship by single point. This trophy was sponsored by Don McClave, the Northwest's perennial Classic champion. It needs to be pointed out that Don could have won his own trophy, but chose to pass in the final contest and judge instead. This is just the kind of selfless contribution to our event we all receive from Don every year. In another example of his contribution to the Classic event, Don donated a Tucker Special Kit to be used in a silent auction. Mike Foley took the kit for $100 and we look forward to seeing him in the Classic circle next season. The Classic scoring and placing were as follows:

1	Bruce Hunt	533.5	Shark 45, ST60
2	Scott Riese	530.5	Cobra, Brodak 40
3	Pat Johnston	526.5	Bearcat
4	Dan Rutherford	494.5	Flightstreak, 20FP
5	Greg Hart	486	JD Falcon, OS46
6	Mike Haverly	463.5	Oriental, 40FP
7	Mike Foley	457	

On Sunday there was a full line up of stunt and combat. Partly due to the combat fliers entry into beginner and intermediate events this proved to be a long day on the paved circle. Moving the beginner and intermediate second round to the grass allowed the contest to finish before sunset. The big competition occurred in expert with Howard Rush setting his sights on a repeat win against Paul Walker, who he had bested by a single point at the Seattle Stevenson Memorial Contest the previous month. In the first round Walker was up by just a half point, 555 to 554.5. Paul was flying his "For Reals" Impact and Howard had his familiar orange with black and white checked Impact with the trick flaps. Howard was first up in the second round and turned in an outstanding flight which scored 566.5. Then Walker, flying third, put on his patented flying face to score a 570 and take first place.

1	Paul Walker	570
2	Howard Rush	566.5
3	Bruce Hunt	526
4	Dan Rutherford	522
5	Pat Johnson	515.5
6	Jerry Eichten	511.5
7	Randy Powell	495
8	John Leidle	481.5
9	Leo Mehl	467

For a complete report on the events of the Northwest, go to the Flying Lines Website: flyinglines.org

-Bruce Hunt

Flight line at the Salem, OR Fall Follies

Paul Walker's "For Reals" and Howard Rush's Impact ready to do battle.

With the pit in the foreground, fliers look for their sunglasses and get ready for a perfect Fall Follies.

Another view of Howard Rush's Impact close behind Paul Walker's entry.

A close-up of Floyd Carter's Hurricane cockpit. Yes, those are spider webs. Looks like the spiders will have to live on balsa dust.

Norma Miller, Dave Miller's wife, enters her first contest in Beginner.

Randy Powell working on final trim changes to "Slider"

Dan Rutherford's ARF Flightstreak does duty as a backup for Mike Haverly in Classic after Mike found a low bottom during warm-up.

Mark Conner holds for Pat Johnston as Pat prepares to start his beautifully finished Bearcat in Classic.

Floyd Carter's Hurricane waits in the pit at Salem.

And the Winner is Bruce Hunt, posing here with his venerable Shark 45. The Northwest Vintage Stunt Trophy for 2006 is in the foreground.

Leo Mehl's new Vector with the leadouts coming out of the wrong wing tip as usual. Leo made his first entry into Expert at Salem to become the area's latest bottom feeder.

Bruce Hunt prepares to start his Shark in Classic. Dan Ruthereford prepares to be soaked with castor.

AMA
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PAMPA NEWS

11/12/2006

The PAMPA EC met in November, from October 30th through November 12th. The meeting started with a review of the existing by-laws. It was for the first time, placed on the PAMPA web site message board for EC matters. Each by-law was laid out, and comments requested as to whether they needed revisions or not. Only 6 of the by-laws were deemed to need revisions. Discussion on these was limited, and put off until the new EC is in position in January. At this point, some feel it is a "Lame Duck" session, and didn't want to proceed until the new EC members are in place. Discussion on this matter will continue at the first of the year.

Two other issues were brought up. The first being a vote on the motion raised at the NAT's PAMPA general membership meeting. That motion was to allow general membership attendance to the PAMPA EC meeting that precedes the general membership meeting. Issue two was a motion to allow a "Stunt News only" option to PAMPA membership, i.e., a subscription to Stunt News without PAMPA membership. This issue skates close to our "not for profit" status. The cost structure for SN was reviewed. To keep clear of any IRS issue, we would have to be sure we charged no more than the cost. In the end, this would cost the membership to "subsidize" the special SN only members.

The summary of the votes follows. As can be seen, both issues failed.

The next meeting of the EC is anticipated to be in January of 2007.

Submitted by Paul Walker, President

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Type B
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horns
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CONTEST CALENDAR

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

Jim Snelson
7200 Montgomery Blvd NE #287
Albuquerque, NM 87109
(505) 296-2884
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Stunt News Contest Calendar

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

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

2007 Contests:

January 27-28

Southwest Regionals Control Line Championships, Christopher Columbus Park, 4600 N. Silverbell Rd, Tucson, AZ

Saturday: Old Time, Classic

Sunday: Profile* (Jr.-Sr., Open), Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Mark Smith, 11128 W Amelia Ave., Avondale, AZ 85323, (623) 877-8986, rainydaysmith@cox.net

www.ccmaconline.org

February 10-11

Central Arizona Control Line Club 6th Annual Ed Southwick Memorial Stunt Contest, Friendship Park, McDowell Rd. between Avondale Blvd. and Dysart Rd., Avondale AZ. Take the Avondale Blvd. (115th Ave.) exit north from I-10, go 1/2 mile and turn west (left) on McDowell Rd. (first street north of I-10).

Saturday: Old Time, Classic, Profile*

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

CD: Mark Smith, 11128 W Amelia Ave., Avondale, AZ 85323, (623) 877-8986, rainydaysmith@cox.net

Assistant CD: Ken Gulliford, 10001 W Colina Ct., Phoenix, AZ 85037, (623) 877-8823 kgrtr@aol.com

Stunt event director: Leroy Black, 606 S. 233 Dr., Buckeye, AZ 85326, (623) 326-4110, Lb4111@msn.com

www.controlline.org

February 25

Not-Presidents'-Day Contest, E. Northwest Highway and Garland Rd, Dallas, TX

P-40* (Beginner, Intermediate, Advanced, Expert), ARF* (Beginner, Intermediate, Advanced, Expert)

CD: Mike Scott, (214) 478-6263

March 14-17

Vintage Stunt Championships XIX, Christopher Columbus Park, 4600 N. Silverbell Rd, Tucson, AZ

Wednesday: Old Time round 1, Ignition*

Thursday: Old Time round 2, , Ignition*, Classic appearance judging

Friday: Classic round 1

Saturday: Classic round 2, banquet

Entry deadline March 7

CD: Lou Wolgast, 3652 E. Northern Dancer, Tucson, AZ 85739, (520) 591-3021 or (520) 850-9685

Assistant CD: Robin Sizemore, 12405 E. Arbor Vista Blvd., Tucson, AZ 85749, (520) 749-4434, expstunt@cox.net

Banquet: Jim Hoffman, 2658 W. Montgomery Dr, Chandler, AZ 85224, (480) 897-0630

www.ccmaconline.org

March 30-April 1

King Orange International, Bradford County Fairgrounds, Stark, FL, US Hwy 301 about 25 miles west of I-10

Friday: Practice, beginning 10:00 AM

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

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

CD: William Hodges, 5060 US Hwy 1 N, Bunnell, FL 32110, (386) 445-2488 (home), (386) 931-2445 (cell), clpahodges@aol.com

July 8-14

U. S. Control Line National Championships, AMA, E. Memorial Drive, Muncie, IN

Sunday: Precision Aerobatics* (Advanced, Open) appearance judging. Advanced and Open entry deadline is noon Sunday.

Monday: Precision Aerobatics (Beginner*, Intermediate) (unofficial NAT's events)

Tuesday: Old Time, Classic (unofficial NAT's events)

Wednesday: Precision Aerobatics* (Advanced, Open) qualifying rounds 1 and 2.

Thursday: Precision Aerobatics* (Advanced, Open) qualifying rounds 3 and 4.

Friday: Open Precision Aerobatics* Top Twenty, Advanced Precision Aerobatics* finals.

Jr. and Sr. entry deadline is 4:30 Friday.

Saturday: Precision Aerobatics (Jr., Sr., Open*) finals, Walker Cup flyoff.

Official-events ED: Warren Tiahrt, tiahrt@mindspring.com

Get registration form from AMA Events Department, 5151 E. Memorial Dr., Muncie, IN 47302, (765) 287-1256, ext. 204, lonniee@modelaircraft.org, or

http://www.modelaircraft.org/events/Entry%20Forms/2006%20CLPA%20Entry%20Form.pdf

See PAMPA Web site for details: http://www.control-line.org

July 28-29

Skylarks of Sharon Profile Stunt Contest, club field, Transfer, PA

Profile* (Beginner, Intermediate, Advanced, Expert)

Two flights each day; score is best two of four.

CD:Bob Crusan, (814) 223-9695

Assistant CD: Phil Spillman, 350 Butterfly Ln, Hermitage PA 16148, (724) 983-1677, p.g.spillman@att.net

August 11-12

FCM.Championships, AMA, E. Memorial Drive, Muncie, IN

Saturday: Classic, Old Time, Profile Stunt*

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

CD: Allen Goff, 2100 N Carrolton Dr., Muncie, IN 47304, (765) 759-7473, allengoff@fcmodelers.com

www.fcmodelers.com

August 18-19

Paducah Aero Modelers' Western Kentucky/Southern Illinois Stunt Championships, McCracken County Model Air Park, Paducah, KY: Take exit 3 off I-24 on the Kentucky side of the Ohio River. Turn east on Old Cairo Road and find Coleman Road off to the right (south) at about one mile. Travel south on Coleman Road three quarters of a mile and turn left (east) on County Park Road. Go through the open, right, red gate and drive to the top of the hill.

Saturday: Beginner Precision Aerobatics*, Basic Flight*, Profile Stunt*, Classic, Old Time

Sunday: Precision Aerobatics (Intermediate, Advanced, Expert)

CD: Allen W. Brickhaus, PO Box 206, Golconda, IL 62938, (618) 683-7611 (home), (618) 841-0089 (cell), abkb801@shawneelink.com

Contact: Charles Reeves, (270) 554-9920

August 25-26

Skylarks of Sharon Fifth Annual Western Pennsylvania Stunt Championships, club field, Transfer, PA

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

All Saturday events have Beginner, Intermediate, Advanced, and Expert classes.

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

CD: Phil Spillman, 350 Butterfly Ln, Hermitage PA 16148, (724) 983-1677, p.g.spillman@att.net

September 8-9

Peoria Area Wyreflyers' Heart of Illinois Stunt Championships, Detweiler Park, Peoria, IL

Saturday: P-40*

Sunday: Precision Aerobatics (Beginner, Intermediate, Advanced, Expert), Old Time

CD: Russ Gifford; 1302 2nd Street; Camanche, IA 52730, (563) 259-1649

September 14-16

Memphis Stunt Classic, Millington Barnstormers' Club, 4256 Sykes Road, Millington, TN, approximately 13 miles north of Memphis

Friday: practice

Saturday: Classic*, Old Time, Profile*

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

CD: Louis Rankin, 1262 Mathis Rd, Atoka, TN 38004-7902, (901) 837-1511, lwr_@msn.com

CONTEST REPORTS

James Mills
1206 S 15th Street
Ozark, MO 65721
(417) 581-3929
mllscal@quixnet.net

October 15, 2006 GSCB

Dan Banjok won the Pilots choice award which was a framed photo of Dan and his outstanding Vista. BUT, the plaque we presented him was a photo of all the junk in the back of his minivan. Everyone enjoyed the prank, Dan most of all, and oh yes, we gave him the real award plaque as well.

Picture of Jose' Modesto, winner of PAMPA expert at GSCB Oct 15th contest.

Mike Ostella presents PAMPA first place Intermediate award to Hank Womble.

CD Mike Ostella presents award to Jack Weston of the Philly Flyers, winner of PAMPA Advanced Oct 15th GSCB.

Toronto Balsa Beavers Fall Stunt Contest
October 15, 2006, Toronto, Ontario
Results from Paul Smith

MAAC Stunt

1	Konstantine Bajaikine	557.5
2	Stuart Henderson	478.5
3	Paul Smith	411
4	Leonard Bourell	377

Profile

1	Dave Kelly	449.5
2	Chris Brownhill	430
3	Mike McMahon	429.5
4	Paul Smith	404

28th Annual Golden State Championships
October 21-22, 2006, Clovis CA
Results from Jerry Silver, CD

Expert

1	David Fitzgerald	563.5
2	Paul Walker	561.5

3	Brett Buck	557
4	Howard Rush	546
5	Ted Fancher	540.5
6	Keith Trostle	537.5
7	Bob Whitely	534
7	Chris Cox	534
9	Phil Granderson	530
10	Jim Aron	528.5
11	Lou Wolgast	516.5
12	Dave Sabon	511.5
13	Jeff Anderson	508.5
14	John Wright	503
15	Robin Sizemore	500
16	Kirk Mullinnix	498.5
17	Jim Tichy	496
18	Larry Fernandez	489
19	Jim Rhoades	487
20	Paul Pomposo	484
21	Igor Panchenko	481
22	Scott Dinger	428

Advanced

1	Antone Kephart	479
2	Phil Juarez	471.5
3	Paul Ferrell	468
4	Bob Brooks	462
5	John Miller	453
6	Peter Deane	444
7	Ken Ribardo	435.5
8	Heman Lee	429
9	Mark Wasnick	428
10	Jim Goss	352.5
11	Bob Duncan	351.5
12	Larry Renger	339.5

Intermediate

1	Richard Walbridge	422.5
2	Dan Gomez	404
3	Larry Wong	399.5
4	Doug Barton	398
5	Gerald Arana	366
6	Greg Bahrman	356
7	Bob Cherny	354.5
8	Rudy Bustamonte	351.5
9	Bill Taylor	347.5
10	L. Williams	159.5

Beginner

1	Fred Staley	254.5
2	Howard Yamagata	243
3	Tyler Moore	191
4	Brian Moore	178.5
5	Eric Fitzgerald	143

Classic

1	Bob Whitely	542.5
2	Keith Trostle	540.0
3	Don McClave	534.0
4	Dave Sabon	530.5
5	Jeff Anderson	523.5
6	Antone Kephart	506.0
7	Lou Wolgast	502.5
8	Ray Firkins	498.0
9	Scott Dinger	490.5
10	Jim Tichy	486.5
11	Chris Padham	483.0
12	Bob Duncan	469.5
13	Mark Wasnick	467.0
14	Larry Renger	443.0
15	Peter Deane	424.5
16	Rudy Bustamante	400.5

Old Time

1	Bart Klapinski	310.5
2	Keith Trostle	305.0
3	Bob Whitely	299.5
4	Jim Aron	298.5
5	Lou Wolgast	291.5
6	Chris Cox	289.0
7	John Wright	288.5
8	Scott Dinger	281.5
9	Heman Lee	271.5
10	Robin Sizemore	271.0
11	Ray Firkins	268.0
12	Bill Heyworth	265.5
13	Larry Fernandez	264.5
14	Gerald Arana	258.5
15	Bob Cherney	254.5
16	Bob Duncan	247.0
17	Paul Isenhower	158.0

Carolina Criterium
October 21-22, 2006, Huntersville, SC
Results from Allen Brickhaus
http://www.clstunt.com/htdocs/dcforum/DCForumID1/21361.html

Expert
Judges: Kent Tysor, Larry Draughn, Ed Ruane

1	Tom Dixon	508
2	Jose Modesto	507.3
3	Derek Barry	501.6
4	Gene Martine	495.3
5	Bob Lampione	491.3
6	Steve Fitton	479.6
7	Gary Lutz	471

Advanced
Judges: Curtis Comer, Will Davis

1	Jim Morris	510
2	Adrian Dominguez	497.5
3	Willis Swindell	490
4	Terry McDowell	484
5	Ron King	479.5
6	John Rakes	479
7	John Tate	469.5

Intermediate

1	Alan Buck	352

Beginner

1	John Rewis	146

Basic Flight

1	Gavin Barry	280.5
2	Charra Reeves	190.5
3	Dee Tison	162

Classic

1	John Simpson	503
2	Tom Dixon	499
3	Bob Dixon	498.5
4	Larry Draughn	498.5
5	Steve Fitton	492
6	Joe Reinhard	480.5
7	Jimmy Paul	460
8	Lynn Weedman	459.5
9	Tom Morris	432.5

Old Time

1	Allen Brickhaus	291.5
2	Charlie Reeves	288
3	Larry Draughn	287
4	Tom Dixon	285.5
5	Watt Moore	258.5
6	Bill Mandakis	256.5
7	John Rewis	187.5

Profile

1	Tom Dixon	505
2	Kent Tysor	494
3	Allen Brickhaus	481
4	Dale Barry	475
5	Ron King	472.5
6	Tom Morris	466
7	Willis Swindell	460.5
8	William Davis	459
9	John Lindberg	448.5
10	John Tate	429
11	Frank Stetson	415
12	Alan Buck	359.5

CD: Watt Moore

Rebel Rally
November 11-12, 2006, Stark, FL
Results from Gene Martine

Expert

1	Josias Delgado
2	Wayne Smith
3	Tom Dixon

Advanced

1	Adrian Dominguez
2	Jim Mitchell
3	Roy Trantham

Intermediate

1	Rollin Keszler
2	Robert Willis
3	Don Sopka

Beginner

1	Mark Brundick
2	Doug Morris

Classic

1	Tom Dixon
2	Roy Trantham
3	Chuck Feldman

Old Time

1	Tom Dixon
2	Roy Trantham
3	Chuck Feldman

Profile

1	Dale Barry
2	Roy Trantham
3	Marshall Busby

CD: Dale Miller

Karl Marschinke Memorial Control Line Contest
September 23-24, 2006, Tucson, AZ
Results from http://ccmaconline.org/marschinke%2006%20contest%20results.pdf

Expert

1	Keith Trostle	537.5
2	Bob Whitely	535.5
3	Jim Hoffman	525
4	Lou Wolgast	519.5
5	Mike Pratt	511.5
6	David Sabon	502.5
7	Kirk Mullinnix	500.0
8	Robin Sizemore	488.5
9	Grady Widener	480.5
10	Leroy Black	468.5
11	Lou Crane	413.5

Advanced

1	John Callentine	483
2	Glen Allison	482.5
3	Michael Duffy	465.5
4	Robert Brooks	457
5	Mark Smith	455
6	Lew Corbett	413
7	Burt Brokaw	391
8	Bob Emmett	383

Intermediate
No entries

Beginner

1	Gary Gingerich	193.5

Classic

1	Keith Trostle	553
2	Bob Whitely	552
3	David Sabon	523.5
4	Leroy Black	518.5
5	John Callentine	481
6	Mark Smith	479
7	Glen Allison	470.5
8	Grady Widener	461
9	Michael Duffy	457.5
10	Burt Brokaw	406.0
11	Lou Crane	323.5

Old Time

1	Keith Trostle	260
2	Lou Wolgast	250.5
3	Burt Brokaw	233.5
4	Bob Whitely	231.5
5	Robin Sizemore	230.5
6	Randy Cuberly	227.5
7	Kevin Capitanelli	221.5

8	Leroy Black	218.5
9	Bob Emmett	207.5
10	Mark Smith	206
11	Bill Heyworth	200
12	Ken Gulliford	170
13	Lou Crane	168.5
14	Mike Pratt	165
15	Glen Allison	107
16	Jon Standingbear	40

Profile

1	Lou Wolgast	522
2	Mike Pratt	488.5
3	Leroy Black	462.5
4	Glen Allison	453
5	Mark Smith	435
6	Grady Widener	430
7	Lew Corbett	418
8	Lou Crane	376.5

CD: Lou Crane

Garden State Circle Burners' Fall Airshow Part II
October 15, 2006,
Results from Mike Ostella, CD

Expert

1	Jose Modesto	530.5
2	Dan Banjock	528.5
3	Jim Damerell	527.5
4	John Saunders	511.5
5	Bud Wieder	505
6	Bob Lampione	484
7	Noel Drindak	480.5

Advanced

1	Jack Weston	484.5
2	Bill Mazzoni	476.5
3	Jim Sumner	473
4	George Waters	447.5
5	Joel Constantino	447
6	Brian Manaut	442
7	Bob Krug	377.5
8	Steven MacBride	185

Intermediate

1	Hank Womble	363.5
2	Rudy Rybak	273.5
3	Ron Testa	256.6

Broken Arrow
September 23-24, 2006, Valley Park, MO
Results from Crist Rigotti
http://stunthanger.com/smf/index.php?topic=1980.msg13538#msg13538

Expert

1	Walt Brownell	544
2	Robert Storick	534
3	Dan McEntee	533
4	Crist Rigotti	526.5
5	Dennis Vanderkuur	525
6	Russ Gifford	518.5
7	Fred Krueger	503.5

Advanced

1	Mike Schmitt	530.5
2	James Mills	526.5
3	Lew Woolard	521.5
4	Larry Lindburg	494
5	Robert Brookins	473

Intermediate

1	Steve Smith	479
2	Brian Harris	459
3	Steve Moore	420

Beginner

1	Charles Fowler	250

Basic Flight

1	Alex Royal	224.5

Classic

1	Mike Schmitt	547.5
2	Robert Storick	526.5
3	Dan McEntee	521
4	Lew Woolard	506.5
5	Fred Krueger	500
6	Walt Brownell	494.5
7	Floyd Layton	490.5
7	Joe Thompson	490.5
9	Larry Lindburg	488.5
10	Dennis Vanderkuur	461.5
11	Crist Rigotti	448
12	Robert Brookins	424
13	Steve Moore	387.5

Old Time

1	Allen Brickhaus	299.5
2	Dan McEntee	293
3	Jim Thomerson	282.5
4	Lew Woolard	281
5	Floyd Layton	280.5
6	Crist Rigotti	267
7	Mike Schmitt	265.5
8	Walt Brownell	251.5
9	Steve Moore	246.5
10	Joe Thompson	242
11	Robert Brookins	214
12	Larry Lindburg	192

P-40

1	Crist Rigotti	537
2	Allen Brickhaus	533.5
3	Dan McEntee	522
4	Fred Krueger	519
5	Steve Smith	514
6	Larry Lindburg	491.5
7	Dennis Vanderkuur	466
8	Robert Brookins	456.5
9	Mike Schmitt	453.5
10	Steve Moore	446.5
11	Floyd Layton	363
12	Lew Woolard	276.5
13	Alex Royal	70

CD: Robert Arata

Dallas Fall Stunt Clinic and Contest
October 8, 2006, Dallas, TX
Results from Linda Gleason

Expert
Judges: Mike Scott, John Grigsby

1	Richard Oliver	Maverick	RoJett	551.5
2	Doug Moon	Big Bear	PA 65	537.5
3	Steve Moon	Saturn	OS 52 FS	536
4	Bill Wilson	Hunter 7	Fox 60	527
5	Dee Rice	Oriental	RoJett 40	519

Advanced
Judges: Mike Scott, John Grigsby

1	Dale Gleason	Impact	RoJett 76	476.5
2	Mike Greb	Impact	RoJett 65	471
3	Jim Svitko	G Nobler	Magnum 36	461.5
4	Mike Finnigan	Saturn	RoJett 61	458.5
5	Don Hutchinson	59 T Bird	Magnum 36XL	442.5
6	Dave Ek	Lone Star	40 FP	429

Intermediate
Judges: Phillip Nickels, Bill Wilson

1	Dale McCord	Nobler	RoJett 40	464.5
2	John Ashford	Qué es Eso	Brodak 40	458.5
3	Norm Faith	TopFlite Score	ST 51	383.5
4	Richard Staight	ARF Nobler	OS 40	352.5

Beginner
Judges: Phillip Nickels, Bill Wilson

1	Jerry Leuty	Sport	40 LA	185
2	George Hamby	Sport Hawk	Fox 40	170.51

CD: Phillip Nickles
Assistant CD: Tom Farmer
Tabulator: Rachel Wilson
Food: Linda Gleason, Prescilla Scott
Runners: Norm Faith, George Hamby, Phil Dunlap

Western Ohio CL Stunt Contest
October 7-8, 2006, Dayton, OH
Results from John Jordan, CD

Expert

1	Allen Goff	568.5
2	Kenny Stevens	566
3	Larry Robertson	546.5
4	Wes Dick	541.5

Advanced

1	Roger Wildman	518.5
2	Will Hinton	505.5
3	Ray Kidner	484.5
4	Ron Lutz	474
5	John Gladfelter	460

Intermediate
No entries

Beginner
No entries

Classic

1	Joe Reinhard	550.5
2	John Sunderland	544
3	Wesley Dick	542
4	Allen Goff	534
5	Scott Condon	521.5
6	Mike Condon	507
7	Carl Lovins	500.5
8	Ron Lutz	487.5
9	Bob Campbell	484
10	Jim Harris	467.5
11	Clyde Richie	402

Profile

1	John Sunderland	536
2	Allen Goff	526
3	Roger Wildman	510.5
4	Ron Lutz	486.5
5	Scott Condon	477
6	Ray Kidner	454.5
7	Clyde Richie	325

ARF

1	Joe Reinhart	526
2	Ron Lutz	493
3	Bob Campbell	484
4	Jim Harris	471
5	Mark Messimer	466
6	Ray Kidner	465.5

Tulsa Glue Dobbers' Stunt Contest
September 30-October 1, 2006, Glenpool, OK
Results from Elwyn Aud
http://stunthanger.com/smf/index.php?topic=2202.0

Expert

1	Bill Wilson	564
2	James Lee	553.5
3	Joe Bowman	542
4	Bud Burroughs	539.5

Advanced

1	Dale Gleason	Impact	ROJett 76	534
2	Joe Gilbert	ARF Nobler	Brodak 40	520.5
3	Lew Woolard		Silver Foxx	518.5
3	Mike Finnigan	Saturn	ROJett 61	518.5
5	Mike Greb	Impact	ROJett 65 pipe	518
6	James Kraft	Magician	McCoy 40	508.5
7	Jim Phillips	Sooner Special	ST 60	496.5
8	Ken Nash	Legacy 40	OS LA 46	488.5
9	Bob Reeves	Twistmaster	Saito 40	487
10	Dave Ek	Lone Star	OS FP 40	482
11	John Holliday	Cotton Candy	OS FP 35	479.5
12	Don Hutchinson	Thunderbird II	Magnum 36XL	469
13	Robert Brookins		Silver Foxx	458.5

Intermediate

1	Mike Donovan	504.5
2	John Ashford	500
3	Bill Gilder	471
4	John Bender	468.5
5	Norm Faith	435.5

Classic

1	Bill Wilson	Tucker Special	OS LA 40	537
2	Joe Gilbert	ARF Nobler	Brodak 40	531

3	James Lee	ARF Nobler	Fox 35	510
4	Lew Woolard	Viking	Silver Foxx 40	508.5
5	Joe Bowman	Roadrunner	Brodak 40	504.5
6	Jim Kraft	Magician	McCoy 40	498.5
7	John Bender	Thunderbird	Silver Foxx FP 40	488.5
8	Don Hutchinson	Thunderbird II	Magnum 36XL	485
9	Mike Finnigan	ARF Nobler	Brodak 40	483.5
10	Mike Greb	Nobler	Fox 35	481
11	John Ashford	Shark 35	OS LA 46	479.5
12	Gary Mondry	Magician	OS FP 25	463.5
13	Bill Gilder	ARF Nobler	OS LA 40	415
14	John Holliday	ARF Oriental	Brodak 40	414
15	Robert Brookins	ARF Nobler	Silver Foxx LA 40	396

Old Time

1	James Lee	Humongous	Madewell 49	333
2	Lew Woolard	Viking	Silver Foxx 40	322
3	Bud Burroughs	Jamison	McCoy 40	317
4	Mike Donovan	Barnstormer	OS LA 25	308.5
5	Bill Gilder	All American	Fox 35	308
6	James Kraft	Ringmaster	McCoy 35	307
7	Dave Ek	Jamison	McCoy 29	299
8	Mike Finnigan	Ringmaster	DS 40	296.5
9	Jim Shamblin	ARF Smoothie	OS LA 40	288
10	John Holliday	Dragon	Fox 35	279.5
11	Joe Gilbert	Ringmaster	Brodak 25	268.5
12	Robert Brookins	Humongous	Fox 40	253

P-40

1	Larry Oakley	1115.5
2	Mike Finnigan	1038.5
3	Mike Donovan	1029
4	Joe Gilbert	1020
5	John Ashford	986
6	John Bender	982.5
7	Jim Phillips	963.5
8	Bob Reeves	947
9	Norm Faith	897
10	John Holliday	894.5
11	Joe Bowman	871.5
12	Robert Brookins	750
13	Roger Johnson	720.5
14	Bill Gilder	706.5
15	Gary Mondry	314

CD: De Hill

Tampa Bay Line Flyers' Control Line Contest
October 29, 2006,
Results from Tampa Bay Line Flyers' Newsletter

Old Time

1	Eric Viglione	Viking	Fox .59	269.5
2	Chuck Feldman	Jamison	DoubleStar	262.5
3	Roy Trantham	Jamison	DoubleStar .40 BB	259
4	Owen Richards	Humongous	ST .51	257
5	Phil Bayly	All American Sr.	Fox .29	191

Ouadrathon Stunt

1	Eric Viglione	Mustang (RSM Miss Sarah kit)	217.5
2	Owen Richards	Mustang (RSM Miss Sarah kit)	?
3	Phil Bayly	F4F Wildcat (own design)	109.5

CD: Randy Boatman
Judges: Jim Silhavy, Dave Tuttle

Fall Follies
October 7-8, 2006, Salem, OR
Results from flyinglines.org
http://flyinglines.org/Follies.06.html

Expert

Judges:	Scott Riese, Steve Helmick	
1	Paul Walker	570
2	Howard Rush	566.5
3	Bruce Hunt	526
4	Dan Rutherford	522
5	Pat Johnson	515.5
6	Jerry Eichten	511.5
7	Randy Powell	495
8	John Leidle	481.5
9	Leo Mehl	467

Advanced

Judges:	Scott Riese, Jerry Eichten	
1	Mark Conner	493.5
2	Todd Ryan	471.5
3	Mike Foley	391, 462
4	Mike Haverly	462, 170.5
5	John Thompson	453
6	Dave Gardner	425
7	Floyd Carter	423.5
8	Greg Hart	398

Intermediate

Judges:	Scott Riese, Jerry Eichten, Dan Rutherford, Bruce Hunt	
1	Max Boyd	411.5
2	Art Zehner	388
3	Roger Hebner	362.5
4	Jeff Rein	349.5

Beginner

Judges:	Scott Riese, Jerry Eichten, Dan Rutherford, Bruce Hunt	
1	Mark Scarborough	240.5
2	Dave Miller	211.5
3	Richard Entwistle	210.5
4	Guy Laine	204
5	Buzz Wilson	144
6	Joe Just	133
7	Norma Miller	65

Classic

Judges:	Don McClave, Steve Helmick	
1	Bruce Hunt	533.5
2	Scott Riese	530.5
3	Pat Johnston	526.5
4	Dan Rutherford	494.5
5	Greg Hart	486
6	Mike Haverly	463.5
7	Mike Foley	457

Best Classic Sportsman trophy Greg Hart

P-40 Expert

Judges:	Leo Mehl, Steve Helmick	
1	Scott Riese	497
2	Pat Johnston	491.5
3	Jerry Eichten	487.5

4	Dan Rutherford	476
5	Bruce Hunt	467.5

P-40 Sportsman
Judges: Leo Mehl, Scott Riese

1	Mike Foley	465
2	Mike Haverly	457.5
3	Greg Hart	440
4	Dave Gardner	380
5	Roger Hebner	364
6	Art Zehner	356.5
7	Mark Scarborough	243.5

CD: Mike Hazel

Navy Carrier Plus
November 10, 2006, Avondale, AZ
Results from Ted Kraver, CD

Profile

1	Tom McClain	535
2	Lou Wolgast	522.5
3	Burt Brokaw	521.5
4	Mike Pratt	503.5
5	Grady Widener	490.5
6	Robin Sizemore	479

Al Rabe's Home Movies

972-257-0193 • alscritmas@ev1.net

"Millennium Finishing" *and* ***"BBQB Finishing"*** *are for decorating or detailing stuntships. They deal with masking, shadowing, ink lines, exhaust stains, lettering and similar topics. They do not cover finishing prep.* ***$18 ea.*** *shipped to lower 48*

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Napa Valley Vintage Stunt Regional 2

Sponsored by the Bay Area CLPA, Association

October 8, 2006
Kennedy Park, Napa, California
CD: Jim Aron Asst. CD: Doug Barton

Paul Pomposo puts in a flight amongst the grapes..... or the hills are alive with the sound of Foxes....

Classic		**Judges: Brett Buck**		
1	Ted Fancher	Ruffy	Rustler40	555.00
2	Phil Granderson	Olympic	Aero Tiger 36	529.00
3	Jim Tichy	Ares	Jett 40	511.00
4	Jim Aron	Ringmaster	OS20FP	497.00
5	Paul Pomposo	Ringmaster	OS20FP	492.00
6	Heman Lee	Ringmaster	OS20FP	468.00
7	Bob Duncan	Ares	OS40	454.00
Old Time		**Judges: Ted Fancher and Doug Barton**		
1	Jim Aron	Ringmaster	OS20FP	289.50
2	Bob Duncan	Jamison Special	Magnum 36	274.50
3	Paul Pomposo	Ringmaster	OS20FP	272.50
4	Heman Lee	Ringmaster	OS20FP	269.00
5	Bob Cherny	Jamison Special	OS 25	258.50
6	Larry Wong	El Diablo	OS25	209.50
7	Kim Mortimore	All Australian	Brodak 40	205.50

It was decidedly low key, man. Like we were grooving to the sounds of like, Foxes. Well maybe not Foxes, but like Mercos anyway. Like can you get behind Mercos, man? And like Castor Oil. We were all so "one" with Castor Oil. Klotz is jive, man. Man, if we could find, like some sugar daddy to put up some bucks, we could like manufacture Castor Oil incense, man. Can you dance to that program? We could call it Castor Freakin' Oil Incense! It was deja-vu all over again….The Summer of Stunt! Just like the Polo Grounds in the park. Hey man, what's your plane's sign? Ares? Coooooool. Man, what's with that clockwise flying thing? I was trippin' on that. Tichy must have been mellow when he was doing the controls riff. Brett was judging with a mirror, man. But it was groovy. The family dog made the scene. Copacetic all around and around and around and around……Anyone got some brownies? -Jim Aron

Woodland/Davis Aeromodelers

Meet 'n Meat VIII

Strictly Stunt & BBQ Fall "Classic"

Mavis Henson Flying Field, Woodland, California
Event Director: Jim Aron CD: Doug Barton

Beginner — **Judges: Jim Tichy and Paul Pomposo**

1	Jeff Yamagata	Cardinal	OS 40	213.50
2	Brian Moore	P51	Enya 19	209.00
3	Tyler Moore	Flite Streak ARF	OS25LA	191.00
4	Lynn Price	ARF Flight Streak	OS25LA	189.00
5	Kevin Kemp	Unknown	Belchfire35	185.00
6	Richard Walbridge, Sr.	Imitation	OS LA46	161.00
7	Eric Fitzgerald	Flite Streak ARF	OS20FP	145.50
8	Howard Yamagata	Unknown	Belchfire35	139.00
9	Alex Klein	Flite Streak ARF	OS25FP	107.50
10	Michael Fitzgerald	Messerschmidt	Cox 049	69.50
11	Matthew Klein	Sky Ray	OS20FP	18.00

Intermediate — **Judges: Bob Duncan and Lewis Lingwood**

1	Douglas Barton	Tomster	OS35FP	431.00
2	Carter Fickes	Anable One	ST 51	417.00
3	Larry Wong	Imitation Plus	PA40 Lite	415.50
4	Dan Gomez	Stiletto	OS35	410.00
5	Jerry Arana	Phoenician	Brodak 40	408.50
6	Richard Walbridge, Jr.	Switch Back	PA 65	401.00
7	David Hueseman	Modified Oriental	OS40	397.50
8	Dick Myers	Profile Nobler	OS40FP	393.50
9	David P. Shirley, Sr.	Vector	OS LA40	391.00
10	Bob Cherny	Cardinal	OS40	272.50

Advanced — **Judges: Ted Fancher and Brett Buck**

1	Paul Ferrell	Profile Cardinal	OS46LA	491.00
2	Cleon M. Lingwood, Jr.	Cardinal ARF	Brodak 40	487.50
3	Dave Shirley, Jr.	Catalyst	ROJett 61	487.50
4	Lanny Shorts	Pathfinder	ST51	487.00
5	Pete Cunha	Stylus	Fox 40	486.50
6	Bob Duncan	Trivial Pursuit	OS46	481.00
7	Heman Lee	Imitation	Moki 51	479.50
8	Phil Juarez	Stiletto 660	OS40VF	460.00
9	Ken Ribardo	Vector 40 ARF	AeroTiger 36	459.50
	Lewis Lingwood	Cardinal ARF	Brodak 40	pass

Expert — **Judges: Bob English and Dave Shirley, Jr.**

1	David Fitzgerald	Star Geezer lV	PA75	591.50
2	Ted Fancher	Trivial Pursuit	RO Jett 61	588.50
3	Howard Rush	Impact	OS40VF	587.00
4	Brett Buck	Infinity	ROJett 61	584.00
5	Phil Granderson	Diva	Magnum 36	579.50
6	Jim Aron	Infinity Prime	PA65	571.00
7	Jim Tichy	Geo Flyer	PA65	546.50
8	Larry Fernandez	Checkmate	Jett51	545.00
9	Jim Rhoades	Classic Acrobat	Discovery Retro	539.00
10	Paul Pomposo	Doctor	OS40Surpass	538.50

Classic — **Judges: D. Fitzgerald and Larry Fernandez**

1	Jeff Anderson	Road Runner	Belchfire35	526.00
2	Phil Granderson	Olympic	Aero Tiger 36	520.00
3	Jim Tichy	Ares	Jett 40	487.00
4	Jim Aron	Ringmaster	OS20FP	481.50
5	Dave Shirley, Jr.	Cobra	OSLA40	474.00
6	Jerry Arana	Phoenician	Brodak 40	462.50
7	Heman Lee	Fancy Pants	OS LA25	436.50
	Paul Isenhower	Dolphin	OS 35S	pass

Old Time — **Judges: Brett Buck and Doug Barton**

1	Jim Aron	Ringmaster	OS20FP	285.50
2	Bob Duncan	Jamison Special	Magnum 36	271.50
3	Heman Lee	Ringmaster	McCoy 35	265.00
4	Jerry Arana	Jamison Special	Electric	250.00
5	David P. Shirley, Sr.	Jamison Special	OS LA40	235.00
6	Bob Cherny	Jamison Special	OS 25	224.50
7	David Hueseman	All American	Fox 29	61.00
	Kim Mortimore	All Australian	Brodak 40	pass
	Larry Fernandez	Ringmaster	OS15FP	pass
	Paul Isenhower	Ringmaster	OS20 FP	pass

Dave Fitzgerald caught in mid hurl.

World Famous FOX 15 HURL Hurl Director: Joey Jr.
16 entries

1	Phil Juarez	156'
2	David Fitzgerald	153'
3	Ted Klein	151'

Well then, numero ocho is in the can. Mother Nature gave us a bit of a fright, but in the end, STUNT prevailed.

Friday saw me at my most optimistic, almost a glass half full kind of guy. I loaded four airplanes and all the contest gear in the van leaving just enough room in the glove compartment for some clean underwear. I kissed the wife, patted the doggie and headed up to Woodland to both help prepare the site for the week-end contest and get in a bunch of needed practice at the handle. I even brought the Feno. I was that optimistic!

The first chink in my positive armor came when I had difficulty keeping the van on the road. Are trees supposed to be horizontal to the ground?

When I rolled up to the site and saw the worker bees, Bob Cherny, Bob Duncan and Doug Barton trying to hold on to their farm equipment with a decidedly arctic posture, I reverted to my natural state of doom and gloom. This contest is toast. I nearly lost the Ringmaster just opening the rear door of the van! Rumors were gusts to 50mph. That's right, 50!

Saturday dawned a bit better, but after Jeff Anderson's brave judge's flight, all but three pilots were reluctant to subject their little Classic and Old Time ships to the elements. So we took a chance and postponed the start to 1:30 pm with the hope that the front would blow through.

Dave Fitzgerald volunteered to run a "pattern clinic" and held our attention for a number of hours with some very helpful observations and some hands on judging work thanks again to a stupi….I mean courageous Jeff Anderson.

AND, our plan worked. The air got good enough by 1:30 and more or less improved from there. We finished Saturday by a reasonable hour and had high expectations for Sunday.

Sunday was pretty much Stunt heaven all day. We had a good turn out with a couple of long distance surprises. Howard and Marilou Rush drove down from Washington and Jim Rhoades came from Salt Lake City via Portugal with his recent purchase of a "Classic Acrobat" from the Russian champion whose name I have forgotten. Nice airplane. And of course, there was The Hurl. Congratulations to Phil Juarez for winning the coveted trophy and to Joey Jr. Fernandez for his expert direction of the event.

I'll let the rest of the results speak for themselves. Thanks everyone for coming and making the week-end a successful alternative to arranging our sock drawers. –Jim Aron

REGISTRATION AND PAYMENT: VSC-XIX (19)

Please complete ALL sections, including AMA number, E:Mail Address (Important!) & Banquet Choice.

NAME: _____ **AMA #** _____

STREET: _____ **CITY & STATE:** _____

E:MAIL ADDRESS: _____

Needed if you would like entry conformation

EVENTS ENTERED:

OTS @ $15.00 _____ **(Wed 14th – Thur 15th)**

IGN @ $15.00 _____ **(Wed 14th – Thur 15th)**

CLS @ $15.00 _____ **(Fri 16th – Sat 17th)**

BANQUET (Chicken) _____ **@ $35.00** _____ **(Sat Evening the 17th)**

BANQUET (Vegetarian) _____ **@ $35.00** _____ **(Sat Evening the 17th)**

Entry Must be Received Not Later Than Wednesday March 7, 2007
Make Checks Payable to JIM HOFFMAN (E:Mail windswept4@cox.net)
Mail to: 2658 W. Montgomery Drive, Chandler, AZ 85224
(Cholla Chopper Web Site: www.ccmaconline.org

Important Changes:

1) During the two official flight days for Old Time and Old Time Ignition (March 14 &15), the two unused grass circles will be reserved for Old Time practicing until 11:30AM. No Classic practice flights will be permitted at the contest site before 11:30AM the two days of Old Time competition (Wednesday & Thursday). This step has become necessary due to the large number of Old Time and Old Time Ignition entries running over two days.

2) We expect as large a turn out for Classic Stunt at VSC 19 as that of VSC 18. At VSC 19 Classis Stunt official flights will start no latter than 7:15AM both days (Friday & Saturday; March 16 & 17) with the pilots meeting taking place at 6:45AM both days. This is necessary in order to complete each round in a timely manner. Because of the early start the Classic flight order will be posted at the Rodeway Inn during appearance judging Thursday March 15.

The Dinner and Awards Banquet will take place Saturday night March 17th at the Marriott Hotel located at the corner of Euclid and E. 2nd St. The parking garage is on the North side of 2nd St. and the Hotel is on the South side of 2nd St. There will be another party ahead of us which should clear by 6:30PM during Cocktails. Dinner is scheduled for 7:15PM.

The Cholla Chopper web site is: www.ccmaconline.org. Important information and a map are posted there for printing & downloading. You should visit the web site and carefully read all the information provided. If you have any questions or do not have a computer with which to access the web site, please call one of the three people listed below: We will send you a complete copy of the flyer and registration form. We are mailing out 180 flyers Monday November 20th to those people who have attended VSC in the past three years. If you do not get one or can not get to the web site, please call.

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

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

CD: Lou Wolgast:
3652 E. Northern Dancer
Tucson, AZ 85739
PH 520-591-3021 or
PH 520-850-9685
E:Mail: cdvsd@ccmaconline.org

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: vscsidekick@ccmaconline.org

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

Attention: Midnight March 7th, 2007. By this date we need to know if you are attending VSC 19. Jim's mailing address is on the Registration form above. Download of the Registration Form available at **[www.ccmaconline.org]**. Three addresses and phone numbers are provided above along with e:mail addresses. Registration can be done in one of two ways. 1) Send in the registration 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 7, 2007 get closer there are fewer options available to you. **If we do not know that you plan to attend VSC 19 by either of these two methods by midnight of March 7, 2007, you will have to wait until the following year and enter VSC 20.** The Banquet sign-up is held open by Jim Hoffman until after the start of VSC (the 14th). If you want to attend the banquet and have not signed-up, check with Jim at the flying site by **10AM, Wednesday March 14th**. 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 14th**.

PAMPA RULES

Alice Cotton-Royer
2435 NE 84th Ave.,
Portland, OR 97220
(503) 254-3173
alice@artemisillustration.com

P D Q:
To Be or Not To Be

This just came in from Hammonton, New Jersey. Hilary Kahn wrote it and I know there are some of you Pampa members who would be very interested in knowing about this:

The History of P D Q: Then and Now

The following is a history (as precise as my mother and I know at this time) of this business from its inception to its inevitable end.

Before I was born, my parents co-owned a model airplane company called PDQ. The origins of this company/business started in Philadelphia, Pennsylvania U.S.A. at "Sullivan Manufacturing". The address was N.W. Corner, Tulip and Dolphin Streets, Philadelphia 25 PA. Sometime in the 1940's, PDQ was separated from Sullivan and it moved to Millville, New Jersey. It was then sold/passed-on as an estate-sale to an owner with the last name of Carcher. Under this ownership, the business was moved from Philadelphia to the Millville Municipal Airport in Millville, New Jersey U.S.A. In 1965 my parents, Julius (Jules) & Judith Kahn, co-purchased the business with a gentleman named Charlie Johnson.

PDQ was located in a building at the Millville Municipal Airport. This airport was actually the Millville Army Airfield during WWII, which was built and operated as a P-47 training school beginning August 02 of 1941 until the end of the war. Many of the buildings from the army airfield days were still there. The airport barracks were converted to commercial use after the war. PDQ was located in barrack number 64.

My father was in the Air Force (FEAF) and settled in Millville, New Jersey after his discharge. He worked full-time at an aircraft rebuilding company at the Millville Airport that at the time was called Airwork and PDQ became a "second-job" for him. My older brother, who was born four years my senior in 1962, often went to the business with my mother and father because daycare or a suitable baby-sitter wasn't available at the time. Both of my parents were involved in actually producing all of the PDQ kits from blanks of wood. The balsa wood was delivered in huge chunks that were sawn down on the premises to the required lengths and thickness. As you can imagine, this process created an enormous amount of sawdust. It still amazes my mother that the building didn't ignite and explode.

The die stamping was performed on old manual hand-lever-type printing presses. These presses were converted to hold the dies where the typeset would've been and sheets of balsa and plywood were placed where the paper would've been. Pulling the lever of the press would press the dies into the wood.

I was born in 1966 and my mother had her hands full with my older brother and myself. Therefore, she was unable to go to PDQ to help-out with the everyday work of running a successful business. My father "lived" at the airport, either working at his full-time job or working at PDQ. This continued until 1967 when my next-younger brother was born. My father couldn't continue with the pace of work that was needed to be completed at PDQ and still hold his full-time job at Airwork, so in 1967, my parents sold their share of the PDQ business to Charlie Johnson. It was also at this time that the business ceased to exist due to Charlie Johnson being unable to maintain it.

I don't know what happened to all of the dies for the PDQ kits. However, I still have the original stamps that were used to produce the water-slide decals that were included in the kits. I also have dies for the plywood doublers and tail sections for the "Cassutt", "Midget", "Mustang" & "Miss San Bernadino". These were to be produced and marketed as racing airplanes for the AMA Goodyear class of the control-line racing competition. I am also fortunate enough to have at least one of each of the kits that were commonly sold: PDQ Trainer, Baby Clown, Flying Clown, Circus Prince, Circus King, Super Clown & the Lion Tamer.

With the painstaking help of my dear friend John Jones whom resides in Derby, England, we were able to produce full-size plans of all of the original PDQ airplanes that were no longer available: PDQ Trainer, Baby Clown, Flying Clown, Circus Prince, Circus King & Super Clown. These full-size plans were created to reflect the actual parts of these original kits. The construction is original and not altered in any way to include the modern building techniques. As you may know, when these kits were originally produced, the wood wasn't of the high quality that we are used to seeing in kits produced today. The wood was rough; the die stamping wasn't the best and tended to "crush" the wood. The wood in these older kits was often warped, so as you can imagine, John and I had our work cut out for us (no pun intended).

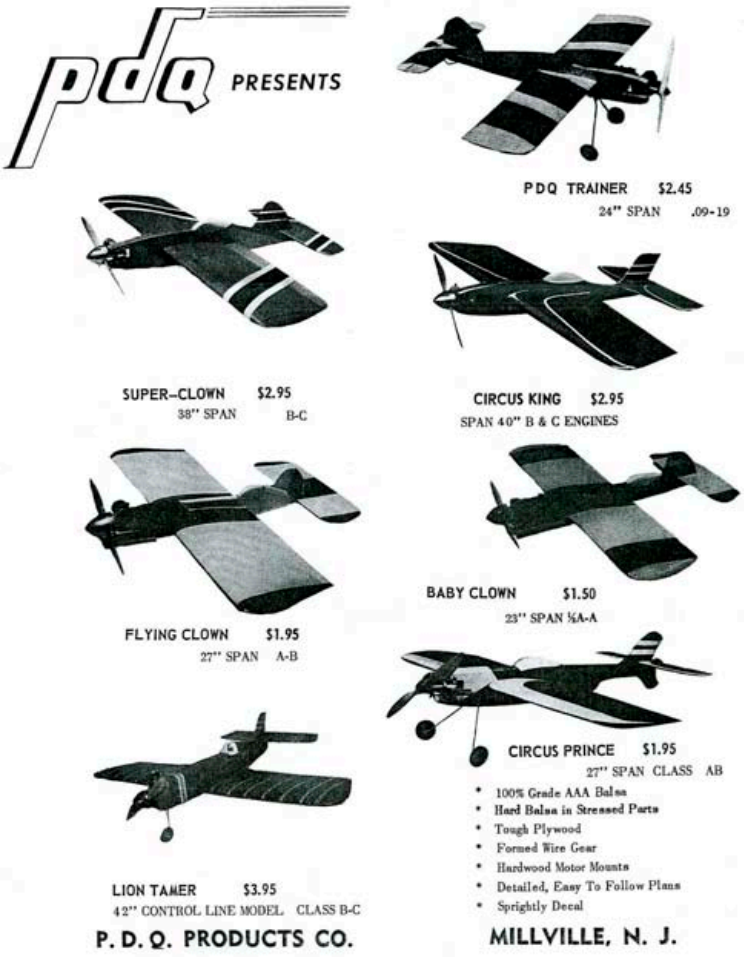
I cut out all of the parts and prepared the edges to give the correct shape of each part. Then I made tracings of each part and sent these tracings to John to do the drawing of the actual plan. Over a year and many airmail packages later, I am proud to say that all of the full-size plans for the PDQ airplanes are available to anyone who so desires to have them. I am offering these plans for the cost of $7.00 each that includes postage to anywhere within the continental U.S.A. (foreign orders, please inquire). I have had the image of each original stamp digitally reproduced and am also offering them as water-slide decals for the cost of $3.00

each ($2.00 each with the purchase of a plan(s)).

I hope that this bit of history was as interesting to you as it was for me to investigate it. It is part of my family history of which I am proud. Unfortunately, my father passed away in 1997 and I was unable to compile more information due to his loss. However, I welcome any information that anyone may have to help fill-in the gaps that are still evident within the history of this company.

Please send all inquiries and information to:

Mr. Hilary Kahn
P.O. Box 1049
Hammonton NJ 08037 U.S.A.
e-mail: hkahn79853@msn.com



P.S. from Hilary

I mentioned above that I was selling decals for $2.00 each. It should be noted that if the decals are purchased with a plan that the cost of the decal will be $2.00. However, if the decal is purchased separately, it will cost $3.00 each (to help cover the cost of shipping the decal).

Other news

Women in the Control-line hobby

continues:

Well, well, there is a new girl on the field. Why it is Norma Mills and her husband, David Mills. The Mills' showed up for the Fall Follies in Salem, Oregon after a long drive in from Richland, Oregon.

Norma flew Beginner after only putting her airplane in the air 5 weeks before the contest.

So Norma, where are you hiding your bon bons?

Reporting from Arizona, Lou Crane made note of Ginny Emmett who snowbirds from Washington with her husband Bob Emmett. He says she is crucially vital to the tabulating and moral support of pilots and contest participants in that area. She and Peggy Capitanelli (from Tucson, Arizona) "run the 'desk' with great tolerance for the guys out playing with toy airplanes," says Lou Crane.

Crane adds that "Young Michael Duffy's Mom, Tricia, is very supportive. Not only to him: "she's a great friend to all of us, and a sunny, fun-filled character."

Crane says, "You seldom see Burt Brokaw at a contest unless Monica Iverson is nearby." Lou Wolgast's wife, Linda, helps by running score sheets to the tabulators. "And Jan Whitely can often be found at the score table, too. Some, like Betty Allison, just enjoy being along while her husband, Glen, is doing his thing," says Crane.

Lou Crane wanted to make sure we got an update for Mary Gebhart. He said she has been a regular VSC OTS Spark judge for years and like Randi Gifford (see Women in the Control Line Hobby article a couple of issues back) she learned a lot from Bill Zimmer. "She and Bob Hazle WERE Pampa Products for several years!" says Crane.

"By the way," adds Crane," Doris Zimmer was another stalwart at the tab table in the Midwest for many years. She and Bill remain close to their many CLPA friends."

Lou Crane says that Rickii Pyatt is flying some and is a highly valued judge. And she's still "the hostess with the mostest."

Thanks Lou for these updates on women in Pampa.

I think I'll have to finally give up on the bon bon idea because no one, and I mean absolutely none of these women seem to have anything to do with eating them. Oh well, I guess we just have to let go of those tired images of women who sit around and eat bon bons while their men have fun being guys.

Goodbye bon bons…

-Alice Cotton-Royer

PAMPA PRODUCTS

Curt Nixon
8836 Utah
Livonia, MI 48150
(734) 261-8134
Captcurt @ flash.net

Happy New Year to all! I hope you all had a peaceful and happy holiday season. I have a couple of things this month and I'll present them in a slightly different manner than most of my reviews.

First, relating to PAMPA Products. We are currently out of print with no remaining inventory of the book: "Classic Era Construction Drawings" by Tom Morris. By next time, I hope to be able to at least tell you when we may be able to provide this book. As you might guess, printing and binding several hundred books, at about 140 pages is not a low-cost endeavor. If you have ordered one of these with a credit card along with other items, we will ship and note the out of stock and bill accordingly. If you order with a check, we will issue a credit slip along with the order.

Second, I'd like to briefly offer a perspective on the currently available ARF planes for stunt. I will focus on larger planes that I believe to offer the improving aerobatic pilot certain advantages. But first, I would like to tell a personal story that is at least remotely relevant.

I've been back involved in PA for five full seasons now. In 2004, I competed in the Nationals in Intermediate and subsequently moved to Advanced and flew in that Nationals event also. Primarily as a result of the windy conditions during qualifications, and my (ragged) ability to at least complete all of my qualification flights, I made the top twenty. In 2005 I built a larger piped plane and tried again, failing to make the cut. Qualifications in 2005 were in rainy, humid air that was a challenge for my overweight plane—I was sucked into flying very large patterns and, together with a high-bottoms issue pretty much set me up to miss the top twenty. After some introspection, I realized that I could have faired much better had I been flying at a more competitive bottom height.

Now, through the entire pattern-learning process and five nationals, I have lost one plane—and that was perhaps the result of a medical condition. This isn't to brag about being good at it, it is simply because I have been very, very conservative—and flew with a serious aversion to terra firma. So, I considered the fact that my conservative, 10-12 ft bottoms finally caught up to me and this was seriously keeping me out of the hunt.

Some self-analysis quickly got me to think that flying a reduced-risk plane was what I needed to do—but I couldn't talk any of my flying buddies to lend me their full-blown, piped, warships. So, after completing the 2005 NAT's event, I committed to flying the rest of the season using my 2-season-old profile 40 ship. I theorized that if I relieved myself from the fear of wasting my full-on Katana, I would be able to progress to better bottom consistency and then translate it back to the real thing in the spring.

It was difficult to stay on the "program"—there were several contests where I would have liked to fly a better plane—but I kept on—actually scoring several 500+ competition rounds with the little plane. It actually got to be fun—kind of like taking a '63 Impala sleeper with a 427 out on Woodward avenue on Friday night. The little plane that could. The bottoms got lower for the rest of the season and the scores improved to reflect that. It was much less worrisome to work on 3-ft bottoms and inverted flight with the little profile. By the end of 2005, I was pretty convinced that my visual coordination and muscle memory had been effectively re-calibrated to more competitive heights—albeit not consistently 4-6', much better than 12. The real test would come in the spring of 2006.

For the first flights of the spring, I again used the small plane but quickly switched back to the Katana—low and behold, bottoms were MUCH improved. I was pretty pleased with the whole process.

Now, back to the original subject of this article, ARF's or Almost Ready to Fly stunt ships. What does this have to do with my little personal adventure? Low investment planes have a place in a lot of developing pilots' programs. The trend today, in a lot of cases, is for improving flyers to move up to fairly complex (read: expensive in dollars and time investment) equipment. I don't know anyone that has so much time and money available that they are simply not affected when close to the ground. After my experiment, I believe very strongly in the concept of practice with an easily replaced plane. Enter any number of currently available ARF models.

There are several ARF's currently available and more on the way that offer this low-risk approach. One of the first, the Brodak Cardinal profile—slap on a LA46 and you are flying. It has been a staple of the intermediate circles for several years. The Brodak Pathfinder is similar and will fly well with a LA 46 or similar.

If you are getting better and want a bigger, full fuse ship then there are also several to consider now. I recently was introduced to the Top Flite Score. It is a 670 square inches full-featured stunter. The one I saw was flying pretty well with a LA 46 but would be a little stronger with a 51 or so.

It is a confirmed rumor that Sig will be releasing at least one perhaps two new, PA ARF ships this season—I hope to see them at the Toledo Show in April. If, as many speculate and feel makes sense, they base them upon their Chipmunk or, better, the Magnum, we will be treated to more excellent choices.

There has also been a rumor for some time now concerning a larger Randy Smith SV-type ARF on the way. This would complement Randy's excellent flying Vector 40 from Brodak.

The Top Flite Nobler is a pretty good tool also, although I consider it only marginally in the same characteristic category as the more modern planes above. Another one in the .35-.40 size is the ARF Oriental designed by Dee Rice and sold by Brodak.

Finally, along with the Score, at the top of the list of large-sized, purpose designed stunters, is the Strega. I'm sure by the time this is in your hands, there will be more of these type solutions available. I think they have their place—which might be a little different for each person. For myself, the ARF will not replace my scratch-built projects. I don't anticipate competing with one either—unless in some ARF event. But they will become a low-cost, minimum investment, expendable tool for me to press the envelope of my capabilities as a competitive PA pilot. At my rate of building, if I spare one or two planes using one of these, I'll be ahead by a couple of season's worth of building time.

I hope this finds you all well and going strong on this spring's flying machines. Drop me a line and let me know about new stuff you have tried. Till next time,

-Curt Nixon

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Brian Gardner and his Junior Nobler.

How about something for a .15 size engine? I never had a Junior Nobler, but I have been around several. This 40" wingspan airplane can do a good pattern. I don't remember the year Top Flite brought this kit out, but I would guess it was in the early 60's. The ones I am familiar with used Fox .15s. This is kind of a temperamental little engine, but can be made to fly the pattern quite well. What is the secret? I don't know. Just keep fiddling with it. This little ship has an upright engine.

John Sunderland had the first one I saw up close. This was in the mid 70s here in Marion, OH with Roy Philip and Mike Mustain. It was well built, and done in orange and metallic green. I don't remember if it flew the pattern, but we spent many fun filled days at the circle flying this little plane. It was a fun airplane. It kept John interested and created the spark for an expert flyer today.

My friend Clyde Richey built one a few years ago. This was an enjoyable little plane. Done in silver and blue we took this one to many contests. Whenever it was Clyde's turn to fly I always put down what I was doing to watch. The Fox .15 was kind of hard to tune, but we got it right most of the time. Clyde made the handle, tank and cut the lines for this little gem. One place we especially liked to go with this was the FunFly at Sharon, PA. Phil Spillman puts on a really fun weekend for the flyers. If you are in the Ohio, Pennsylvania area you should try to make this one. There is no formal competition, but everyone tries to tune-up for the contest season. When we had the Junior Nobler, Clyde would fly and show everyone what a little stunter could do. This thing does pretty good squares. Everyone got a charge out of watching the Junior fly. We finally lost the Junior a couple of years ago, too bad. Clyde built the .15 Magician last year to replace it; it does a good job, but I miss the Junior. I guess I always thought of this plane as *The Little Engine That Could*. The little Junior would fly with an attitude of "I think I can, I think I can."

If you want to build one, you are going to have to scratch build it. Maybe there is something out there better than the Fox .15; how about the LA .15? If you have any Junior pictures or stories send them to me at 136 South Main St., Marion, OH 43302. Until then, I will carry on.

-Jim Harris

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BEGINNING

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

HOUSEKEEPING: Last issue's cartoon showing a stunting ukia submarine was drawn by a bloke named Lambert. I forgot to initial the caption and may have mislead some into thinking that it was Lambert's caption, it was not, it was mine.

READER INPUT: From Vancouver B.C. comes the Great Building Don of the North, Harold Youds, with two profoundly different pics and story.

Youds' Frisky Pete has non-working flaps and Harold sez it flies fine for him at his current level. He also claims the landing is not unlike a Ringmaster, i.e. just pick and score which ever bounce you wish to label as "the landing". A 4-bolt hcad "Granny Fox" still makes plenty of urge. Thc top of Harold's toolbox comes off to provide a seat should none be available or the ground be wct.

The second pic from Harold helps us graps the idea of: "What might a stunt grunt do with leftover bits and pieces to enter a club fun fly?" Here' Denis Matthes's, of th eVancouver Club, approach. Wow! Questions arise faster than mosquitoes on a nudist beach. How do multiple, unequal thrust lines work? Where is th eCneter Line of Drag located here? (In case the pic doesn't show it, BOTH wings and the little Fox .15 are held on with rubber bands!) Finally, who can answer the question: "What is the stalling sequence

The "Wheeler Dealer" by Dennis Mattews, P.A. Club, vanguished competition at their recent club Fun Fly while providing instructions in what happens to old stunter parts. A Fox .15 top and Fox .40 lower does not do the job. Yes, it will likely loop and more, albeit perhaps lacking a tad of grace. In fact, it may already have done that. Despite what a few say, such fun-flys serve the highly useful job of bringing overly competitive types back to earth. As I sit here gazing at the color picture of this thing, I realize just how harsh it is to look at! Good show Dennis!

here, during hard square corners?" Me thinks an answer is beyond the realm of earthly physics.

Sadly, we with to note the passing of Ron Solo, Vancouver Club member who was shown last in tehse pages flying from a wheel chair.

KIDVENTER 2007: It's happening during the last week of July, sign up now! In addition to free parking and freeairshow, you'll not be hungry because of all the "sand-which-is there."

SCOTT RICHLEN - Beginner Friendly "cool cat": If you've not read Scott's "Club Column" (S.N. 9/10, 2006) may I strongly suggest you do. This is good, serious, thoughtful stuff and this one area, a very important area, of where the Beginner problem needs to go. Let's support Scott and his Club's efforts. Please share what you find out Scott.

"NEW" PRODUCTS: Do you need one of those NEW digital timers for painting and gluing? But are you also tired unto tears of butinh battery

Go digital wlthout pollution! No batteries, no chargers, etc. Just plug it in the wall, like grandpa did - in 1932.

chargers, diddling with discharged batteries, recharging them, buying new ones, then polluting the earth by throwing old batteries away? What to do? Why you simply borrow your grandpa's digital timer! Cool! No batteries to fool with, it merely pluigs into the wall! This was once known as "convenience." 2006 is the 75th anniversary of these "hi-tec" devices.

ANOTHER "ELDERLY" HANDLE: From 1948 comes this Brit handle the Paramount. Anyone know anything about it? Spacing? Weight?

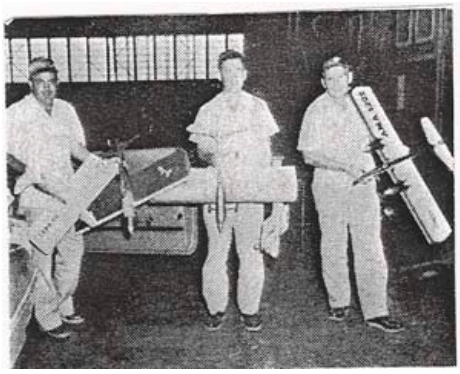
Paramount Model Aviation of Westcliff-on-sea, offered this aluminum handle in 1948. Who knows anything about it?

LONG LINES ANYONE? (non-Monoline): Do sub-5 second lap times tighten your jaws so badly you're constantly cracking your lower plate? How does 8.6 second lap times @ 55mpg sound to you? New Zealand's 1955 Stunt Champ, Ron Hind flew his McCoy .60 powered stunter on 110 ft lines! Why bring this up? Answer: a) To show it's possible, and b) don't think it's a good idea to lock ourselves into a "70' max line length", that's why.

ANOTHER US O.T. STUNT TWIN FOUND (?): Best I can tell, this stunter was shown and likely flown at the 1949 NAT's. "Pop" Foster shown holding it

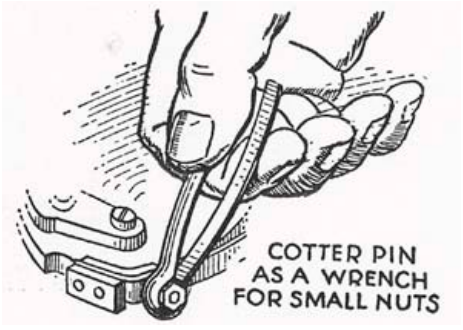
New Zealand stunt champ Ron Hind shows McCoy .60 powered stunter on 110 ft lines. With modern horsepower, how much longer could the lines be? Span = 6'.

on right. Anyone add to this?



"Pop" Foster, right, shown holding legit, O.T. stunt twin at 1949 NAT's. Anyone add anything?

BUILDING TIP: Go one step further than the sketch shows - have FOUR different size cotter pins, one each for: 2/56, 3/48, 4/40 and 6/32. Color code with paint for size ID.



Home made wrench can also be used to start nuts in really close quarters.

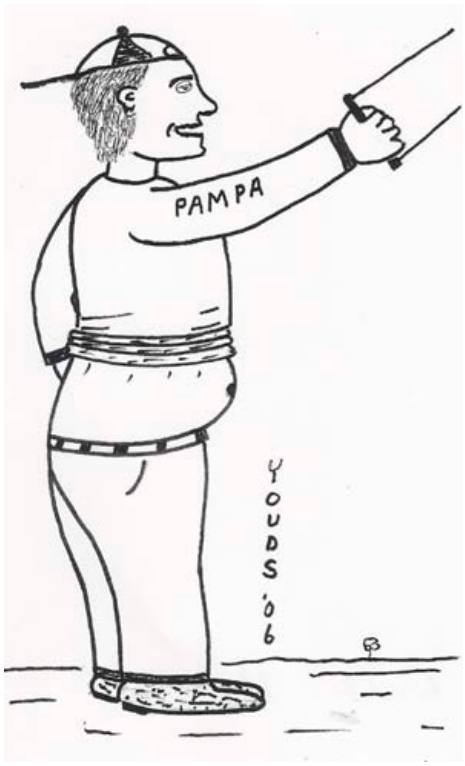
P.O.P. This month's Plane of Potential is the Italian "Colibri." Faithful readers know this column has been running a number of ukie canards recently. Since semi-scale is all the rage now, here's an opportunity to, as air-head trendies might say : "think out of the box" (yeah, but who thinks inside a box besides blockheads?) The small size of the original full-scale airplane means that a newer, larger motor e.g. a .72 might result in a 1/4-scale stunter. Also, sparkie (electric) designers should see a golden opportunity here to solve balance issues.

BELTRAME "COLIBRI" 18-h.p. Beltrame engine. This interesting tail-first light plane is of Italian origin.

Would this make a semi-scale stunt or what? Comes with l.e. sweep!

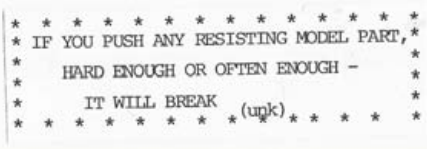
M.O.M. Our Model of tbe Month is the Master Modelcraft "PRIMER". This may be a Jerry Bronson design(?) as he brewed up other designs for the company, such as the "Wing Dingus" and "Flip-Flap". For full-sized plans, merely enlarge these plans so that the wing span = 18". A few points of interest here: 1) Note the desirable, long, aft M.A. 2) Note the 40% stab/60% elevator layout. I was already past this stage when the Primer first appeared. Has anyone had any experience with this design, good or bad? Why not share them with us?

Don't want to nit-pick here, but does the advertised "2 hours" include travel time to the field?



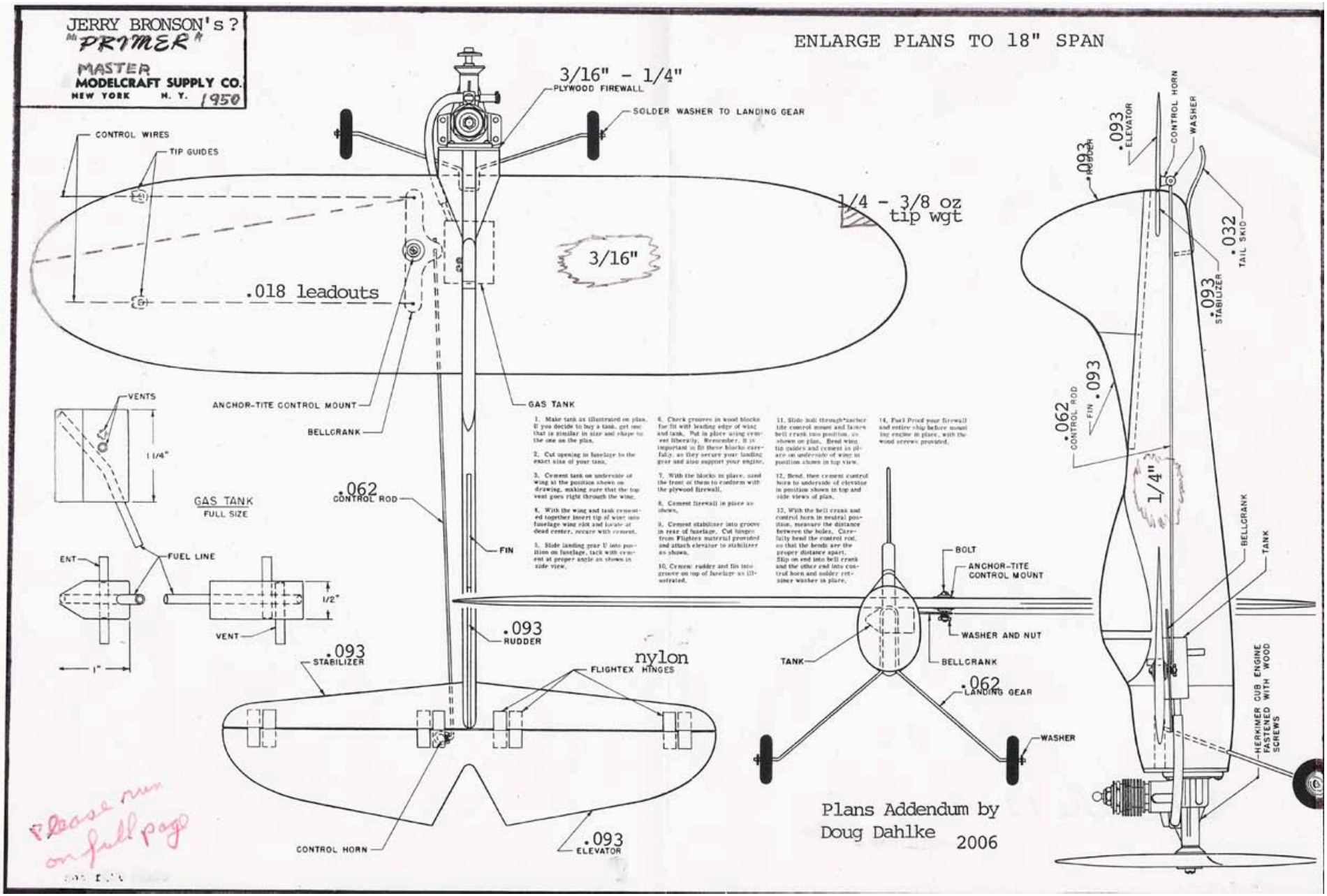
Contrary to his expectations, Wingright's trendy "muffin look" merely made him "the butt of jokes" as a "crack addict" with much "hind sight". (d.d)

CARTOON: Youds' 'toon teases "trendies" about their flying field attire.



FICTION 'N FACT, FROM DOUG'S ALMANAC:

-Doug Dahlke


JERRY BRONSON's?
"PRIMER"
MASTER
MODELCRAFT SUPPLY CO.
NEW YORK N. Y. 1950
ENLARGE PLANS TO 18" SPAN
3/16" - 1/4"
PLYWOOD FIREWALL
SOLDER WASHER TO LANDING GEAR
CONTROL WIRES
TIP GUIDES
1/4 - 3/8 oz
tip wgt
3/16"
.018 leadouts
ANCHOR-TITE CONTROL MOUNT
BELLCRANK
GAS TANK
VENTS
1 1/4"
GAS TANK
FULL SIZE
.062
CONTROL ROD
FIN
FUEL LINE
ENT
1/2"
VENT
1"
.093
RUDDER
.093
STABILIZER
nylon
FLIGHTEX HINGES
CONTROL HORN
.093
ELEVATOR
1. Make tank as illustrated on plan. If you decide to buy a tank, get one that is similar in size and shape to the one on the plan.
2. Cut opening in fuselage to the exact size of your tank.
3. Cement tank on underside of wing at the position shown on drawing, making sure that the top vent goes right through the wing.
4. With the wing and tank cemented together insert tip of wire into fuselage wing slot and locate at dead center, secure with cement.
5. Slide landing gear U into position on fuselage, tack with cement at proper angle as shown in side view.
6. Check grooves in wood blocks for fit with leading edge of wing and tank. Put in place using cement liberally. Remember, it is important to fit these blocks carefully, as they secure your landing gear and also support your engine.
7. With the blocks in place, sand the front of them to conform with the plywood firewall.
8. Cement firewall in place as shown.
9. Cement stabilizer into groove in rear of fuselage. Cut hinges from Flighttex material provided and attach elevator to stabilizer as shown.
10. Cement rudder and fin into groove on top of fuselage as illustrated.
11. Slide bolt through anchor tite control mount and fasten bell crank into position, as shown on plan. Bend wire tip guides and cement to plane on underside of wing in position shown in top view.
12. Bend, then cement control horn to underside of elevator in position shown in top and side views of plan.
13. With the bell crank and control horn in neutral position, measure the distance between the holes. Carefully bend the control rod, so that the bends are the proper distance apart. Slip on end into bell crank and the other end into control horn and solder retainer washer in place.
14. Fuel Proof your firewall and entire ship before mounting engine in place, with the wood screws provided.
BOLT
ANCHOR-TITE CONTROL MOUNT
WASHER AND NUT
BELLCRANK
TANK
.062
LANDING GEAR
WASHER
Plans Addendum by
Doug Dahlke 2006
.093
RUDDER
.093
ELEVATOR
CONTROL HORN
WASHER
.032
TAIL SKID
.093
STABILIZER
.062
CONTROL ROD
FIN .093
1/4"
BELLCRANK
TANK
HERKIMER CUB ENGINE
FASTENED WITH WOOD
SCREWS
Please run
on full page

CLASSIC PLANS

Tom McClain
P.O. Box 1955
Sun City, AZ 85372
(623) 466-8134
tmclain8@cox.net

Classic stunt ships that deserve another chance. If you have a favorite Classic era stunt ship that you believe needs to be built and flown, send me an email or letter.

- Tom McClain

Editor's note: New email; tmclain8@cox.net

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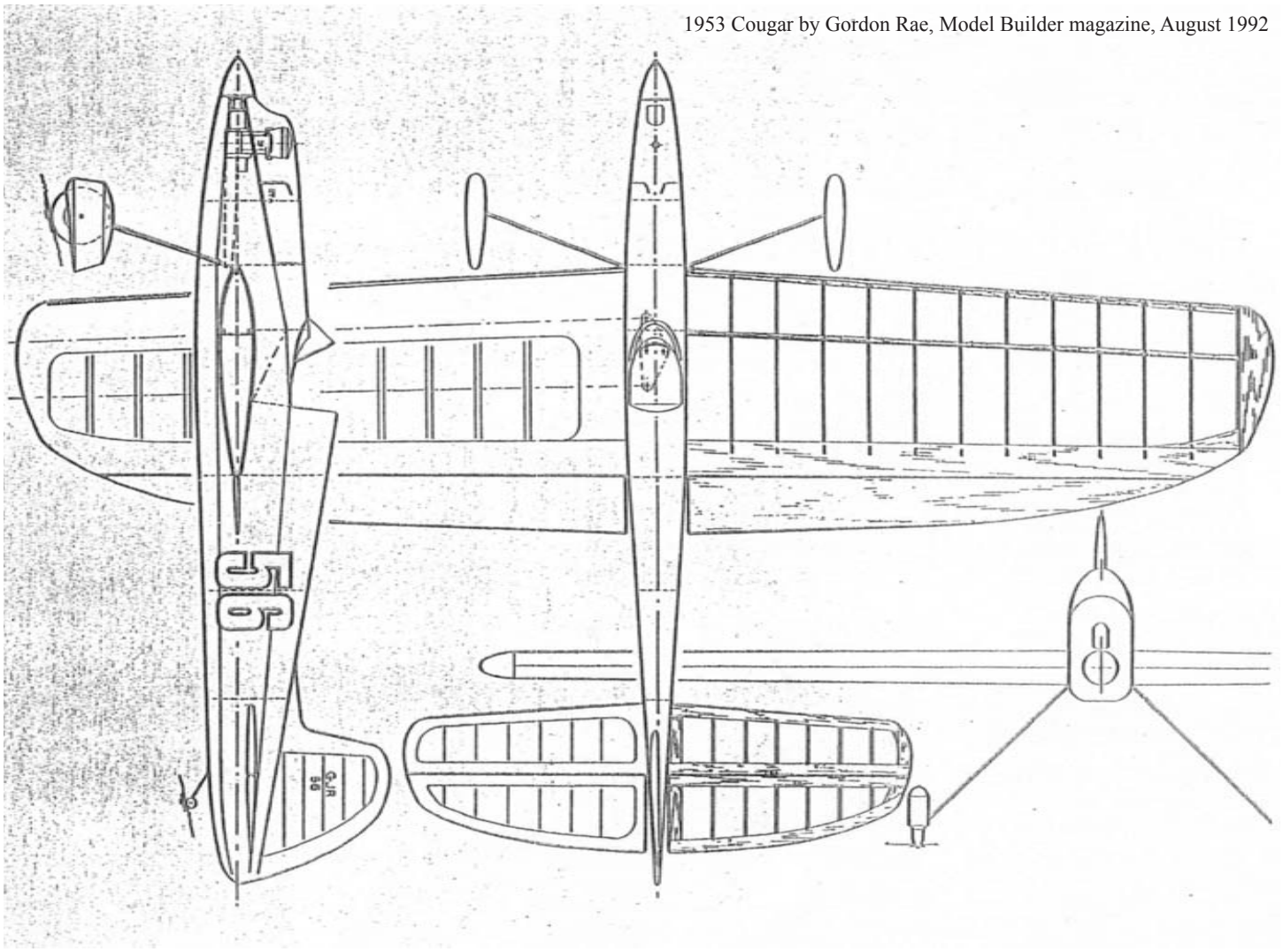
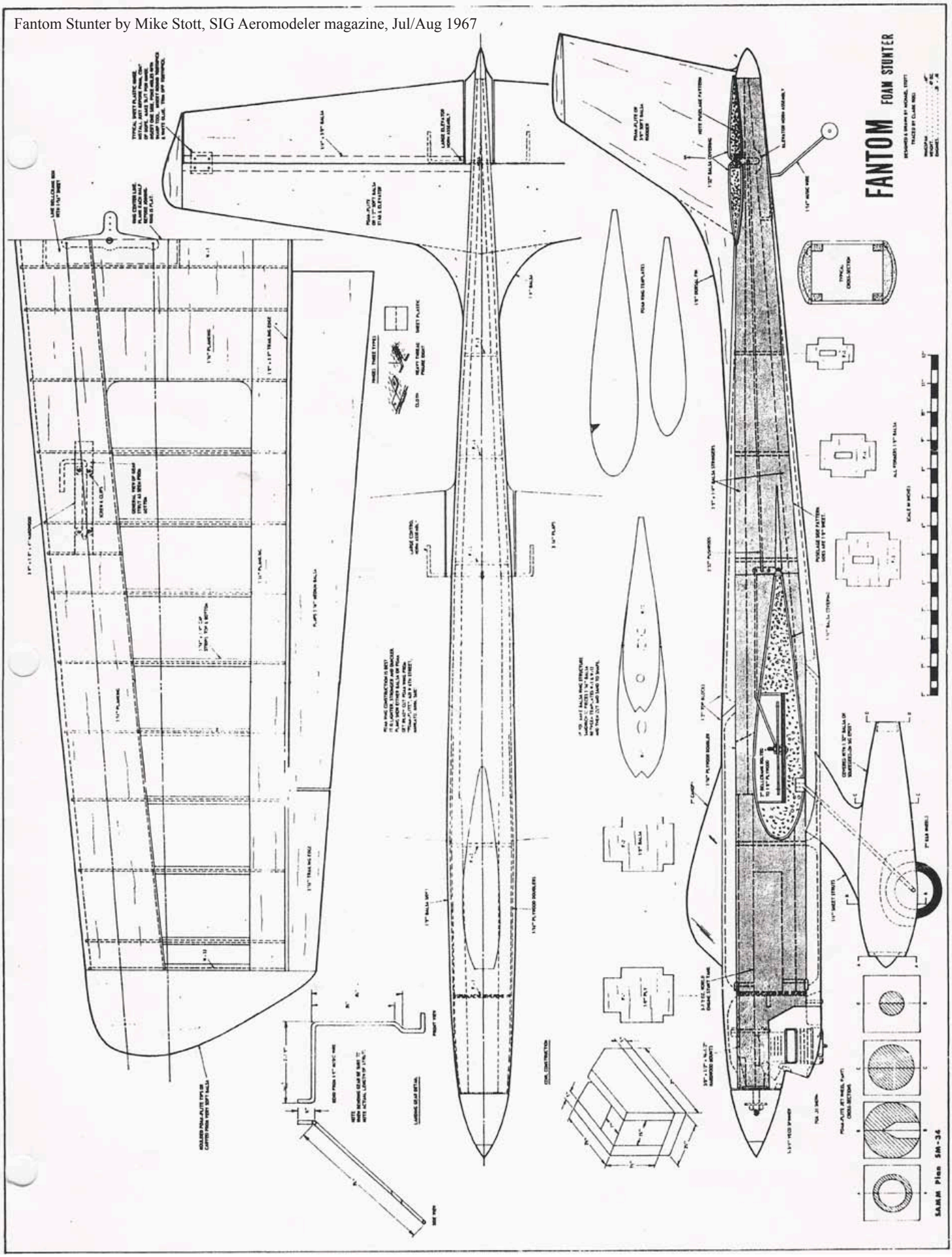
1953 Cougar by Gordon Rae, Model Builder magazine, August 1992



Fantom Stunter by Mike Stott, SIG Aeromodeler magazine, Jul/Aug 1967



CLUBS

Scott Richlen
5133 Bradfield Dr.
Annandale, VA 22003
(703) 425-1689
drichlen@erols.com

Hopefully, now that the flying season is over for many of us, we have entered the "building season" with Gusto! Here's your chance to refurbish and reestablish your stunt squadrons in readiness for 07's stunt wars. After all, it's pretty hard to enter a contest without your latest Super-Duper Wing-Bat ready to roll! And who wants to show up with last year's plane (again!)? (At this point everyone who knows me is snickering since my contest ship is about 10 years old and I have been trying to complete my next generation ship for the last 5 years. Gee whiz, my poor airplanes die of balsa termites before they even get a chance to go out in a splash (?) of glory with a terminal case of eating turf from a perpendicular landing (hey, how many points do I get for that particular maneuver?))

Here's a partial line-up of wings for planes to be completed. Soon! Soon!

I am happy to report however, that I did get a new profile done late this last spring thanks to the help of my club's building sessions! So, there is hope! And it's not too late to get yours started! As a favor to yourself and to the people you fly with, take that first step and get some building sessions started. In fact, if you don't currently have a local club, this could be the catalyst to get one going. In previous columns I've talked about the importance of a club as a support and resource to the stunt flyer. And yes, I know it takes work (doesn't everything worth having?) But the investment is very much worth it! And one of the best ways to improve your building skills (besides watching Windy videos) is to get help from one of your better builders in the club – or – become one of those better builders because you took the time to teach someone else and as in almost all teaching, learned something yourself. You only have to look at the line-up of stunt ships at the NAT's to realize that this is a building competition as much as it is a flying competition. And even if you only fly ARFs, don't kid yourself that there isn't sometimes extensive building time invested to build these correctly. I haven't met many ARFs that couldn't use modifications (sometimes a whole new control system) to fly better. Out of the box they might be acceptable for entry into beginner level competition, but anything above that and you start thinking about modifications for improvement. Think of building sessions this way: they are the "fuel" for next year's flying sessions.

Okay, rah-rah talk over, next subject: a national club listing. For us.

So, suppose that next month I get a job transfer to Two-Dot, Montana; who do I fly with? Okay, let's make that a little easier: suppose I move to Spokane, Washington. Is there a local control line club there? Or maybe an RC club with some control line flyers? And do they fly stunt? How do I get in contact with them? Where do they fly? When and where are their club meetings? Seems like a good thing if Stunt News ran a listing of all the various clubs that would welcome one of us nefarious stunt aficionados if we happened to move to their area. So, with your help we will put together a (inter-)National Listing of Clubs that fly stunt. Even if there is only one PAMPA member in that club that flies stunt (and wouldn't you like a little company?) and even if it is an RC club, I'll list it.

To get this listing started I posted a note on Stuka Stunt website last month asking for input. I got an initial batch of information (thanks guys!) and now I'm starting to do follow up. So here it is, incomplete as it is, in all of its glory! Full of errors, I'm sure and for which I humbly apologize and promise to correct in future listings.

So, who did I leave out? What should I type into all those blank cells? My E-mail address is at the top of this column as well as my snail mail address. Please send me information on your club! Let's make a complete list of "stunt" clubs so wherever PAMPA members are located they can find us and get "plugged into" the local scene. . We can update this list from time to time and run it in this column. By the way, you will notice with the inclusion of Canadian clubs that this is intended to be an international listing. It's up to you! If you don't see your club on this list or if it is incomplete or there are errors, please let me know!

I'll be looking for your input.

-Scott Richlen

So, here is my new 20x24 foot shop in sheetrock and almost ready for paint!

Table of Stunt Clubs – 1st Draft

Club Name	*Location*	*Point of Contact*	*Meeting Times/ Location*	*Flying Site Times/Location*	*Other*
Chicagoland Circle Cutters	Chicago			Ned Brown Woods in Elk Grove Village	
Columbia Basin Control-Liners	Eastern Washington				
Dallas Model Aircraft Assoc	Dallas				80% fly stunt
Eugene Prop Spinners	Eugene, OR				
The Evergreen Aeromodelers	McMinnville, OR				
Garden State Circle Burners	New Jersey				
Knights of the Round Circle	Southern California				Primarily CLPA
Metrolina Controline Club	North Carolina				
Michigan Signal Seekers					Several stunt pilots
Mission Wings Model Flying Club	Mission, B.C.				
New England Stunt Team					Mostly CLPA
Norfolk Aeromodelers Club	Virginia Beach, VA				Stunt
Northern Alabama Controline Association	Huntsville, AL				Primarily CLPA
Northern Virginia Control Line	Northern Virginia				
Northwest Aeroliners	Portland, OR				
Northwest Fireballs	Portland, OR				
Northwest Skyraiders	Puget Sound, WA				
Pacific Aeromodelers Club	Vancouver, B.C.				
Tree Town Modelaires	Downers Grove, IL				About ½ fly stunt
Tucson Cholla Choppers				Christopher Columbus Park	Fly mostly CLPA
Valley Circle Burners	LA's San Fernando Valley			Sepulveda Basin	Mostly stunt
Vancouver Gas Model Club	Vancouver, B.C.				
Western Oregon Control-Line Flyers	Salem, OR				
X47 Flyers	FL			Closed runway at the Flagler County Airport 3 miles east of Bunnell, FL on Highway 100	Stunt

CRASH REPAIRS

Windy Urtnowski
93 Elliot Place
Rutherford, NJ 07070
(201) 896-8740
windyu@aol.com

The A-26 was one of my all-time favorite models, and even though it had a relatively short life, it seems to have a quality of making comebacks. Let me start from the beginning...

The B-25 was designed by Dave Downey and really opened my eyes to the possibilities of making twins a part of my air force. After flying it for a whole season, winning Expert at the 2004 Brodak Fly-In, and generally having more fun than anyone my age should, I decided to build the A-26 with aerodynamics very similar to the B-25's.

The A-26 had a carbon fiber fuselage and was lighter than the B-25. It had a slight problem early on that required a new outer cowl, among other things, but luckily I had the mold to make the repair, so it was relatively easy. (That's one advantage of molded parts.)

When I got it repaired and back in the air, I thought it was a great comeback. I was wrong.

Later in the season, during a practice flight at our then flying field located by the bird sanctuary, it hit a bird in flight and was severely damaged, wing broken in many pieces, and nacelle destroyed, but I decided to pull out all the stops and try to repair it back into a test ship. The hardest part was reassembling the fractured wing—I used several layers of e-glass and epoxy. I had to recreate the nacelle like a giant puzzle, but I had a mold for the cowl, so that saved me some time. I videotaped the whole thing, and it amazes me to watch it even now.

Eventually the A-26 got back flying again, and I was overjoyed to have an old friend back in the air. It's hard to describe the feeling of the first time a repaired ship gets back in the air--it's almost like a reincarnation.

We won the Concours at the 2004 NAT's with the A-26 and won some local meets, but the best part of having this repaired ship in my air force was that it allowed me to test counter-rotating engines, and that was an education itself. The A-26 was worth repairing—in my estimation, well worth it.

Sadly, almost a year after the repair, the wing cracked in flight right at the repair location. This time I couldn't even fathom fixing it—we were beyond the tipping point where repair was practical. I saved some of the pieces, the carbon fiber tanks, the gear, and the rudder. I gave the tail to John Cafaro for his "museum" and really thought that was the end of the story.

Two years later George Waters of P-38 fame bought some spare A-26 parts I'd made for Mike Ostella. Now George had the spare carbon fuselage and wing and was ready to build a second A-26. Because I'd saved the gear, fuel tanks, and documentation, I was able to donate these to his efforts to build a second A-26. I made construction videos of every step so I could help George with intimate looks at several areas of construction, especially the nacelles. Thanks to George, some parts of the original A-26 will live on. I look forward to seeing it fly, and it will be an emotional moment for me when it does.

The whole trick to building a twin, in my opinion, is keeping it under 80 oz. Carbon fuselages, carbon cowls, and carbon tanks all save weight, but every step is critical. Gilbert Derringer's twin was awesome at the World's, and he emphasized to me that he was pulling out all the stops to keep it light.

Just a point of reference for anyone interested in twins: Dorin Morisanu of Gator props has reverse-turning three-blade props available. My experiments on the repaired A-26 persuaded me that my next twin will use counter-rotating engines and props, too. The molds to make these props, CNC aluminum mirror images of the counterclockwise props, were extremely expensive, but they offer potential for anyone looking for the ultimate in twin performance. Gilbert Berringer used counter-rotating twin Saito .40s—the A-26 and Tigercat both had a RO-Jett counter-rotators.

I've always thought my three (so far!) twins were among the best ships I've had and definitely the most fun to fly. I hope the day will come when Al Rabe will finish his Sea Hornet—by the way, it already has retracts and counter-rotating engines.

If you use a .35 on the outer wing and a .40 on the inner wing of, you can still use normal .018 braided or .014 solid lines. If you use two .40s, the new rules require .021 braided or .018 solids. I ran two .40s on the Tigercat and the bigger .018 solids, and I could hardly tell the difference.

My hat is off to everyone who has taken up the challenge of building a twin. I remember seeing Gordon Delaney flying his twin in Pasco in 1994...but I remember even more him locking me in the outhouse! Neil Beekman's twin Cardinal impressed me: an "entry level" Cardinal—how cool!

I'm closing in on having built almost 100 stunters, and the twins always seem to bring back the best memories. Now that the baton has been passed to George Waters, I can't wait until the A-26 flies again. The A-26 story has been a very long one...and it's not over yet.

-Windy Urtnowski

DESIGNING /FINISHING

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

Randy Powell
1755 SW Cozy Ln
Port Orchard, WA 98367
(360) 876-3113
stunter2001@wavecable.com

Much Thanks to all!

Writing one column every 4 months is pretty good, because that means I have time to get feedback from my last time before the next deadline. Thank you very much for all your kind comments and helpful suggestions from my first efforts. When I took the job I was a little concerned that my style and approach just wouldn't go over well. I am happy to see that there is interest in this sort of thing.

A bit more on Turn Radius

Last time I got as far as proving to any reasonable degree that 5 ft radius was not achievable. But I really only picked the low-hanging fruit - the parameter that was unambiguously limiting, and was pretty easy to explain.

Based on a few comments I got, I sort of left the real point I was trying to make somewhat vague. Importantly, I was NOT advocating that you build the absolutely lowest wing loading possible to get the "best turn". Quite the contrary - I was headed towards suggesting that you shouldn't waste a lot of excess time reducing weight because the goal is completely unrealistic.

More importantly, there are other factors the limit the turning radius even more than the available lift. Put another way - lack of lift/excessive wing loading isn't the biggest problem!

Think about this - how much control deflection do you suppose you use in the hardest normal competition corner? By "competition", I mean, a corner that is of competitive quality, no bobbles, doesn't upset the airplane, very accurate exit direction, and repeatable 99% of the time. Are you moving the controls as far as they can go? Of course not, you probably are using half of the available movement, because, if you just peg the controls in every corner, you'd be flopping around all over the place, the airplane would come to a nearly dead stop and have to speed back up, and you'd never do it the same twice in a row.

If you are using half the available control movement, then you are also getting much wider radii than the airplane is capable of. It's probably not exactly 1:1 (half the control is probably not twice the radius) but it's still well less. I know for certain that my airplane can turn significantly tighter than I would dream of actually attempting in a contest, and mine are trimmed as well as anybody else's.

Of course, tighter corners, as long as you don't screw anything else up, still score better, and typically the winners are the guys who have good shapes, sizes, etc, like most of the contenders, but turn tighter.

So, put it together - you can't use the existing technical capability of the airplane because of the things I mentioned above - flopping around (AKA "attitude disturbances" like rolling and yawing), speed control (lots of lift = lots of drag), and inconsistency of shapes (due to variable pitch response).

I suggest that instead of worrying about wing loading and maximizing the lift, you might instead consider how to use more of the capability you already have. By designing the airplane to address the problems that keep you from using it. If you could make it not flop around as much, not slow down as much, and react more consistently in pitch, you could turn it tighter than you currently dare. Even if the "fixes" ended up making the airplane heavier!

This, in a nutshell, encompasses my basic approach to design (and trim and power, too, for that matter, since they are all about the same process). Figure out where you are having the problem, and fix the problem you have.

A Radical example

As an example of what I am talking about, Ted Fancher and I did a fairly radical (in some quarters) experiment on one of his airplanes. His Tucker Special was, of course, very neatly and accurately built, and was reasonably light, at 40 oz. This led to a very decent wing loading. It also has very nice, well-controlled power from the Rustler-Merco 40 "Metamorph". All sounds very nice, and fits all the traditional standards.

Unfortunately, while it flew OK, it was not very consistent, nor did it turn particularly well despite the light weight. We both flew it with various trim setting and engine setups, but it just never seemed to be very good.

One thing we both noticed was that the line tension, when otherwise trimmed correctly, was nothing to write home about. We did various trim tricks to get more tension, but unfortunately "trim tricks to get more line tension" usually also means screwing up the roll and yaw trim. About the only thing that helped very much was flying it fast, like 4.6-4.8 seconds a lap. That helped the corner a little but, but it still wasn't very consistent.

We reasoned that the turn problem was that there just wasn't enough line tension available to move the controls. The faster the airplane goes, the more torque it takes to deflect the controls into the air stream. Wild Bill Netzeband figured out this situation could happen decades ago - it's called the Netzeband Wall, in his honor. Additionally, the lines had a huge bow in them even

in good air, and whipped around all over the place while maneuvering. After thinking about it for a while, we decided that we needed to increase the line tension but not by speeding up the airplane.

The solution - add weight right on the CG. Increasing the weight increases the ratio of the line tension to the speed, so, we would be able to get more deflection at lower speeds AND cut down on the line whip by stiffening the system.

We started by adding two ounces. We both flew it, and it was immediately much better than before - turned better, could fly slower, and was at least reasonably consistent. Using standard stunt flier logic, if 2 ounces is good, 4 are twice as good, so on it went. Better still. Eventually it ended up with no less than 8 oz. (half a pound) of stick-on lead weight. The flying characteristics at 48 oz were much better than they were at 40. The airplane turned much tighter and could be flown significantly slower. It was also much more consistent. The extra weight had next to no effect on the vertical performance, as the power was more than sufficient. This wasn't some subtle change that we talked ourselves into thinking was better, it was a complete no-brainer, and drastically better.

Of course, traditional stunt lore is that "lighter flies better". This completely contradicts that. If you were to calculate the minimum turn radius just from lift considerations, it went quite a bit (since the airplane weighs no less than 20% more). But in practice, the ability to use the capability was limited by something else; in this case, inadequate control authority.

That's what I mean by "solving the problem you have".

This is, of course, just an example. I certainly don't suggest that arbitrarily adding a bunch of lead is a universal design solution. No doubt, it would have been better to use the extra weight in a better cause, say, making the wing stiffer. And I know that some people will immediately conclude that Ted and I are idiot's and obviously incompetent (since several people have already told me that!).

But the basic approach - first, correctly analyze the problem, then find a solution appropriate to that problem - is exactly what I am trying to convey.

You are the Weakest Link

It's my opinion that the pilot is the ultimate limiting factor in the system. All hypothetical technical issues like turn radius, etc, are pretty well moot. The human end of the system is a remarkable system, but it's also prone to distraction, reflex action, lack of coordination, vision limitations, etc. Some of are obviously more physically gifted and talented at this event than others, of course, but, basically, we are the limiting factor.

Note that I am not suggesting that the typical "beginner's lament" is correct - "Oh, the airplane flies great, but, I just am not up to the task". This is almost always wrong. When I fly most beginners' airplanes I hardly fly it any better than they do, because it's grossly out of trim, or has some egregiously awful engine problem, or some sort of control issue. If you fix some or all of these problems, they suddenly realize they are flying much nicer patterns than before, because they are no longer "fighting" the airplane's problems.

I think you see where I am going. The "fighting the airplane" problem is also present with Expert fliers and airplanes, just to a lesser degree. When I realized this it was like a light bulb went off. The airplane should make it as easy as possible on the pilot. Sounds simple on the surface, but it's a very subtle thing when you actually try to do it.

Basic principles

The simplest explanation of my radical design philosophy is that the airplane should be as easy to fly as possible. The easier it is to fly the less effort you can spend simply controlling the airplane and the more time you can think about shapes, bottoms, and intersections. The ideal situation would be to be able to plant your feet and just drive it around, no "helping" the airplane anywhere, no "compensating" for anything, just make the shapes. It needs to work that way ALL the time, not just in ideal conditions, and it shouldn't change the way it flies from day to day, or from condition to condition. And it should respond consistently throughout the flight, with hardly any effort to make the things that are supposed to be straight lines straight, rounds round, and corners consistent. There should be a linear response, nothing should ever happen abruptly or unexpectedly. Just make it easy on yourself.

This design goal, simply put, basically ignores what most people have considered "increased performance" over the years. Instead I only consider how to make the airplane easier to fly. Everything I talk about here will be directed to that end. No matter how many "sacred design rules" are violated in the process!

-Brett Buck

Brett has probably written some insightful and brilliant technical column that inspires us all to greater efforts. Being National Champion and all, his word is THE word (snicker). Ok, ok, I won't ramble on about listening to Brett, even though the guy knows what he's talking about. The point is, I'll just try to give you some minor points to think about while you're pondering the wisdom of the ages.

Thoughts about building

Interestingly enough, I'm sitting here in the Honolulu airport. On our way here for vacation, we found out that there was an earthquake somewhere off the coast of the island of Hawai'i and the power is out here in Honolulu airport. It's hot and close without air conditioning and the place is packed with people as more and more flights come in from the mainland without any flights going out to the surrounding islands. We're supposed to be going to Kailua-Kona on the Big Island, but it's uncertain when we might get a connecting flight, so here we set and I have some time and thought I'd get a bit down on electronic paper.

Thoughts on Presentation

I was talking to a friend about style as opposed to function. I think as we learn to build, we're a lot more focused on building something that is straight and light than on details like paint and style. Not entirely true, but I think that's the tendency. One of the things I've contended, certainly with much in the way of dissenting opinion, is that judges, no matter how hard they try not to, are effected by presentation.

Sometimes it's the shape of a plane that makes it appear to be flying sharper than maybe it is. Or it may be a very sexy paint scheme, color choices, whatever. I think it's important to consider how the plane presents not only on the ground, but in the air. Find that paint scheme or colors or whatever that jumps out at you and it will probably do the same for the judges. Consider how your paint scheme or the shape of the plane effects how it's seen by the judges. For instance, long, straight lines on the fuselage tend to accentuate a hard, flat corner…and also make a bobble in the corner look worse than it was.

Of course, it also could be that I just like cool planes.

Paint Ramblings

I'm still not settled on a finish regimen I like. I keep experimenting with various combinations. Currently, I've been building up the substrate with dope pretty normally then using auto toners in clear dope for color and catalyzed polyurethane for topcoat. The system works fairly well, but it's easy to make it too heavy and there are some compatibility considerations. I really liked using urethane auto colors since they weigh practically nothing and have a wide color selection, but I have had periodic adhesion problems between the filler coat and color along with some problems with getting the tape adhesive off the stuff prior to inking and clearcoat. The paint will come off with any sort of solvent; even alcohol. Ideally, it would be better to build up the substrate just like a car finish, hardening the balsa underneath with epoxy or resin, or whatever to create a solid base then using a light, catalyzed auto primer, urethane colors and catalyzed clear. Given no open bays, this is the best way to go in my opinion.

And therein lies the rub. Epoxy, polyester resin and most any auto finish product (except lacquer) doesn't shrink silkspan. So there is a continued need for dope on airplanes with open bays. There are alternatives to silkspan, but virtually all weigh more and have there own issues. My friend, Mark Scarborough, a professional car painter, is experimenting with some very cool ideas on how to use auto paint products over alternates to silkspan. If this works, it would let us use auto paint products from the wood up and eliminate the need for dope. He has some neat and original ideas and I hope he is successful. But until then, I'll probably continues to use the current methodology.

About Color

I've used some pretty exotic color combinations. Most of this is due to the virtually endless color choices afforded from using auto colors. See a car you like? Just get the paint number off of the door jamb and you can duplicate it at the auto paint store. Pretty neat and a great way to spend your commute to work. Of course, if you feel weird about asking some stranger if you can look at the color numbers on his door, you can just as easily look colors up online at http://www.autocolorlibrary.com. They post just about every color ever used by automakers; some dating back as far as the 1930s. It's a place you can spend a lot of time figuring out color schemes. But remember, trying to match colors on a computer monitor is a waste of time. A lot of darker colors just look black on the monitor and you'll never really get a feel for color tones this way. What I do on this site is look up colors of cars I see on the road that I think I'd like to use. Along with the color charts, they have lists of what cars were offered with what colors. It's generally not too tough to narrow down the color you're looking for. They post the color number and all you have to do is meander down to your friendly, neighborhood car paint place and give them the number. You can also use this to get just the toners. Give the guy the color number and tell him to mix it without urethane clear base (binder). Then go home and mix in clear dope in place of the urethane binder. Instant dope in any color you want. One thing to remember, if you use this method, the colors will come out flat. They only get shinny after you shoot clearcoat; dope or catalyzed polyurethane.

There is a caution about this method. Recently, a friend of mine tried this, buying the toners at a local NAPA that carried DuPont auto paint. When the paint guy mixed the toners, he included a "binding agent" and a "drying agent". These were (apparently) urethane based additives. When my friend mixed in his clear dope, he got a can full of jelly. It's a good idea to ask the guy mixing the paint if there is anything but toners in the mix. Some liquid metallic and pearl additives (to say nothing of more exotic stuff) have a urethane carrier that allows better mixing. Make sure you ask. As always, your mileage may vary.

Another thought that you might want to consider on your next front row plane is pearl or other exotic additives from House of Kolor (http://www.hokpaint.com). HOK is a source for paint additives (among other things). They work as well in dope as they do in auto paints. In my last plane, I used dry pearls mixed in with the dope base colors (though it's easier if you mix it with the clear topcoat). Makes for some really neat effects in the sun. There are a lot of choices. Dry pearls for a basic pearlized effect to Chameleon additives (Kameleon Kolors) that change as you look at them to Ice Pearls (really cool ice-like effect) to Interference pearls mixed in the clearcoat that will change the color of the overall finish as you change your viewing angle. Add to that various metalflake and metallic additives along with combinations of the above and you can really go crazy. Most of all, the dry additives work just fine in dope. Painting a base color with dope then adding a pearl or interference additive to the clear topcoat can create an interesting effect. If you have doubts about additive compatibility, just ask the guys at House of Kolor. They are very helpful folks. If you're short on paint ideas, pick up a custom car magazine from the drug store shelf. You can get a lot of ideas from just browsing the pages. And remember, it you are unsure if something's going to work, don't just spray it on the plane, do a test panel. Try things out and see what you like before going whole hog.

Well, that's it for now. My plane was just announced and it looks like I might actually get to go on vacation after all. We've been sitting here about 10 hours and it's about 2:30am local time. Talk to you all next time after I've spent some time in the sun.

My motto: 60 miles an hours, 4 feet off the pavement…inverted: Fly Stunt.

-Randy Powell

ELECTRIC FLIGHT

Will Moore
36 State Street
Woonsocket, R.I. 02895
(508) 272-1060
wmflyelectric@verizon.net

Watt's Up !

This issue we would like to share some photos and comments about Glen Allison's latest build – an electric Oriental. Now Glen has been doing electric airplanes for some time. – his Humongous electric was highlighted in this column last year. He entered the Humongous in the VSC-17. It was the first electric at VSC. His new electric Oriental was flown in VSC-18.

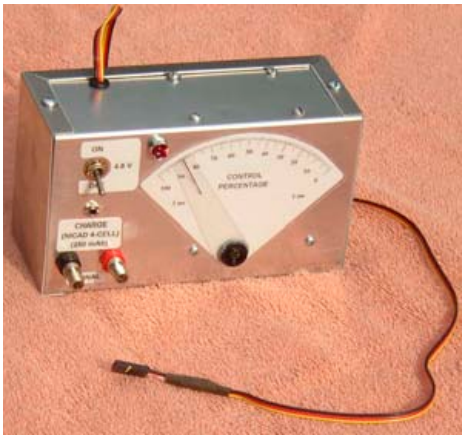
Glen first flew this ship a few weeks before the contest, and commented that it flew great.

Here are the stats on it:
Plane : Oriental, full body scratch built very light, flying weight - 45 oz., 550 sq. in wing area
Motor : AXI 2820/12 outrunner
Battery : Poly Quest 4S1P 4000 mAh 14 volt
ESC : Castle Creations Phoenix – 45
Controller / Timer : own design 4 I/C circuit, later replaced by JMP-2 Timer
Prop : Graupner 11X41/4 (re-pitched)
Static performance : 27amps, developing 370 Watts at battery (130Watts/lb), 62 oz of thrust at full throttle
Line Length : 63 feet – eyelet to eyelet
Lap time : initial – 4.8 sec, final – 5.0 sec.

Glen meticulously built this airplane to be very light - that always means very careful selection of balsa, adhesives, and finishing. The fuselage sides and bottom are 1/16 "balsa. Top was molded out of 1/16". Glen used carbon mat with nitrate dope as the adhesion, on the inside of these areas to stiffen everything up. The airplane is finished in classic fashion – yellow silkspan for the wings and Brodak red dope for trim and fuselage. The whole airplane was then clear doped carefully to be weight sensitive. The battery is inserted from the bottom of the fuselage and placed diagonally in front of the wing. What he was trying to do is place the battery as close to lateral CG as possible. Problem with that, though, is that it cut out much of the flow of air through the airplane for cooling the battery so Glen is going to modify battery placement somewhat. The new plan is to have a hatch at the top of the fuselage and place the battery on top of the wing. He actually talked about notching the leading edge of the wing that is in the fuselage to accommodate the battery. As it is set up now, 1 ½ oz of weight had to be added in the tail for proper balance. as the battery could not be moved aft far enough. These modifications will eliminate the tail weight .

Here is an interesting picture of the front scoops on the Oriental, which are functional. The side scoops cool the battery. The bottom scoop is internally baffled to allow good cooling to the outer rotating shell of the AXI motor. Air from this scoop is directed up and over the motor. The air then goes down behind the baffle and exits at the Rear of the scoop. This baffle clears the bottom half of the motor by a mere .01 to .02 inches. There is also an exit for

the air behind the wing on the bottom of the fuselage for battery and ESC cooling. Excellent cooling is essential on electrics for extending life of all the components as well as consistent power on each flight. Keeping the motor at about 10 to 15 degrees F above ambient temperature is very possible with this arrangement. Battery temperature can move up a little higher but should not go above 110 degrees F worst case scenario. That is my personal threshold I'd like to see in my own designs. Of course if you are flying in 100 degree F heat – like in Arizona where Glen is, that can be a challenge! The connector on the end of the chain that you see in the photo acts as an activator for the electrical system. When Glen plugs it in he's ready to go and fly. This way he can get the battery in place, connect it electrically, and close the hatch, without worry that the system will accidentally start up because of some component failure or glitch. It acts as a very important safety feature. The system only gets totally activated when he plugs it in. The prop will not turn until the connector is plugged in – very nice feature. And when you're flight is over, you unplug the connector, and again you are in failsafe mode. No one gets harmed. I will use this feature starting with my next project.



This is a picture of Glen's tester / calibrator that he will use in conjunction with the JMP – 2 timer he will use. The JMP-2 timer has many advantages over other timers I have seen, one of which is that you can adjust timer throttle speed in very small precise increments. This is important if you want to adjust flight speeds slightly. It is possible to adjust lap speeds with this timer by 1/5 of a second. I'm not kidding. Glen was using his own designed timer but decided to switch to the JMP-2 for this reason among other reasons. The other reasons include weight reduction as the JMP-2 is 2 oz lighter than his own design, (it weighs only 4 grams.) It has a gradual 2nd flight speed to compensate for voltage drop. This feature totally eliminates any power drop during flight while you are sucking the energy out of the batteries. You have control over the kick-up speed on the 2nd flight speed, and it kicks up gradually, so you can maintain flight speed or even increase it – your choice. This box Glen made is a deluxe version of what the instructions on the JMP-2 timer calls for. It is beautifully made by Glen, and honestly, when you see it in full color you get to appreciate what a work of art it is! It consists of a standard size R/C servo fitted in this mini-box. The servo mounting holes were enlarged to Permit the servo to be rotated for calibration to the scale before tightening it down. The scale covers 90 degrees. A standard servo moves when input pulse varies from 1 to 2 msec. A 4.8 volt Nicad battery is mounted in the box, and can be charged through the jack you see. Glen has an output to monitor a signal to an oscilloscope. Hey, look I know you do not need that feature, but Glen is an electrical engineer – what can I tell you. So what you do with this box is, hook up the JMP-2 timer to the connector you see there, and following the instructions with the timer, you can fully program and adjust all its features including precise timing and throttle settings, and then get quickly back to flying. I did the same thing Glen did, but I used a clip board and sketched calibration markings on it. Glen's is much more elegant – I'm jealous. (Glen very graciously sent me the calibration scale so I could make my own, but it will never look as good as his!)

Glen tells me his next electric will be a Classic Jamison. He promises to keep me informed as time goes on. It will be interesting to see what gets built over the next few months.

A New England flyer has challenged me to build a size 60 airplane in electric. I'm not going to mention his name (Bill Suarez). So that is what I am doing this winter. It has already been done, though. An electric size 60 airplane has been built and flown by several entrants at the Worlds. Such a motor would weigh about 10 ounces. The battery necessary would be a 5 cell, 4000mampLi-poly, maybe 4200 mamp. That would be another 15 ounces for that. So , with motor, battery and the ESC, we are talking about a weight of say, 28 to 30 ounces for power exceeding 800 watts. For argumentative purposes, that system will be able to leap tall buildings in a single bound and produce more power than any 60 size glow engine out there. It will push any airfoil and any square inch area up to about 740 as long as weight does not exceed 70 ounces or so. (I'm guessing) At 70 ounces , ready to fly weight, you need only about 450 watts at the prop to hover, if you apply the idea of 100 watts of power per pound of airplane. If you allow for 80 percent efficiency, you will need to figure in an additional 20 percent for loss , so add an additional 100 watts for that loss. So now, that tells you that you need about 550 watts static to make this work , in theory. You have plenty of reserve, battery and motor to allow for loads during those speed sucking square maneuvers with a Plettenberg Orbit 25 or 30, an AXI 4120 series motor, or E-Flite's series 45 or 60 size motors, to mention a few. Using a 5 cell battery would boast the voltage up around 18 volts, which would give more kick and lower amperage draw and corresponding heat for the same wattage out. These outrunners have massive torque to compensate for load in corners where the speed is lost. Having a high square inch wing area will help hold the poundage. With proper blending of the airframe, power, prop and speed, it is doable.

Spring is on the horizon!

-Will Moore

FLY ON THE WALL

Hoyt Hawkins
34 Arledge Dr.
Attalla, AL 35954
(256) 538-0110
hoythawkins@bellsouth.net

Chapter Two

The contest was a five days long. The first two days were for free flight events; the last three days were for control line events. All classes of outdoor free flight were to be flown and all classes of control line speed were to be flown. Other control line events were Stunt, Combat, Scale, and Team Race.

Johnny Brodbeck was the Contest Director for the Far East Air Force Model Airplane Championships in 1957. Jim Shaftig was Control Line Events Director. I had never met either one. I found them to be friendly, easy going, and down to earth human beings with an abundance of love for model aviation.

I did not know of Jim Saftig's notoriety as the designer of the Zilch series of U-control stunt models. A loud applause was given when Johnny Brodbeck introduced him at the contestants meeting that first day. Jim was a tall man with big hands. He had a ready smile and was friendly, but with a no-nonsense demeanor. There was not doubt that he was in charge and meant what he said.

As the contest progressed it was obvious to me that I was not going to have enough points to make the FEAF Team. I hated the thought of going back to Korea for four more months. My strongest event was Stunt. It was the last day of flying for team selection. Disaster struck as the pull test yanked my bellcrank loose in the Veco Chief that I had hurriedly built back in Korea.

Jim Saftig to the rescue! He had some epoxy glue that cured in five minutes. FIVE MINUTES! I had never seen nor heard of glue that would set that fast. With his big hands he pealed the silkspan back and repositioned everything with glue dripping everywhere. A quick patch job of the silkspan; three coats of dope, and three hours later I was ready to fly. Jim personally performed the pull test this time and I could swear he let off a bit, giving me a break. He was really my hero after that.

When the dust settled at the Stunt circle, I was in second place. Points for the team were awarded much like at the AMA Nationals. In free flight and speed the first place was awarded 100 points and all subsequent places were given points in proportion to how close they were to the first place score. But for Stunt they awarded 100 points for first place, 75 for second place, 50 for third place, 35 for fourth place, and 25 for fifth place. I place second. And 75 points was not enough to put me on the team. I was 13th in points.

Heartbroken, I packed all my models and called for transportation to the flight line. Another 12 hours flight in a C124 was bad enough, but having to go back to Korea was awful to anticipate. That country is the only place I have ever been where the sun shined in your face, and it rained, sleeted, snowed, and dust blew in your face all at the same moment. As I walked to the ramp to board "Old Shaky" a staff car pulled up. Inside was Johnny Brodbeck. "Where you going Hawk?" he asked. "Back to Korea," I said.

"Well, one of the team members dropped out due to personal problems, so you are on the team," said Jim, with a big grin on his face. I couldn't believe it. I was going home to the land of the big BX, not back to Korea!

The next two weeks the 12 team members repaired models busted in the prior competition. And we also built models to ensure the team had an entry in every event that was to be flown at the USAF Nationals at Shaw AFB, South Carolina. What a vacation I had from Korea. And to top it off the 4th of July celebration was held during that two week layover. I got to see the most fantastic fireworks display I had ever seen. The Japanese went all out at Tachikawa AB.

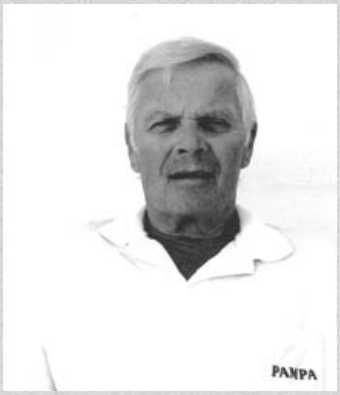
I cannot remember all the team members, but some names come to mind. Maj Gene Comotofski was the team member who had to drop out giving me a position on the team. I remember A/2C William "Bill" Kessler and his Class B team racer that was a take-apart like those of Les McBrayer and Keith Storey from southern California. It would turn 140 laps on one ounce of fuel with a McCoy 29 Redhead. I was impressed with that. There was M/Sgt "Obie" Obenchain, a top-notch free flight modeler. He was our leader and a fine one too. SSgt L. D. Penrod was another top notch free flight modeler and speed flyer. TSgt Tom Vincent was a speed flyer and also a top-notch free flight modeler. Tom could throw a hand launch glider higher than anyone I had ever seen. Overnight we all bonded and the catalyst was our love of model airplanes.

Boxes for the free flight models and the speed models had to be built. At the base woodworking shop we were introduced to a Japanese shop worker who was to help us make the necessary boxes. He spoke very little English and none of us spoke any Japanese. What ensued was a Chinese, ah Japanese Fire Drill. We were told that all the models and associated equipment, including toolboxes were to be inside the large boxes, which were larger than a casket. The outside dimensions were important and we were to find out why later. Papa San had trouble with the large size, and tried his best to make a bunch of smaller boxes. We finally made him understand that they had to be that size.

The packing of the models and related equipment looked as though it would be a problem. We all agreed that the free flight wings would ride nicely on bungee cords laced from side to side. They were locked in place with rubber bands made from ¼ inch rubber used for motors in Wakefield models. The toolboxes were laced through holes in the sides of each corner with rope, and tied, locking them in place. The speed models were mounted on wooden saddles glued to the bottom of the big boxes. The stunt ships were strapped down on the bottom and held with rubber bands on the landing gear and tail wheel, with the wheels not touching. In our minds there was no reason that these method would not provide safe movement to Shaw AFB, South Carolina, over 12,000 miles away. It was only half way around the world. BBut none of us gave much thought to the distance. Next stop, Hickam AFB, Hawaii. Surfing can be a lot like flying a model airplane. In the process of learning how, there is a series of ups and downs, loops, roles, and some spinning, so I've been told. (To be continued…Will Hawk learn how to Surf before he leaves Hawaii for the Continental US? And what about those boxes of models labeled as Code 5? What is Code 5?)

-Hoyt Hawkins

FLYING THE MANEUVERS



Owen Richards
4532 12th St. Ct. E.
Ellenton, FL 34222
941-723-6571
richplane@aol.com

The Flying season is about down the drain. Now is the time to think about what kind of fleet you're going to have for next year. I was going to quit flying "Old Time" stunt but it's just too much fun to fly that pattern. I now have three planes to fly OTS. I have a Warrior (Veco) with a Fox 35. If you're trying to win the contest, this plane will not do it for you. It doesn't have enough wing area to carry it. But I'll guarantee they'll be more photos taken of it than most any other plane on the flight line. It is cute as a bug's ear. I built it because I used to fly one when I was a kid.

I also have a Humongous powered by a Chinese Super Tigre 51. This is my third Humongous and the best flying one. This plane is very competitive and can be flown when the wind would keep most everyone on the ground. I built mine from plans I got from Ed Ruane. The one I'm flying now was built with a foam wing. I'm very happy with it.

The third "Old Timer" is a Zilch X. This was built from a Walter Umland kit I won at a contest three years ago. It is powered with a T&L Fox 35. This plane was a real surprise because it is an excellent flyer. I flew a lot of Zilches as a kid but never had a "Zilch X". In fact, this one flies so good I'm going to build another one. Its already on my priority list but may not get done this winter. There are so many planes and so little time!

Now we can move into the Classic Era. I have always liked flying Classic planes in contests. These planes can be some of the prettiest ever designed and don't take a back seat to anything when it comes to performance. I had a Gieseke Nobler in my fleet for a few years and it was as good a flyer as anything that put air under its wings. I had built a second one but lost it due to equipment failure early on.

Three or four years ago I built a plane called the Gypsy. What a surprise this plane was. It flew very well right off the board. It presented very well and had it all; excellent corners, rock steady level flight, and a smooth transition. It was designed by a fellow named Jim Silhavy. I have met him and he lives about 40 minutes away here in Florida. I built mine from plans I got from Tom Dixon. If you're looking for Old Time or Classic plans, I'm sure Tom could fix you up. I did build a second Gypsy but it didn't fly right off the board. I've been trimming it now for about six months but it still isn't there. Super Tigre 46s powered them both, but now a Super Tigre 51 powers the first one.

The only other classic plane I have going is a Shark 45. It is a different looking plane. I didn't know if I liked it at first, but it kind of grows on you; now I like it a lot. It is an excellent flyer and it presents very well. I powered it with a Super Tigre 51. Originally it had a tricycle landing gear but one day while landing, the wind picked it up and slammed it down and drove the gear up into the foam wing. Now it has fuse mounted gear and is doing fine.

Now I can move to the present time PAMPA planes. I started out in competition with a Time Machine kit from Tom Dixon. It was easy to build, and easy to fly. I didn't like the way the design looked but it was easy to change that by adding a cockpit on top of the fuse. I powered the first one with a Double Star 60L. This proved to be an excellent combination. I liked it so much, I ordered a set of foam cores from Tom Dixon and built a second and powered this one with a PA 61 from Randy Smith. This one also flew very well and both of them took me through the Beginner and Intermediate classes and well into Advanced. Also both of them are still flying. I have built a total of five of this basic plane and all but one is an excellent flyer. The newest one I built is the one that's giving me trouble. Any maneuvers I do where I'm heading straight down like a wingover and at 20 feet or so I give up control to pull out and the plane will turn 90° right away but it will drop six to eight feet. I've changed the balance forward and back; cut off some flap area, added elevator area and changed the tip slider. So far, none of this has improved the problem. I'll just keep chipping away on it and eventually may get it right.

I now have four PAMPA planes that are PAMPA contest ready. The oldest one is a Time Machine that looks like a 1930s racer (kind of like a Tucker) powered by a Double Star 60 and has over 1000 flights. I also have a GEO XL powered by a Super Tigre 60 that flies very well. Next I have a Trivial Pursuit powered by a PA 61. This was my favorite airplane but was crashed this year. It has been repaired but as yet doesn't fly as well as it used to. However, I will continue to work on it.

The new one I built for this year is an Impact powered by a Super Tigre 60. It flies very well but can still use some trimming and getting used to. You know whatever plane you fly, you have to get used to it. No two planes ever fly the same. Each plane has it's own personality. If you're at a large contest and you see an expert you know and you want him to fly your plane and give you an evaluation (his opinion) of how it flies, he will probably decline. This is because for the last week or so he has been flying his plane only. He's getting used to his own plane for the contest competition. If he flew your plane at that time, it would take him out of the flow of his own plane. See him sometime after the contest and he will probably oblige.

I have on the bench now a 60 sized Gypsy (+ 10%) that is about 75% done. I only hope it will fly as well as my original.

I think this will be all for this time. I apologize for not saying anything about flying the maneuvers this time but I just couldn't think of anything to write about.

Thanks again and practice, practice anyway.

-Owen Richards

PERSONALITIES

Louis Rankin
1262 Mathis Road
Atoka, TN 38004-7902
(901) 837-1511
lwr_@msn.com

Featuring:
Elwyn Aud
Broken Arrow, Oklahoma

Elwyn at one of the Dallas contests.

If you are like me, you are one of the control line enthusiasts who look forward to receiving your Stunt News in the mail every other month. I used to pay for the media mail subscription; however, anxious anticipation has driven me to upgrade this year to the First Class subscription. Now, while I do read all of the articles, what I really look forward to is scanning all the pictures. The people and planes that you find in those pictures are fascinating. This issue I am featuring Elwyn Aud. Elwyn is responsible for a good many of the outstanding photos that you see in Stunt News. His pictures are professional and always seem to catch the subject, whether man or plane, in the best light and setting.

I met Elwyn at the "Memphis Stunt Classic". The field was open for practice on Friday before the contest and many contestants arrived early to practice and to size up the competition. Elwyn was one of the first to arrive and he immediately set up and started taking pictures. A soft clamor erupted from those that were watching, "Elywn is here!" "Elwyn, who is he?" I asked. "You know, the guy that takes all those great pictures for Stunt News". I then realized who he was and immediately walked out to meet and greet him.

Elwyn is a very modest and quiet man. His enthusiasm and interest in control line coupled with his love for photography results in some very outstanding photos. He spends the whole day at a contest taking and retaking pictures until he gets just the shot he is looking for. He has a knack for positioning himself in just the right place to assure his shots will be perfect. His favorite shots are of models in inverted flight.

If you are hosting a contest, it is in your best interest to give Elwyn a special invite to attend. The exposure your contest gets through his photography is great. The camaraderie you experience by meeting Elwyn will be priceless.

Elwyn hails from Broken Arrow, Oklahoma where he works as a warehouseman for the local school system. He is single and has no children. He started flying control line models about 36 years ago. Like most of us, when growing up, he had a fascination with aviation. His first control line model was a Cox Corsair that he received for Christmas while he was in the 7th grade. As with most first Cox experiences he never could get the Corsair to run well enough to fly. Eventually he met a friend from school who shared his enthusiasm in aviation and they taught themselves to fly on Cox PT-19s. He went through a bunch of Cox RTFs and finally started building 1/2A balsa models. He had just started building larger models and then lost interest for a few years. In 1993 he again picked up the control handle and has been flying ever since.

Elwyn enjoys flying stunt; however, he does not fly in many competitions. Currently, his favorite model is the Flite Streak. His favorite power plants are the Brodak 40 and OS FP25. His least favorite power plant is the Marz 15 Russian diesel. Those diesels can be tricky, especially a cheaply built one. Memorable moments in aeromodeling are the first time he flew inverted and his first trip to Tucson to attend the Vintage Stunt Championships.

Current building projects include a profile ship with combat wing cores and several ARFs that are still awaiting assembly. He likes flying more than building, but hopes to get to his projects this year. His aeromodeling goal is to attend the Brodak Fly-In this year (mine too).

One of Elwyn's famous inverted shots.

What Elwyn likes most about

Elwyn at the VSC. (Brickhaus photo)

aeromodeling is hanging out with the gang on weekends and sometimes getting to put in a few leisurely flights. Getting a finger hit by the prop is what he likes the least.

As you already know, Elwyn has a fond interest for photography. He also enjoys bird watching, but admits that

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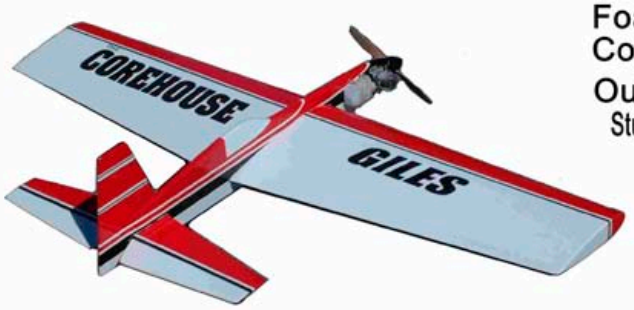

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Elwyn, his Flite Streak, and his flying buddies. Life does not get any better!

he hasn't done it much since getting back into aeromodeling.

As I said before, Elwyn is a very quiet man. If you see him at a contest, I encourage taking the time to get to know him. You will not regret the encounter.

-Louis Rankin

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The lead topic in this edition's Safety Column will continue our discussion on personal health. While the colder climes are focused on building, it is summer in the southern hemisphere and our buddies in Oz are flying.

If you remember from early chapters, I admitted to being "Stupid in the Sun" last year in Muncie. This is not the first time I've done this, but I hope it's the last. Mike Keville related a similar incident to me and we agreed to share his experience.

DOWN FOR THE COUNT by Mike Keville

One of the first things I tell out-of-staters when they come to Arizona for the VSC or any other contest is: "Drink plenty of water." It's possible that I've become something of a nag about it. Notwithstanding that, guess who failed to follow his own advice a while back?

Uh-huh. Last September our club hosted a two-day contest. The weather gods gave us sunny skies with mid-day temperatures in the high 80s/lower 90s (Fahrenheit). I was scheduled to judge both days.

Saturday I showed up in a thin T-shirt and baseball cap. As the guy said in that country song: What Was I Thinking? Apparently I wasn't thinking at all. Frequent shifts in wind direction required us judges to constantly sprint around the circle to keep in position. I didn't spend much time in the shade, either.

I began to drag a bit by day's end when it was time to clean up and head for the evening BBQ/bull session at a club member's home. Right about then I felt a powerful urge to just lie down and sleep… which seemed rather odd since food, drink and modeling chat are pretty high up on my list of favorite things. Upon arrival, I sank into a chair on the patio and promptly turned into a zombie. Felt terrible and still didn't have a clue (though I should have known something was seriously wrong when I chose iced tea over beer).

Very soon I became the ultimate party-pooper. Left early, since by then I was starting to doubt my ability to drive safely. Somehow managed to carefully aim the car across town (yes, putting other drivers at risk too) and stumbled into the apartment pretty much disoriented. My skin was hot and dry. Couldn't seem to get enough cold water. Evidently it's true: by the time you feel thirsty it is much too late. Peeled off every bit of clothing and passed out on top of the covers. (Okay, try not to picture that one.)

Woke up a full eight hours later (I rarely sleep more than six) knowing it was time to go back out there and judge again - "take one for the team" - as it were. This time it was a bit different. Guzzling so much water that I became quite familiar with the route to the "facility", I also wore a long-sleeved shirt with turned-up collar plus a large-brim hat. CD Lou Crane offered all the Gatorade I could hold, but I can't stand the stuff, thus stuck to plain water and plenty of it, which was a good thing since we were off-and-running once again thanks to frequent and sudden wind shifts.

Was I re-charged? Ready to party? Hardly! In fact the effects of Saturday didn't begin to wear off for several days. Yes, I knew better. Yes, it was a case of "Do as I say, not as I do." Yes, it was a stupid blunder. And no, I'll never do it again. Please take heed from that lame-brained experience. You don't have to be in the desert for it to strike. It can (and does) happen to anyone, anywhere… right, Ron?

Mike is right. In fact, his symptoms (hot and dry) sound more like those of heat STROKE, not simply heat exhaustion. I've seen both and unfortunately, heat stroke can often be fatal. Second note: I will not discourage anyone from drinking one of the popular sports fluids (the potassium does help), but water is just as effective in most cases as a replenishment fluid.

Our second topic this edition is in answer to a question regarding line cleaning. Ken Gulliford authored the initial treatise published in the July/August Stunt News, so I felt it was only fair for him to reply to the question, "Can we use lacquer thinner or acetone to clean our lines?" Here's Ken:

Cleaning Control Lines by Ken Gulliford

Is it okay to use acetone, or lacquer thinner to clean your lines? Sure! They will both really, really clean your lines. You can use almost anything to clean your lines and a lot of people do

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without any adverse effects (as far as they know). When in doubt go to your friendly internet and type in MSDS Acetone, or MSDS Lacquer Thinner. Select one or two of the Gazillion sites that will show up and judge for yourself.

But the wire rope industry recommends NO SOLVENTS. Acetone, which is also known as Dimethylketone, or 2-propanone, is a kind of solvent. Lacquer thinner is a variable mix of several solvents, depending on brand name and intended use.

If you use acetone or lacquer thinner, or ANY solvent, you WILL REMOVE the protective lubrication that is impregnated into the cable, or onto single strand steel lines by the manufacturer. The lines may "feel" dirty to you because you are actually feeling that supplied lubricant. When you clean your lines with solvent (or any other chemical), the lubricant is removed, it "feels" clean (because it is) and now you have started a treatment cycle that must be continued: cleaning and dressing, cleaning and dressing, until the lines are replaced or break.

Remember, you must dress the lines or they will be more prone to sticking and dragging on each other because the protective lubricant has been cleaned away. All dressings carry the same disadvantage: they will attract or allow particles (such as dirt) to stick to them and thus become abrasive to your lines when the lines rub together with the particles trapped in the middle. This is where the silicone spray "feels" like it does a really good job, because it is now lubricating the lines very well. It's just that all the "other stuff" in the spray isn't too good for the metal….

How do you clean your lines? Use clean water and neutral PH soap (like Ivory), air dry or dab with cotton, then dress very lightly with mineral oil. Triple S Stainless Steel Cleaner Wipes (Petroleum Distillate with Mineral Oil) work very well and a little goes a long, long way. LPS-1 is also an alternate.

Here is a routine to try (NOTE: This is a two-person maneuver.):

1. Hook up everything just like you are going to fly.
2. Fold up a paper towel (accordion style) so that there are several layers of paper.
3. Put a drop of LPS-1 or Triple S Stainless Steel Cleaner on the paper towel.
4. Pinch the spot from the drop around the line and hold firmly.
5. Disconnect the line from the handle (leave the other connected to the plane) and walk the pinched paper towel out on the line, from the plane to where the handle is disconnected. Do not let the line touch the ground, and slightly loosen your grip to allow the line to spin out, then hook it up to the handle.
6. Have your helper hold the line off the ground, then return to the plane and repeat the walk-out with a clean, dry, spot on the towel.
7. Repeat these steps for the other line.
8. Do this before the first flight of the day, and just before you put the lines up at the end of the day.
9. Simply perform a dry towel walk-out on both lines just prior to each flight, all day long.

This allows you to inspect the lines on each flight and removes the suspended caster oil mist and residue (along with all the crap it attracts) that you have been flying through. If you must clean the lines, use hot, soapy (PH neutral) water for the first walkout, then a clean water rinse walkout, and then a drying walkout. Dress as above in Steps 1 through 7 when the lines are clean and dry.

As was stated before, most of you have a routine for cleaning your lines that makes you feel comfortable. If it has worked for you in the past (as far as you know) and you don't want to fix what's not broken, then continue to do what you're comfortable with.

Bottom Line -- Unless you drag your lines through some luminescent yellow-green, glow-in-the-dark, carcinogen, you probably should never touch them with solvents. Likewise, if you do clean your lines with solvents, you must lubricate them afterward.

Thanks, Ken for the follow up. One of the neat things about our hobby/sport is the incredible variety of experiences (life and modeling) we can share. If you have an idea for a topic or a comment on anything we have covered, please feel free to send it to me. Email, snail mail, phone, or verbal. Any and all forms of communication work fine.

If you are living in the northern hemisphere, be safe in your shop. If you are in the tropics or the southern hemisphere, be safe at the field. BE SAFE.

-Ron King

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THE LIGHTER SIDE

Mike Keville
4225 N. First Ave. #1321
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Another of my interests is NHRA professional Drag Racing, though only as a spectator since I'm just a wee bit short on the two-or-three-million-a-year it takes to campaign one of those things. Anyhow, something that annoys me, and perhaps others who watch these events on ESPN-2, is how the interviewees never fail to work the names of their sponsors into every televised chat. Suppose that same thing happened in Stunt. It might go something like this:

"Joe-Bob, you really nailed it that time!"

"Thanks, Tom. Yeah, the Blue Sky/Randy Smith/Sig/DuBro/Bolly Belchfire performed really well on that run."

"Got a little dicey when the wind switched during your Overheads, didn't it?"

"Well, that was pretty hairy alright, but I wasn't too concerned because the Tom Morris/McMaster-Carr/JB Weld/Fancher/Shoup control system was rock solid all the way."

"Pretty good score, but you've still got the second round coming up."

"Well, Tom, y'know anyone can win on any given day, but thanks to our Thunderbolt plug/Powermaster fuel/Windy carbon fiber tank I think we've got a chance."

"Your old Belchfire is getting some miles on it. Anything new in the workshop?"

"Well, I don't want to spoil any surprises, but the Lonestar/Titebond/X-Acto/Zona/Zap/RO-Jett/PAMPA Products Intimidator may soon be ready for test flights."

"Awesome! I'm sure our viewers can't wait to see this one. Thanks for talking with us. I know you have to get ready for the next round now. All I can say is that was one heck of a score you just posted."

"Aw, shucks, Tom, it's all due to my crew. I just steer the thing. Credit for whatever we might achieve goes to the guys in the pits: Bubba-Joe, Billy-Ray, Hank-The-Crank, Spider, Snuffy and Pit Bull. Couldn't do it without 'em. The success of the AeroProducts/CF Slattery/FCM/Umland/RG Graphics/T&L/Kaz Minato Belchfire is due to their hard work."

(Off camera):

"Whew! Man, I'll bet Grady Widener doesn't have to recite all that stuff."

(Voice in background):

"Au contraire, my facetious filibustering friend. While normally disinclined to refrain from superfluous verbiage regarding the myriad mysteries associated with tethered aerial showmanship, it is not unknown for me to reiterate the monikers of those benefactors who contribute freely of their financial wherewithal."

"Say what?"

(Cut to commercial.)

-Mike Keville

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A Few Good Judges

(With apologies to Jack Nicholson and Tom Cruise)

Judge: "You want answers?"

Flyer: "I want the truth!!!"

Judge: "You can't HANDLE the truth!!! Son, we live in a world that requires subjective evaluations. We have a greater responsibility than you can possibly fathom. You scoff at your scores and you curse our abilities. You have that luxury. You have the luxury of not knowing what we know: that while the results are sometimes tragic, we're doing our best…and that our efforts—while resented and misunderstood by you—are the very foundation that support this event. You don't want to know the truth because deep down in places you don't talk about, you WANT us on that circle…you NEED us on that circle! We use words like size, shape, intersections and bottoms. We use these words as the backbone of something grand; you use them as a punch line.

"I have neither the time nor inclination to explain our actions to people who fly under the very blanket we provide then question the manner in which we provide it!

"I would rather you just said 'Thank you', and went on your way. Otherwise I suggest you show some respect. Either way, I don't give a #### what you think you're entitled to!"

Flyer: "Colonel Foul-up, did you or did you not look at the scoreboard between Rounds?"

Judge: "YOU'RE D### RIGHT I DID!!!"

(Ooops.)

-Mike Keville

THE TRAILING EDGE

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

Okay, here we go. See if you can identify the lil' tykes in these photos. True, some aren't munchkins but you'll still have fun trying to guess who they are. No fair peeking at the answers at the end of my column.

2. This young fellow proudly posed with his Nobler in November '58. Today he tends to favor miniature versions of full-scale aircraft… and no, it's not Ron (F4F Guy) Burn.

3. Little guy and his sister on Christmas Day '62: his dad had been a top Stunt flyer while serving with the USAF in Japan. The apple hasn't fallen very far from the tree because today the kid isn't a half-bad flyer himself.

1. Second from right, white shirt: flying Combat in the '53 Plymouth Internats at age 15: pretty nice. Posing with an attractive girl: even nicer. Years later having a son who'd fly Stunt at world-class level: priceless!

4. Somewhat past the toddler stage here, this well-known designer has managed to remain young-at-heart. He also dabbles a bit in RC but since he's a pretty nice guy we can overlook that.

5. Future airline captain already wears wings in this marked-up photo. Fail to guess this one and your brain might reach critical mass. You might even see fury.

6. A young Clark Kent…ooops, wrong photo. Kid holding the Proto Speed model also knows a thing or two about Free Flight. Yes, he flies Stunt too.

7. Solid B-25, made in 1943 from a Maircraft kit, served as inspiration for this kid's later, much larger, flying version that was a two-time winner at the old Navy NAT's.

9. Seen at age 1, he was California's AYSC (Speed, Beauty, Stunt combo) winner in 1960, and in 1989 was World Cup winner (different from World Champ) in F2B Wakefield. Today, he's showing interest in CL Stunt.

12. The year is 1956 and this youngster is about to fire-up his Tom-Tom and fly in his first-ever contest. Looks like a real spitfire, doesn't he?

8. We all had to start somewhere. Looks like a Cub or Spitfire on a Baby Di-Doe. Note the O&R fuel can and 1.5 volt battery. Guaranteed this one wasn't finished with Hobbypoxy.

SHORT LINES: Think ARFs are new? Ad seen in Jan. '50 Air Trails: "Trainee or Glo-Bug with O&R 23, handle, lines, reel, battery and leads, completely assembled, ready-to-fly, no building, no painting, nothing else to buy except fuel" – Ready Built Model Co., Greensboro, NC … Floyd (Dr. Spark) Carter ceased production of his Aero-Ply transistorized ignition modules but offers repairs and service until July … Reminder that it's OK to add landing gear to OTS designs without it, e.g., "Flip Flop", "Lil' Missile", et al. This was approved years ago though not currently shown in the rules … Small world: Recently learned that when stationed at Ft. Benning, GA, early/mid '60s, a Macon hobby shop I'd visited was owned by Dale Barry's granddad … Snowbound? Post-holiday blues? Come to the CL portion of the Southwest Regionals, Jan. 27-28. See www.ccmaconline.org or e-mail ExpStunt@cox.net for details.

ANSWERS, PHOTOS 1-12:
1. Bill Fitzgerald
2. Dick Byron
3. Joe Gilbert
4. Dick Sarpolous
5. Al Rabe
6. Steve Helmick
7. Dale Kirn
8. Al Rabe's 1/2A
9. Norm Furutani
10. Randy Ryan
11. Michele (Keville) Sundeen
12. Joe Adamusko

Send me yours and we'll do this again.

-Mike Keville

11. Little girl competed in Balloon Bust at age 13; same year also flew and landed a C-152 without her instructor touching the controls. Now 31, she lives in Grand Island, NY…on the Niagara River just above the Falls.

10. Dig the groovy plaid bell-bottoms and hairstyle on this young dude c.1971. Seen launching his Starduster-X, he flies CL & FF today and frequently appears on the Stuka Stunt Forum.

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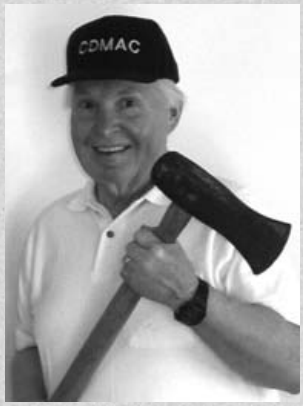

Noel Drindak
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Building light airplanes -- This year at the NAT's, in the afternoon after the Walker Cup competition, I invited my friend Bill Suarez to fly my plane, a Steve Buso Super Kestrel. If you have a Nov/Dec 2004 copy of Stunt News, it's on the cover with its hot rod flame job. The basic design and aerodynamics are Steve's, but I've completely reengineered the structure. The end result is a 745 in^2 plane with a PA65RE that weighs 50.5 ounces. Most fliers would classify it as an extremely light airplane. I asked Bill to fly it because he's a top level flyer and I wanted his opinion. After three flights he told me "I'd forgotten how quick a light airplane can turn". He went on to say "There is no kind of trouble you can get yourself into that you can't get out of with this plane."

Most stunt fliers agree that light airplanes fly better. Some will argue that an airplane can be too light. I've heard Windy say this, but sometimes you need to look at what people do, not what they say. Windy's Typhoon, which many think was his best flying plane, at about 800 in2 with a Saito 91 weighed 62 ounces. It was a feather! Bob Hunt says "You can make an airplane too light, but nobody's ever done it". I agree. The lighter an airplane is, the quicker it can turn, and the closer it can come to doing square maneuvers.

The Weight Tally Sheet – If you are serious about building a light model, you need to maintain a weight tally sheet. The weight tally sheet for my Super Kestrel is at the end of this column. I keep it on a PC, but you don't need a PC to use a weight tally sheet. I've used notebook paper for weight tally sheets and it works fine. The most important thing in using a weight tally sheet is to form the habit of weighing every part that goes into your model and writing it down. Initially, you'll have a hard time remembering to do this. Keep working at it until it becomes a habit. Some of your entries will be hard to make exact -- I'm thinking of parts that get trimmed or sanded after installation. In cases like this just do the best you can and remember that the weight tally sheet is a tool, not and end in itself. A good weight tally sheet is useful in many ways:

1) It allows you to estimate the finished weight of the model.

2) It helps make decisions on building materials, engines, hardware, and finishing.

3) If you build several models of the same design, the weight tally sheet from the first model is extremely useful when you build the second model. It shows where to focus your efforts in reducing the weight of the second model.

It would be nice to have a weight tally sheet that could be used for all models, just filling in the blanks. Unfortunately, that isn't possible. To be most useful, a weight tally sheet must be tailored to the type and sequence of construction being used. For example, a weight tally sheet for an airplane using a foam wing wouldn't be suited to a built up design. If you cover and finish the wing before installing it in the fuse, you don't want a weight tally sheet for the opposite sequence of construction.

If you're serious about building light airplanes, you need good digital scale. I have a Pelouze postal scale that I've used for many years. It measures up to 5 pounds in 0.1 ounce increments. It's probably sufficient for most builders. I bought mine for $55, but the current price is about $80. Because I'm really serious about building light, I also have a more accurate digital balance from Acculab. It's accurate to less than 0.1 ounce with a 14-ounce range and costs about $250.

A few notes on my Weight Tally Sheet:

1) I've built three Super Kestrels (a fourth is on the finishing stand). All three are on the weight tally sheet.

2) Looking at the final weight, you'll see that SK1, at 58.60 ounces was a light plane. Sk3 came in over 8 ounces lighter. Eight ounces doesn't sound like much, but I can't tell you how much work it took. Building light airplanes requires a lot of work.

3) The change column shows the difference between SK2 and SK3. Maintaining this column as I build is a good way to estimate the finished weight.

4) The wing for SK3 was built without spars (carbon-fiber ribbons were bonded to the leading-edge sheeting along the spar line). I'll never do that again. I saved a few tenths of an ounce, but it was a lot harder to build. Not worth it.

5) I work hard to make very light tails. I was really disappointed when I had to use an ounce of tail weight in Sk3. However, I used my weight tally sheet, did a moment calculation, and determined the appropriate amount to shorten the nose for SK4. (It wasn't just about the tail since I'm also switching to a different engine (a PA75RE), a different tank (a Sullivan R-8), and lengthening the tail moment.

I didn't try to tally the weight of the glue used in this model. It's lumped into the weight of the various assemblies. Because of this, and because some parts get trimmed or sanded after assembly, the weight of an assembly may differ slightly from the sum of its parts. I don't think that this makes the weight tally sheet less effective. It's a terrific tool that helps you build light models

Ways to build light stunt ships.

1) Make a light finish. A heavy finish is probably the number one cause of overweight models. Making a light finish requires skill and hard work. Windy's videos are a good source of information on finishing techniques. Some of the basic things he teaches are about light finishing are:

a) Start with a smooth, level wood surface. Filler adds weight. If you build a model with a lot of bad spots to fill, your light finish is in trouble before you even start.

b) Sand off excess thicknesses of clear, filler, and base coats (silver or gray). What you want is the absolute minimum of material necessary to fill the grain and provide an even colored base. Sanding is hard work, but hard work is the price you pay for a light finish. Also, skill is required to avoid sanding off too much material.

c) Use the absolute minimum of color paint. Pigment is heavy. The ideal is one smooth, even coat of color. Don't paint one color over another color -- when painting color, backmask areas that are going to be a different color.

d) Don't go crazy with the clear finish coats. You want enough clear to buff out, but not a lot extra.

2) Use light balsa. I'm sure that we've all read construction articles that say something like "Build light -- always use four to six-pound balsa". Certainly light balsa is an important ingredient in a good stunt ship, but it doesn't guarantee a light model. I know this because I've used light balsa to build overweight stunt ships. Because I use weight tally sheets, I also know that balsa contributes only a fraction of the weight of our models (about one fourth). It's important to use light balsa, but you can't build a light stunt ship without paying attention to the other three fourths.

a) Weighing balsa. I have an easy way to determine the weight of balsa sheets in lb/ft3. I use my digital scale to get the weight in ounces and multiply by a conversion factor to get the weight in lb/ft3. It turns out that the conversion factors are simple and easy to remember. I've listed them below:

Sheet Size	Conversion Factor
1/32x3x36	32
1/16x3x36	16
1/8x3x36	8
1/4x3x36	4
1/2x3x36	2
1x3x36	1
2x3x36	1/2
3/32x3x36	12
3/16x3x36	6
3/8x3x36	3
3/4x3x36	3/2

So if your 1/16x3x36 balsa sheet weighs 0.3 ounces, multiply by 16 to get 4.8 lb/ft3. If you have balsa in 4 inch widths or 48 inch lengths, the conversion factor for that thickness is multiplied by 3/4.

b) Always use your best balsa. When you build a plane, you want to build the best model possible. Use your best wood. I know guys who save their best wood for some ultimate airplane. They save wood for years and never use it. Use your best wood. Also, mark the weight on each scrap when you throw it in your scrap box. When you need a small piece, you'll be able to find the best one.

4) Use less balsa. There are several ways to build an air plane with less balsa. Surprisingly, it's possible that you may be able to use less balsa and have a stronger airplane.

a) Built-up components. Built-up fins, rudders, flaps, and elevators require less wood. It's more work to make built-up components, but probably not as much as many think.

b) Molded shells. Items such as top shells and bottom shells can be lighter if they're molded from balsa sheet. Most builders use 3/32-inch balsa for molding. I use 1/16-inch balsa for my shells. It's not possible to hollow out a balsa block to this thickness and get it uniform.

c) Use thinner wood. Many of our airplanes are over designed. Consider using thinner wood. The rear half of the fuselage on my Super Kestrels is made with 1/16-inch balsa instead of the traditional 1/8-inch balsa. That's the fuse sides, formers, molded top shell, and molded bottom shell – all 1/16-inch balsa. I didn't sacrifice strength. It's a very stiff structure. I've built three of these planes, and I've been flying them for ten years. There's never been a problem with the structure.

d) Use more efficient structures. The way to make stronger structures with less balsa is to make the structures more efficient. For instance, a traditional fuselage with fuse sides and formers is much stronger if the open top and bottom bays are closed with diagonals or sheets. Years ago I measured the torsional rigidity of a typical fuse section. First I left one bay open, then I added the sixth side to make a closed box. The torsional rigidity increased by 18 times. All the bays of my fuselages are closed boxes. That's why I can use 1/16-inch fuse sides in big stunt ship.

5) Consider alternative types of wood. Traditionally, we build our models using balsa, birch plywood, and maple. There's no wood lighter than balsa, but birch plywood can often be replaced with lite-ply (made of poplar) or basswood. Tom Morris has used spruce for motor mounts with success. Weigh all your wood, not just the balsa. I've seen large variations in the weight of other woods, such as maple.

6) Use carbon fiber for strength. Incorporating carbon fiber into your structures allows stronger structures with less balsa. Two-mil carbon fiber tape (available from Hobby Lobby) adds great strength to spars. I laminate 0.2 ounce carbon fiber mat (available from Aerospace Composites) to balsa with epoxy and use it in a number of places. In my Super Kestrels, it's used in the fuse for the sides, top, bottom, and formers. It's also used as spar webbing in the wing and stab. I also laminate carbon-fiber mat to the inside of my molded shells. I use bidirectional weave carbon-fiber mat for doublers. It weighs about the same as 1/64-inch plywood and has great strength.

7) Make tight joints. Tight joints are lighter because they require less glue. (They're also stronger because there is more contact between the pieces being joined).

8) Use less glue. Cyanoacrylate (CA) is light, but it's not weightless. I realized this after I used an ounce bottle of CA on a wing. CA doesn't lose weight when it sets. Use an ounce bottle of CA, and you've added an ounce of weight to your plane. Other adhesives such as epoxy and aliphatic resin also add weight. Regardless of which adhesive you've chosen, use the minimum amount necessary to make a strong joint, and wipe off any excess.

8) Get a lighter engine. After the basic airframe, the engine is the heaviest item in a stunt ship. When you chose your engine, its weight should be a big factor in the decision. It's no accident that most popular stunt engines are among the lightest in their displacement class. I know people who will say that their plane is balanced with a heavy engine, and that using a lighter engine would

only result in adding nose weight to replace the reduced engine weight. If that's the case, I would say they built the tail too heavy.

9) Pay attention to bolt-on hardware. In this category I'm including the prop, spinner, muffler or header and pipe, tank, landing gear, axles, wheels, wheelpants, and tailwheel. All of these items add weight. In my last plane (weighing 50.5 ounces) they totaled about nine ounces I expended considerable effort to get the total that low. It could easily have been a lot more.

10) Use lighter fasteners. The weight of our fasteners is not trivial -- the 42 fasteners in my first Super Kestrel weighed almost an ounce. You may think that that's a lot of fasteners. Try counting the fasteners in your model – you'll be surprised. (Don't forget the engine). Steel has always been the material of choice for our fasteners because of its great strength, but lighter fasteners are available.

a) Titanium offers strength similar to steel with only 60 per cent of the weight. Titanium screws are available from Lunsford Racing. They've been producing titanium products for radio-controlled cars since 1988. They offer 4-40 socket head and button head cap screws in a number of different lengths. A note of caution – don't replace screws threaded into aluminum with titanium screws. They will gall.

b) Use nylon screws. In the July/August 2000 issue Stunt News, Bob Dixon described another method of reducing fastener weight -- using nylon screws. A 4-40 nylon screw has ultimate yield strength of about 40 pounds -- certainly adequate for many of our applications such as hatch covers. I really liked Bob's piece, and I got his permission to reprint it. Bob's words follow:

"I promised to give some info on the use of nylon screws for cowls and hatches, so here goes. First of all, I only use steel socket-head cap screws for the engine, landing gear, and wheel pants. Everything else is held in place with nylon screws, and there are several advantages. My new ship has a tip weight box, adjustable pushrod hatches, aft fuse hatch for adjustable tail weight, pipe cover/hatch, and the cowl all held down with nylon screws. I counted them and that's exactly 21 tiny nylon 4-40 screws. I have eight holding the long hatch under the pipe. You can obtain the nylon screws from Micro Fasteners in bulk, and they are very inexpensive. I now use 1/4 inch spruce, about 1/2-inch long, as a hold down block for most of the bolts and plywood for the small hatches. I use countersunk bolts at the rear that blend right into the fuse. You can block sand right down to the head of the bolt when finished.

Once you have a hatch in place, drill the first hole with a 5/64-inch drill bit and tap it out with a 4-40 tap, slowly and as straight as possible. Next drill the hatch cover out with a 7/64-inch drill to fit the nylon screw. Using a small blister CA applicator, I run some thin CA down into the tapped hole until saturated; it doesn't take much. Be careful not to fill the hole and let the CA stand. Use a T-pin to clear the hole. Do not use something like a pipe cleaner, because it will immediately kick and you'll have a mess! (Been there, done that). I kick it with some Zip kicker and then carefully saturate it again. Wait a couple of minutes before re-tapping to insure that the CA has completely gone off, then slowly re-tap the hole. Insert the screw and line the hatch up to drill the other side. Now it will be perfectly aligned. Repeat the process for the other side.

You can custom cut the nylon screws to exact length by using a new # 11 Xacto blade and rolling it on a hard surface, like your cutting board or a piece of glass. You won't have to custom sand a taper to the end like you do with a metal bolt. The nylon bolts will grip the tapped hole and the threads will give before they can ever mess up the hole (at least that's what I've experienced). I have never had one of these come out during flight. I insert my bolts with a hex head ball driver. When seated the ball driver may slip on the nylon head. This is good because it's the right torque. If it is too tight to remove, then a standard Allen wrench will bring it right out. Nylon screws are light, inexpensive, and easy to custom cut. I carry several spares with me in case one strips or I lose one. I've used this method on four ships now and it works well for me. If you're skeptical, just try it and see how it works."

In Summary – Building a light airplane is a lot of work, but light airplanes fly better and turn quicker. As you work to make your airplane lighter, be careful not to sacrifice strength. This is possible because most of the things that make planes heavy don't make them stronger. For example – too much paint, too much glue, heavy engines, and heavy hardware. The weight tally sheet is invaluable when your goal is a light airplane.

Good luck with your next plane.

-Noel Drindrak

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(I require full payment with your order). Personal check is OK for P.A.M.P.A. members, payable to TOM LAY, not *"The Starving Stunt Guy"!* Tom Warden taught me how to wash my paper plates, when times were bad!

Tom Lay, T&L Specialties, *Email: thelayster@aol.com Address: Tom Lay, 1441 Paso Real Ave. # 82, Rowland Heights, CA 91748*

Noel Drindak 8/00

WEIGHT TALLY SHEET

Project: Super Kestrel SK3 Date: 2004

Item:	SK1 Wt	SK2 Wt	SK3 Wt	Change
Engine Crutch (with F-1, F-2, and Nose Ring)	3.95	2.91	2.29	-0.62
Fuse Sides (front)	0.34	0.21	0.19	-0.02
Fuse Doublers	0.61	0.60	0.32	-0.28
Landing Gear Mount	0.34	0.45	0.39	-0.06
Tank Compartment Cover (w/corner mounts and screws)	0.34	0.34	0.34	-0.00
Tank Bracket	0.15	0.15	0.07	-0.08
Cowl (weight added to tank floor) (Note1)	0.66	0.66	1.02	+0.36
Fuselage Front (assembled)	**6.39**	**5.32**	**4.62**	**-0.70**
Fuse Sides (rear)	0.46	0.48	0.46	-0.02
Fuse Formers	0.23	0.26	0.41	+0.15
Tail Wheel Mount	0.14	0.10	0.11	+0.01
Top Sheet (molded shell for SK3)	0.28	0.16	0.26	+0.10
Bottom Sheet (molded shell for plane SK3)	0.25	0.16	0.24	+0.08
Fuselage Rear (assembled)	**1.36**	**1.16**	**1.48**	**+0.32**
Top Block (nose block and tail blocks for plane SK3)	1.60	1.10	0.62	-0.48
Bottom Block (n/a plane SK3)	0.27	0.28	0.00	-0.28
Fuselage Total	**9.62**	**7.86**	**6.72**	**-1.14**
Stab	1.07	0.66	0.75	+0.09
Elevator Control Horn (Winship custom)	0.42	0.32	0.26	-0.06
Elevator Pushrod with mounting hardware	0.80	0.77	0.47	-0.30
Fin	0.10	0.05	0.07	+0.02
Stab and Fin Total	**2.39**	**1.80**	**1.55**	**-0.25**

Wing Construction	#1 L	#2 L	#3 L	#1 R	#2 R	#3 R
Ribs	0.36	0.33	0.30	0.36	0.34	0.29
Spars (Note 2)	0.19	0.16	0.00	0.26	0.19	0.00
L.E Sheeting	0.72	0.59	0.69	0.76	0.61	0.65
T.E. Sheeting	0.24	0.15	0.17	0.25	0.18	0.17
T.E. Cap	0.24	0.22	0.17	0.24	0.22	0.17

Basic Wing Assembly (components listed above)	3.62	3.44	2.86	-0.58
Left Tip (with leadout guide)	0.25	0.25	0.23	-0.02
Right Tip (with weight box) (Note 3)	0.75	0.75	0.73	-0.02
Tension/Compression Spars	0.22	0.25	0.25	-0.00
Spar Webs	0.76	0.50	0.79	+0.29
Center Sheeting	1.07	0.35	0.42	+0.07
Cap Strips	0.42	0.15	0.14	-0.01
Bellcrank with leadouts and spacers	1.10	1.13	1.02	-0.11
Flap Pushrod with mounting hardware	0.59	0.56	0.31	-0.25
Flap Control Horn (Winship custom)	0.53	0.40	0.37	-0.03
Fiberglass on center section	0.31	0.22	0.11	-0.11
Wing (assembled, ready to install in fuselage) (Note 3)	**9.62**	**8.00**	**7.23**	**-0.77**
Complete Airframe (after sanding)	**21.63**	**17.66**	**15.50**	**-2.16**

Flaps, Elevators, and Rudder	SK1 Wt	SK2 Wt	SK3 Wt	Change
Left Flap	0.77	0.45	0.46	+0.01
Right Flap	0.76	0.49	0.50	+0.01
Left Elevator	0.29	0.28	0.17	-0.11
Right Elevator (includes Rabe rudder linkage)	0.33	0.30	0.32	+0.02
Rudder	0.10	0.07	0.05	-0.02
Hinges	0.55	0.40	0.44	+0.04
Flaps, Elevators, and Rudder Total	**2.80**	**1.99**	**1.94**	**-0.05**

Finish	SK1 Wt	SK2 Wt	SK3 Wt	Change
Airframe	9.25	9.43	8.91	+0.48
Left Flap	0.49	0.39	0.38	-0.01
Right Flap	0.50	0.40	0.36	-0.04
Left Elevator	0.33	0.46	0.23	-0.23
Right Elevator	0.31	0.44	0.30	-0.14
Rudder	0.30	0.19	0.10	-0.09
Finish Total	**11.18**	**11.31**	**10.28**	**-0.03**

Bolt-on Items	Description	SK1 Wt	SK2 Wt	SK3 Wt	Change
Engine	PA65RE w/mounting bolts (Note 4)	11.30	11.04	11.14	+0.10
Header w/coupler	(Note 5)	0.85	0.85	0.00	-0.85
Muffler	Ro-Jett header muffler (Note 5)	0.99	1.07	1.37	+0.30
Prop	Reworked 14-5 Rev-Up	1.00	1.00	1.00	-0.00
Spinner	Lightened Aero Products	1.33	0.85	0.85	-0.00
Fuel Tank	Sullivan R-6 plastic tank (Note 6)	2.14	2.25	1.99	-0.26
L.G.	Pro-Stunt carbon-fiber	1.60	1.47	1.20	-0.27
L.G. Fairing	(Note 1)	0.16	0.25	0.00	-0.25
Wheels	2-inch Dave Brown treaded light	0.73	0.63	0.63	-0.00
Axles		0.10	0.10	0.10	-0.00
Wheelpants	Aero Products fiberglass	1.00	0.90	1.12	+0.15
Tailwheel (w/wire)		0.29	0.29	0.25	-0.00
Tip Weight	(Note 3)	1.50	1.50	1.50	-0.00
Remote Glow-driver		0.00	0.54	0.48	-0.00
Tail weight		0.00	0.00	1.00	+1.00
Total of Bolt-on Items		**22.99**	**22.74**	**22.63**	**-0.11**

Totals	SK1 Wt	SK2 Wt	SK3 Wt	Change
Complete Airframe	**21.63**	**17.66**	**15.50**	**-2.16**
Flap and Elevator Total	**2.80**	**1.99**	**1.94**	**-0.05**
Total of Bolt-on Items	**22.99**	**22.74**	**22.63**	**-1.11**
Finish	**11.18**	**11.31**	**10.28**	**-0.03**
Final weight	**58.60**	**53.70**	**50.35**	**-3.35**

Notes

1) SK1 and SK2 used a one piece cowl which mounted to the tank floor. SK3 has a two piece cowl for easy engine accessibility. Also, the LG fairing is integral with the tank floor.
2) The wing for SK3 is built without spars. The L.E. Sheeting weight includes carbon-fiber ribbons bonded along the previous spar line.
3) One half ounce of tip weight is built into the wing. Total tip weight is 2.00 ounces.
4) SK1 used a PA61RE. SK2 and SK3 use a PA65RE.
5) SK1 and SK2 used a rear exhaust header with a muffler.
6) SK1 used a 6.0 oz metal tank; the SK2 plane used a 6.5 oz metal tank.

WHY DO I FLY STUNT?

Bob Whitely
7779 W Sandbar Ct
Tucson, AZ 85743
(520) 572-8025
rjalfadawg@earthlink.net

In pursuit of the perfect stunt pattern. Looking for perfection in an imperfect world. Constantly striving to reach that pinnacle of performance we all see in our imaginations. These are some of the reasons I fly Stunt.

Back in my surfing days we were always looking for that "perfect wave". Stunt is exactly the same….. the never ending quest for that "perfect pattern".

One of my idols and now good friend, Bill Werwage, once said "Stunt is hard!". The fact that we are both very competitive has demonstrated just how difficult or "hard" Stunt really is.

Flying Stunt is both fun and frustrating. The fun part is in designing, building and then flying that new model……..that you just KNOW is the best you ever built. The frustration part jumps out at you about the 3rd or 4th flight, when you realize it isn't quite as good as you expected. Having designed and built a few models I know these feelings well. The challenge to build the "all time ultimate" Stunt ship is still there and so, back to the drawing board.

The greatest aspect about flying Stunt is all the friends I've made around the world. Never having met a nicer group of eclectic individuals. Stunt flyers come from so many backgrounds, yet the one thing that brings us together is our passion for flying Stunt. I treasure all the times I have spent with them and look forward to more of the same.

For some, Sunday flying is more than enough. We have a fantastic time just flying our models and telling war stories.

On the flip side, the competition flyer looks forward to the next contest with great anticipation and high expectations. Man is by nature very competitive and winning a contest is what makes all the hard work worth it.

After flying competitively for over 35 years I have had the great good fortune to meet most of my heroes and have been able to compete with some of them. And yes, a very humbling experience that can be. I wouldn't trade a minute of it; even for a new Corvette!!

Stunt flying can also be the great equalizer! Just when you think you have it all figured out, along comes a faster gun and blows your doors off! Kinda mixed the metaphors but you get the idea.

Why do I fly Stunt? All of the above plus I really, really like airplanes and flying Stunt!.....and yes, for you purists out there I am referring to "Precision Aerobatics". Isn't the PC Age wonderful?????!!!!!

-RJ (a/k/a: alfadawg)

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FEATURES

- Leeward Air Ranch Specter
  Tom McClain

- Slotted Flaps
  Frank Williams

- Hawk's P-40
  Hoyt Hawkins

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Leeward Air Ranch Specter by Tom McClain

This is my story of the design, construction, finishing, and trimming of my Randy Smith ST .51 powered 116% Fancherized Twister. The design is borrowed from Ted Fancher and SIG. I enlarged it 116% from a 49 inch wingspan to 58. Additionally, I redrew the fuselage to resemble a streamlined Reno P-51 from the early 1970s. I added P-51 wingtips and wing mounted landing gear ala Windy Urtnowski.

To start, I modified the original SIG Twister plans with the Ted Fancher modifications. I then enlarged the plans by 116% at KINKO's on their digital expansion copier. Cost was approximately $10 for the new plans. I redrew the new fuselage on tracing paper to the Reno P-51 shape along with new wingtips and horizontal tail.

Next appropriate the needed hardware; contest grade balsa, Randy Smith modified ST .51 and tube muffler, 2 ¼ inch Letralite wheels, and made a custom 6 oz uniflow fuel tank.

I made thin plywood templates of the ribs and traced the balsa parts with a t-pin through the tracing paper to mark out the horizontal tail, elevators, rudder, vertical tail, dorsal fin, fuselage, and doublers. I cut out the wing ribs from contest grade 1/16 inch balsa sheet, elevators from 1/8 sheet, fuselage from ½ inch contest grade balsa sheet, oak motor mounts, fuselage doublers from 1/8 inch plywood and the nose tripler from ½ inch contest grade balsa sheet.

I decided to follow Tom Morris's lead and hollow out the aft fuselage and sheet it with 1/64 inch plywood sheet with a warren truss works inside to increase strength and stiffness while reducing weight. I built the fuselage on a level plywood table to insure alignment. I used Titebond cement

throughout with some cyanoacrylate glue. The result is a lightweight, strong, and stiff profile fuselage with a bullet proof nose for the engine. I recessed the nose to fit the 6 oz fuel tank to reduce the fuel head and the tendency of the engine to lean out as the fuel decreases. Next I assembled the constant chord wing. I pinned the trailing edge 1/16 inch sheeting to the building board and drew in lines for the ribs and spars. I cut the 3/8 inch square spars from 3/8 sheet balsa and placed the lower one on the building board elevated off of the table to fit the spar snugly in the notches of the ribs. I fitted in the top 3/8 x 3/8 inch spar in the top notches of the ribs and then added the ½ x ½ inch leading edge spar to the front of the ribs and jigged the leading edge spar into place to ensure alignment. I now added the 3/8 x 1 inch trailing edge spar and pinned it into place against the rear of the ribs and the trailing edge 1/16 inch sheeting. I checked the alignment of

everything as well as the fit to ensure no warps. Check it again. Now you can use thin CA and lock it into place. The result is a perfectly true wing with no warps.

Take a sanding bar and level the ribs, leading edge spar, and top spar to match up with each other. Getting the ribs and spars level with each other is essential. Strip off a 3/8 inch wide by 48 inch long piece of CF tape to glue to the top of the upper wing spar with thin CA. Put a plastic baggie over your fingers and smooth the CF tape down on the upper spar to lock it into place. Now comes the addition of the upper trailing edge 1/16 sheeting followed by the leading edge 1/16 inch sheeting that runs from the front of the leading edge spar to the rear of the upper wing spar. This piece runs from the wing tip to the wing tip. I had to splice two pieces to make the distance of tip to tip. The 1/16 x ¼ inch wide rib cap strips come next. The rear 3/8 inch trailing edge spar can now be razor planned and sanded flush with the 1/16 inch trailing edge sheeting.

The wing is now ready to be removed, turned over, and rejigged to maintain alignment. You can now install the main gear mounts, bellcrank, leadouts, flap pushrod, flap horn, tip weight box, adjustable leadouts, bottom spar CF tape, bottom 1/16 inch sheeting and cap strip, and wing tips. I flipped the wing again and rejigged it to maintain alignment and aid in the installation of the rest of the main gear mounts, bellcrank, bottom sheeting, rib caps, flap horn, tip weight and adjustable leadout guide.

I obtained all of the control

hardware from Tom Morris except for the CF pushrods, which I ordered from Central Hobbies. I installed the bellcrank and flap horn just as Windy does. Get his videos of this process and how to install the main gear mounts. They take all of the guess work out of building the wing.

After installing the main gear mounts, bottom spar CF tape, and bellcrank, I glued on the bottom sheeting, rib caps, mounted the flap horn and fitted the CF pushrod with Rocket City ball joints. I left exposed the center section over the rear of the bellcrank. Once I had the flap control system in place I installed the rest of the center bottom sheeting.

I built my own adjustable leadout guide from 1/8 inch plywood to fit the slider that I got from Tom Morris. I cut to shape 4 pieces of 1 inch block balsa, tacked glued them together and tacked glued them on the wingtips. I carved them to shape with an Exacto carving knife and razor plane. I sanded them to final shape, popped them off of the wing, and hollowed them out with a Dremel tool and Exacto gouge. I now installed the leadout guide in one wingtip and the tip weight box on the CG position of the other wingtip and permanently glued the wing tips into place. The wing is now basically complete.

I decided to make the elevators, rudder and flaps as light as possible while making the elevators and rudder as realistic as I could. I used 1/8 sheet balsa for the core of the elevators and rudder and outlined them with ¼ inch thick balsa strips on the tips and trailing and leading edges. I used 1/16 inch balsa strips on edge, spaced at realistic distance along the length of the elevators and rudder to simulate the fabric covered surfaces of the actual Mustang. I then sanded them to a taper and final shape. The result is an elevator and a rudder, when covered, that resembles the fabric covered originals. For the flaps, I used 3/8 inch sheet balsa sanded to a taper, using the rod technique, hollowed out with 1/16 sheet balsa strips glued in a bridge truss arrangement for rigidity and strength.

I built the vertical fin and horizontal tail by the Windy method using a molded 1/16 inch balsa leading edge with 1/16 inch strip ribs, sheeting, and ¼ inch trailing edge spar and center section. The tips are hollowed out 3/8 inch sheet balsa. Again get the Windy video on fool proof horizontal tail construction. One video is worth a thousand words.

I sanded everything to a final shape and trial fit all parts to make sure of the alignment. I decided to use the Brad Walker PolyCrylic (PC) method to prepare the structure for finishing. I applied .2 oz CF veil to the fuselage, vertical fin, and horizontal tail. I mixed the PC 1 to 1 with talcum powder to the consistency of mayonnaise. I coated one side at a time of the fuselage and surfaces with plain PC, laid on the veil, smoothed it down with my glove covered fingers, and then slathered on the PC talcum slurry. I smoothed the slurry with my hand and let it dry for 24 hours. I sanded it with 3M 220 and 400 open coat automotive paper dry right down to the veil. The result is a smooth, filled rock hard surface ready for Brodak primer.

I covered the elevators, rudder, and wing with Balsarite and let them dry. I covered the elevators, rudder, and wing with PolySpan using a MonoKote iron, tacking the covering down around the edges just as one would with MonoKote. I tightened up the Polyspan with the MonoKote iron and then put two coats of PC on the Polyspan over a 2 day period, giving each coat 24 hours to dry. The result is a filled and ready to prime covering.

(Note: In the future, I recommend against using the PC method for finish. After using it for two ships, I find it adds several oz in extra weight, while using the traditional thinned clear dope over carbon veil, Polyspan or silkspan works just as well and is much lighter.)

It is now time to assemble the parts, jig the plane, make sure of the alignment, which is for me, zero, zero, and zero for the engine, wing and horizontal tail. After spending two hours to do this, I glued the fuselage, wing and horizontal tail together with instant CA. I then mounted the vertical fin, checked the alignment, and glued it into place. Do not hurry these steps. Correct alignment is the key to a winning stunt ship.

I used leather fillets for the wing and tail. I glued them into place with Titebond cement and am now a firm believer in them. They are almost foolproof. I coated the fillets with two coats of clear dope to seal. Check the ship for any imperfections, fill them and sand. You are now ready for primer.

I used Brodak primer with my Harbor Freight HVLP gun and am very impressed with the primer and the gun. I waited 24 hours and sanded the primer down with 3M 220 and 400 open coat paper to the point that very little of the primer was left. I did the same with the flaps, rudder, and elevators. The primer fills nicely, sands effortlessly and the HVLP gun puts it on with minimal wastage.

It is time now for the silver blocker coat. I mixed up Brodak silver 1 to 1 with Brodak clear and then cut it again with Brodak thinner 60% thinner and 40% silver/clear. I used the HVLP gun again, set on 10 psi, and the silver went on beautifully with very little waste. Another advantage of the HVLP was the lack of blush on a high humidity day.

Now comes the tedious part of back masking and painting the trim colors. I started with the red wing and elevator tips and the yellow trim of the upper fuselage. I masked off the simulated canopy area and the wings, elevators and fuselage with plastic trim tape and

blue masking tape. I sealed the edges of the tape with clear dope to prevent color bleed under the masking tape. To do the trim colors, I use the disposable Preval sprayers from Home Depot. They are great for small jobs. Next is the black and orange trim followed by the canopy area of medium blue. Then the final red fuselage trim is applied.

To complete the effect, I used Rapidographic India ink pins for panel lines to add a touch of realism. I made color decals of the lettering on the aircraft via computer using MS PowerPoint and a laser color printer. The decals were applied with Micro-Set & Sol and then sealed with a dry coat of 50/50 clear dope along with the ink lines.

The next steps are the clear coats. I applied 3 coats starting with a thinned 60/40% mix on the first two, finished with a final coat of 65/35% that has 10% retarder. That gives a smooth brilliant finish that doesn't need buffing if you are not in the mood and are impatient to fly.

The final step was the mounting of the hardware and double checking all of the connections, CG, control throw, tip weight and engine run. What comes now is the "Heart in the chest, dry mouth, butterflies in the stomach first flight."

The Reno Profile Mustang first flew for 8 flights on Saturday September 4, 2004. The Randy Smith ST .51 performed well. I started out with a Rev Up 12x5 and right off the launch pad, I was impressed. The controls were perfect, the line tension not too much or too little, the CG right on, no hunting or skittiness, turns were crisp (it turns on a dime, with change to spare), with more if needed, and the track was dead nuts on. I did have to tweak the flaps as the outboard wing was down upright and up inverted. Fixed that and put 2 more flights on it with the 12x5 Rev Up.

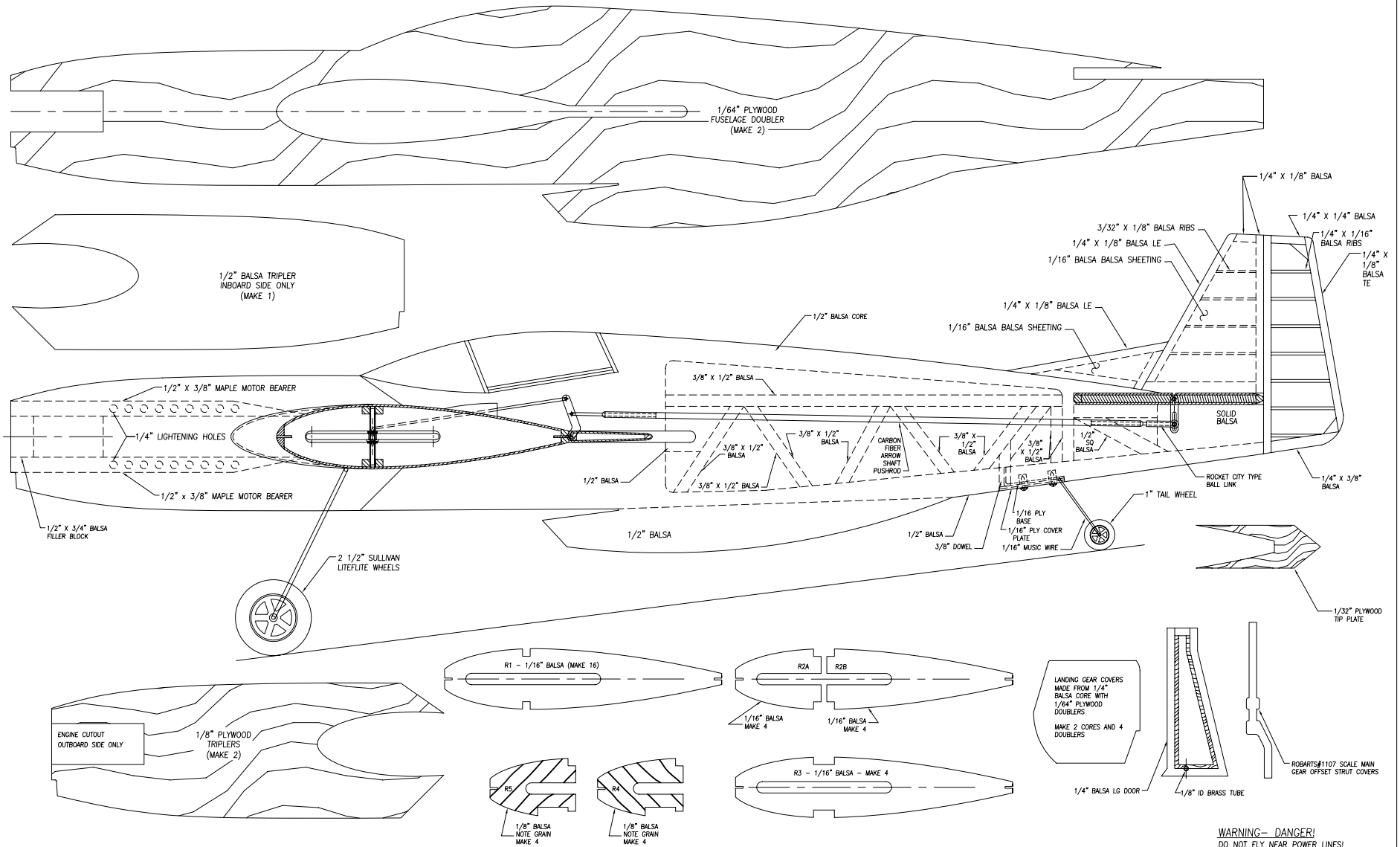
I started with loops and inverted flight and found I needed to raise the tank to get the engine run the same because it went rich inverted. After that I put it through most of the pattern and noticed some looseness in the verticals. I went to a Rev Up 12x6 and got the line tension back. That ST .51 sure is sweet. It has great power reserve with a classic 2-4 break. I got rid of the OEM plug and went to a SIG GP003 hot plug and any engine irritability was gone.

The 6 oz custom profile tank is more than enough for the .51. On the last flight I put it through the entire pattern and thoroughly enjoyed it. Yes, it flies better than anything I have flown so far. It has great moments, equal wing panels, sealed fabric hinge lines, and a Rabe rudder, which are some of the reasons.

The extra power of the Randy Smith ST .51 makes all the difference between a good stunt ship and a great one. I am now using a Stalker Modusa 12x6 3 blade CF propeller that I obtained from Kaz Minato. He is a distributor of Stalker spinners and propellers. His prices are reasonable with a quick turn via email. The Mustang handles all kinds of windy conditions admirably.

All in all, this is the best stunt ship that I have designed, built or flown so far. It makes flying the pattern an almost effortless exercise and that is my definition of a good time.

-Tom McClain
tmcclain8@cox.net
(623) 466-8134



WARNING– DANGER!

DO NOT FLY NEAR POWER LINES! INSTANT DEATH CAN RESULT FROM CONTACT WITH, OR PROXIMITY TO ELECTRIC POWER LINES.

P-51 D MUSTANG

PROFILE STUNT DESIGN BY TOM McCLAIN
BASED ON "FANCHER TWISTER" DESIGN SPECS

WING SPAN 59"	WING AREA 690 SQ. IN.
LENGTH 43.75"	ENGINE: SUPER TIGRE 51
CAD BY BOB KRUGER	PAGE 1 of 2
REVISION 2	

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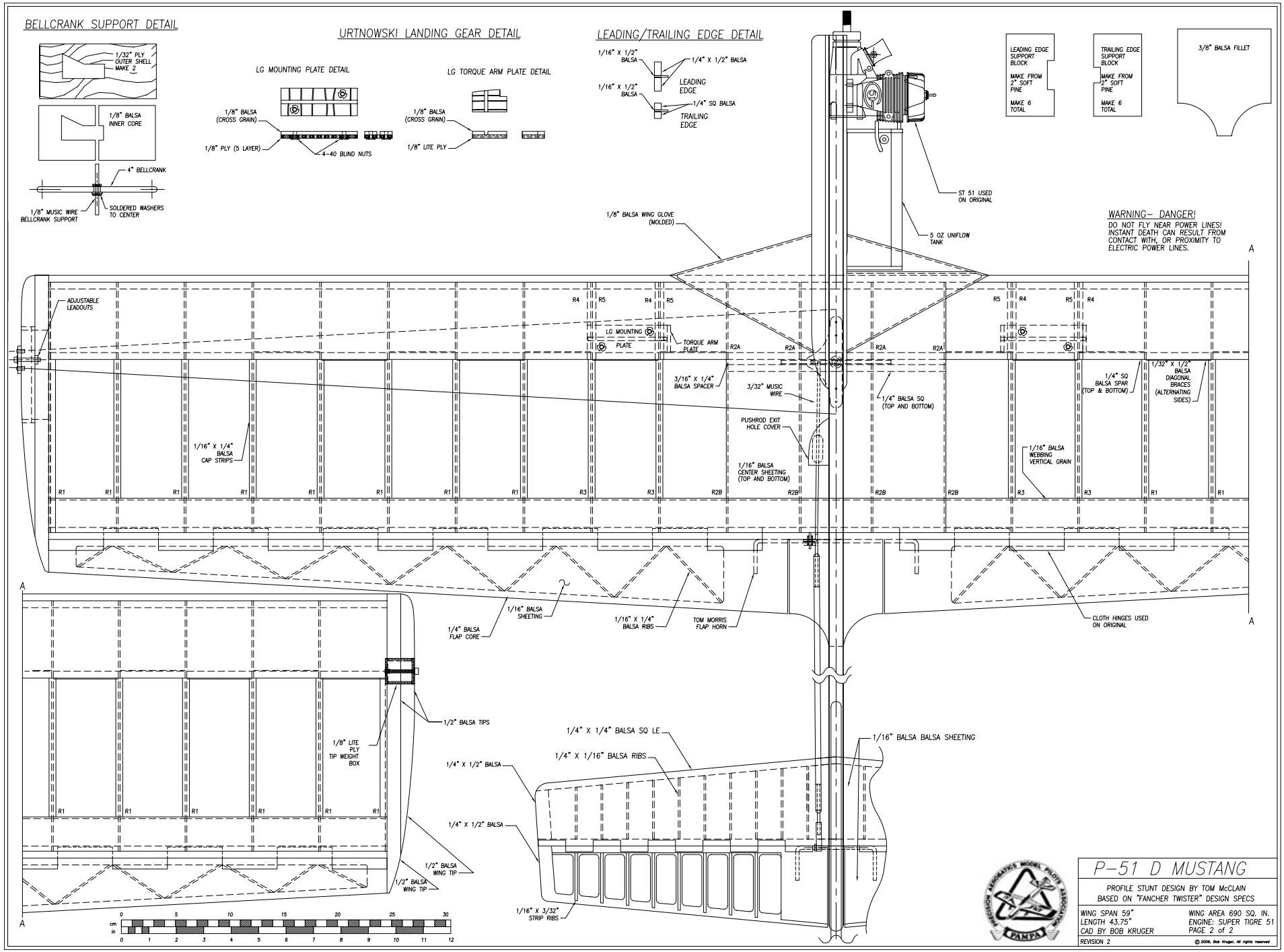
BELLCRANK SUPPORT DETAIL
1/32" PLY OUTER SHELL MAKE 2
1/8" BALSA INNER CORE
4" BELLCRANK
1/8" MUSIC WIRE BELLCRANK SUPPORT
SOLDERED WASHERS TO CENTER
URTNOWSKI LANDING GEAR DETAIL
LG MOUNTING PLATE DETAIL
1/8" BALSA (CROSS GRAIN)
1/8" PLY (5 LAYER)
4-40 BLIND NUTS
LG TORQUE ARM PLATE DETAIL
1/8" BALSA (CROSS GRAIN)
1/8" LITE PLY
LEADING/TRAILING EDGE DETAIL
1/16" X 1/2" BALSA
1/4" X 1/2" BALSA
LEADING EDGE
1/16" X 1/2" BALSA
1/4" SQ BALSA
TRAILING EDGE
LEADING EDGE SUPPORT BLOCK
MAKE FROM 2" SOFT PINE
MAKE 6 TOTAL
TRAILING EDGE SUPPORT BLOCK
MAKE FROM 2" SOFT PINE
MAKE 6 TOTAL
3/8" BALSA FILLET
ST 51 USED ON ORIGINAL
5 OZ UNIFLOW TANK
WARNING- DANGER!
DO NOT FLY NEAR POWER LINES! INSTANT DEATH CAN RESULT FROM CONTACT WITH, OR PROXIMITY TO ELECTRIC POWER LINES.
1/8" BALSA WING GLOVE (MOLDED)
ADJUSTABLE LEADOUTS
LG MOUNTING PLATE
TORQUE ARM PLATE
3/16" X 1/4" BALSA SPACER
3/32" MUSIC WIRE
1/4" BALSA SQ (TOP AND BOTTOM)
1/4" SQ BALSA SPAR (TOP & BOTTOM)
1/32" X 1/2" BALSA DIAGONAL BRACES (ALTERNATING SIDES)
PUSHROD EXIT HOLE COVER
1/16" X 1/4" BALSA CAP STRIPS
1/16" BALSA CENTER SHEETING (TOP AND BOTTOM)
1/16" BALSA WEBBING VERTICAL GRAIN
1/16" BALSA SHEETING
1/4" BALSA FLAP CORE
1/16" X 1/4" BALSA RIBS
TOM MORRIS FLAP HORN
CLOTH HINGES USED ON ORIGINAL
1/2" BALSA TIPS
1/8" LITE PLY TIP WEIGHT BOX
1/2" BALSA WING TIP
1/2" BALSA WING TIP
1/4" X 1/4" BALSA SQ LE
1/4" X 1/16" BALSA RIBS
1/16" BALSA BALSA SHEETING
1/4" X 1/2" BALSA
1/4" X 1/2" BALSA
1/16" X 3/32" STRIP RIBS
P-51 D MUSTANG
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WING AREA 690 SQ. IN.
ENGINE: SUPER TIGRE 51
PAGE 2 of 2
REVISION 2
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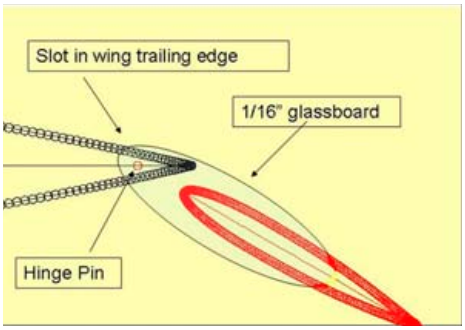
Slotted Flaps for Stunt Ships .... by Frank Williams

"One of the First New Innovations to Stunt Ship Design in 30 Years."

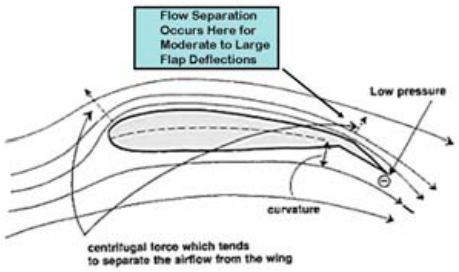
Let me begin by saying that I'm not the inventor of this slotted flap application. I first saw them on a Twister that Ron Hofacker here in Houston had built and brought to the field. I watched him fly the plane for a couple of weekends and then ask for a test flight for myself. The applications certainly looked promising and I wanted to see if I could "feel" anything special about the plane's performance. I flew it a couple of times one morning and was convinced that there was something real about the flaps. I was about ready to paint my NAT's plane, but went home that afternoon and cut into the wing to make the changes to try this "offset" hinge arrangement.

This flap application is accomplished by just making the hinge point for the flaps to be inside the trailing edge of the wing. (Hence referred to as a Hofacker Hinge or "Hofflappers") The Hoflapper Hinge is unique, at least for slotted flaps, in that it works in a symmetrical fashion. In other words, you get the same geometry for up as well as down flap angles, and the slot effect is present for both directions.

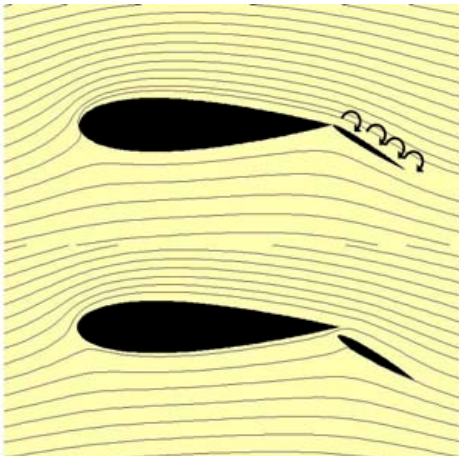


The idea of slotted flaps may be new to stunt ships, but almost every airliner you fly utilizes them in one way or another. Most planes use double or triple slotted flap arrangements for landing. For me the best seat on the airliner is a window seat a couple of rows behind the wing, so I can watch the screw-jacks roll the layers of flaps out for landings. Racecars also use multiple element airfoils for their rear wings to increase down force effects. It's long been known that properly designed multi-element airfoils are capable of higher lift coefficients than single element airfoils.

The goal of a slotted flap is to provide an energized airflow over the upper surface of the flap when it is deflected at larger angles. At increased flap deflections, the airflow over the flap's upper surface, on a standard un-slotted flap, looses energy and is more likely to separate from the surface, reducing lift and increasing drag. By properly positioning the flap such that it drops below the wing slightly and is able to "jet" some energetic flow from the lower surface of the wing, we can "re-energize" the flaps upper-surface flow and produce more lift at lower drag. These stunt ship flaps are more like "Junkers" flaps than "Fowler" flaps as they have sometimes been called.



The key words in the previous paragraph are "proper positioning". The "proper positioning" is to get the flap lower than the wing trailing edge just enough that a nice jet area is produced through the opening. Obviously, unlike an airliner, we don't have the luxury of screw jacks and flap guide rails to optimally keep the slot size totally correct. But, maybe we can design it to be correct at the maximum deflection, or at some position through the deflection range. In other words, I know it isn't perfect but it's something that may turn out to be better than standard plain flaps.



I flew these flaps all this summer and I'm convinced that they are real. In other words they do yield a bunch more lift at full deflections in hard corners. I can pull as hard as I want at the top of an hourglass with no stall at all with my 70+ oz plane. I've never been able to do this with any of my heavyweights before. The downside, at least I think something that needs more work, is the ability to finesse a bottom. I think this can probably be fixed by finding the correct shape for the wing trailing edge and the flap leading edge. The rounds are fine; it's just the in-between medium deflection that is lacking somewhat.

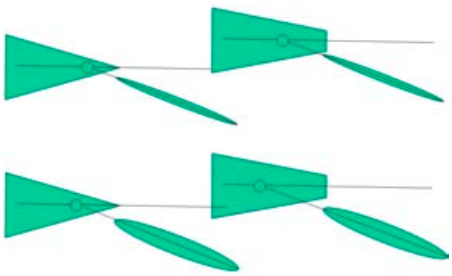
In other words, a blunt wing trailing edge and a sharper flap leading

edge could maybe keep the slot effect dormant until some predetermined deflection before it is unleashed. Or, a sharp wing trailing edge and a blunt flap leading edge might effect a gradual turn on of the slot effect. This aspect of the application needs some work.

Another design parameter is the hinge offset amount. Ron used about 1 inch offset with a lower maximum flap deflection of ~20 degrees. I had about 5/8 inch offset with about 30 degrees max deflection. I used Robart Hinge Points with aluminum tube extensions on the flap end to lengthen them. I had hinges about every 6 inches or so along the flap. Ron used 1/16 phenolic board for his hinges, only three per flap. This application is really fairly nice since it only takes a thin slot in the wing trailing edge.

Ok, this is your assignment for the winter … Give them a try … Find out what configuration works best ... Do you think they work at all? ... What's the best hinge line offset? … What's the best hinging construction? ... Lots of good things to do here. Have Fun.

-Frank Williams



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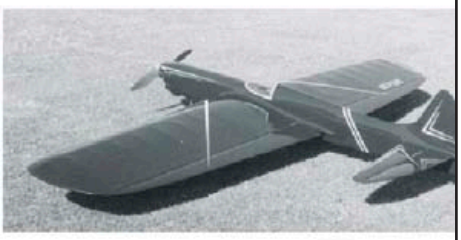

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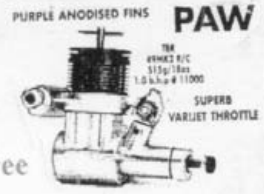

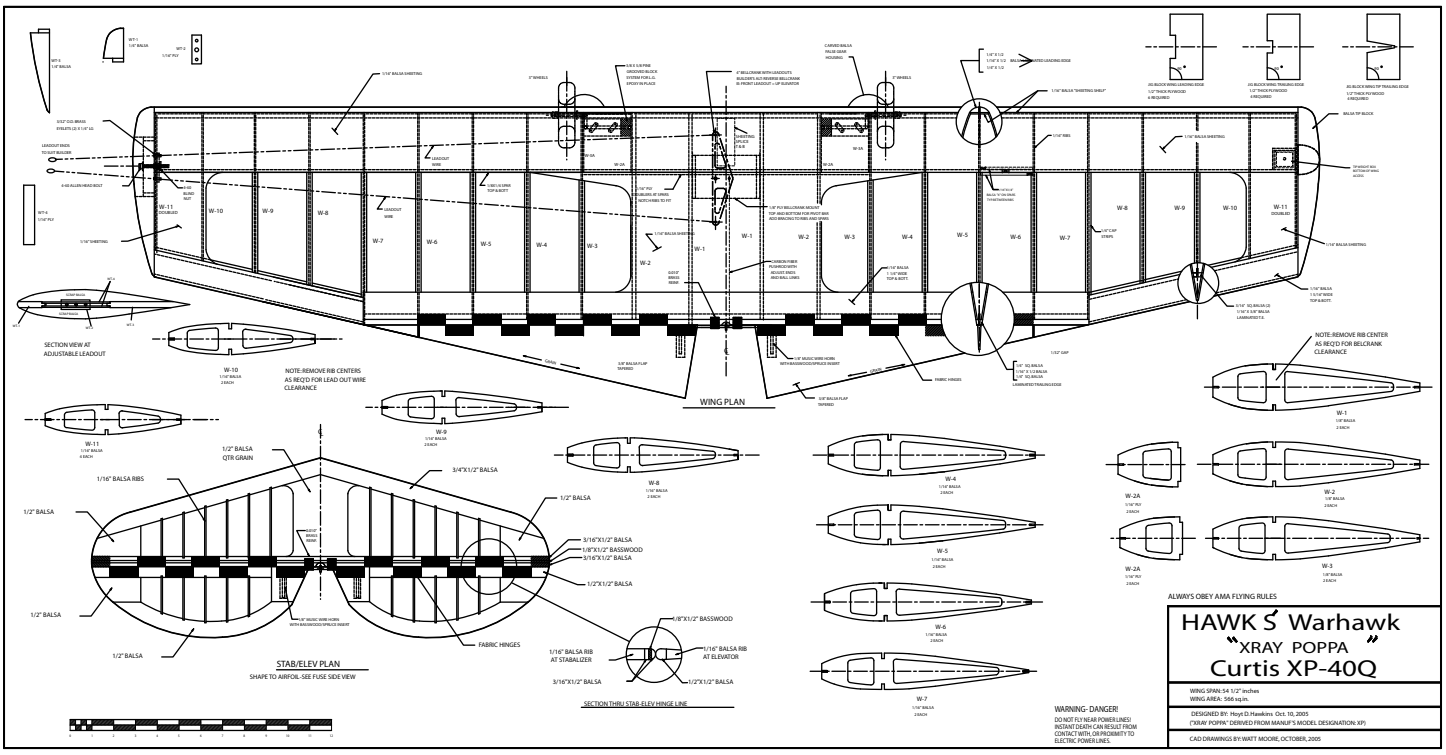

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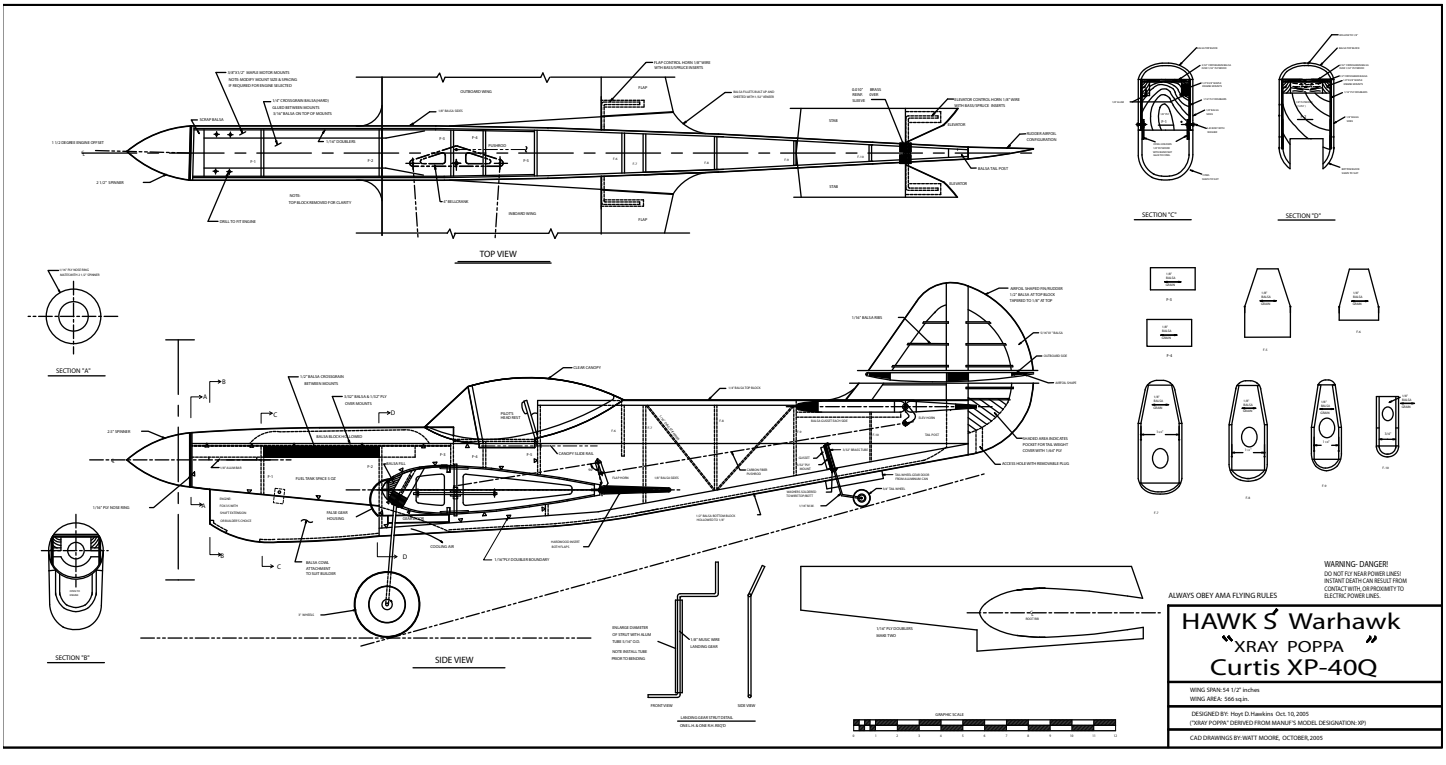


Hawk's Warhawk

Construction

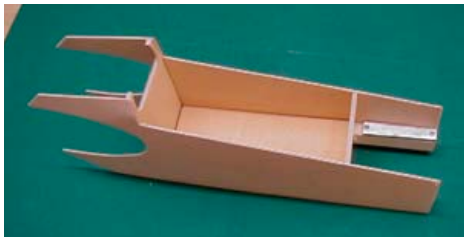
When I built the original in 1956 I used D-wing construction. This model uses the Lincoln Log Wing construction by Tom Morris. All other aspects are the same. In 1956 I built the fuselage upside down on the drawing. The rear deck formers and sheeting were added after the controls were in place. The landing gear was bent from 1/8 music wire and installed on plywood built in the fuselage with a torsion bar effect, which made for smooth, no bounce landings.

The crutch is made from 3/8 X1/2 maple with a balsa center. The doublers are 1/6 ply. White glue holds well and is resistant to engine vibration. On the original, I keyed all the fuselage formers, like Veco kits. Using 3/16 square balsa bracing diagonally at the inside of the fuselage sides and between all fuselage formers up to the rear of the cockpit makes the tail stronger and more resistant to twisting in flight.

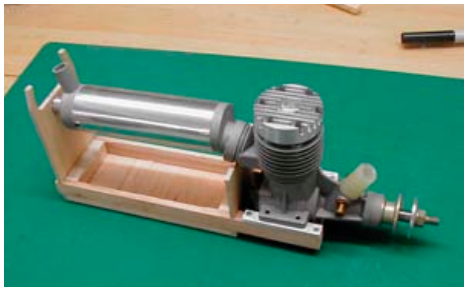
The stabilizer, elevators, and rudder are made from ½ inch balsa sheet.

Engine crutch. Note 1/8 aluminum plates.

The stabilizer, elevators, and rudder are made from ½ inch balsa sheet. The ribs on the original were 1/16 thick. On this model I made the ribs from light 3/32 balsa sheet. This made the stab and elevators were much stronger and easier to sand. The rudder, elevators, and stab are built over the plans. The rudder has a lifting airfoil on the inboard side. The stab trailing edge and elevator leading edges are laminated with 1/8 basswood



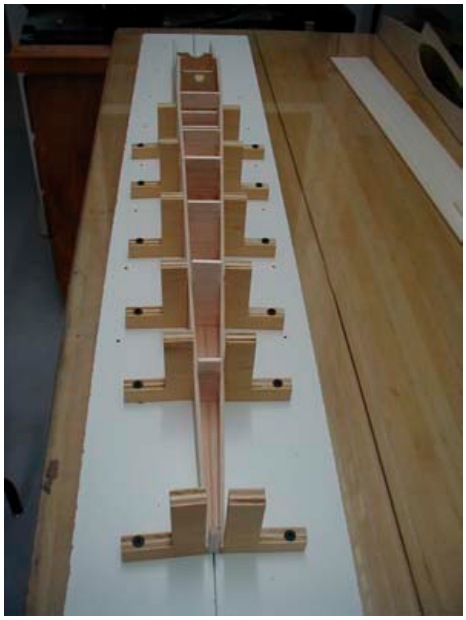
Engine crutch. Note 1/8 aluminum plates.



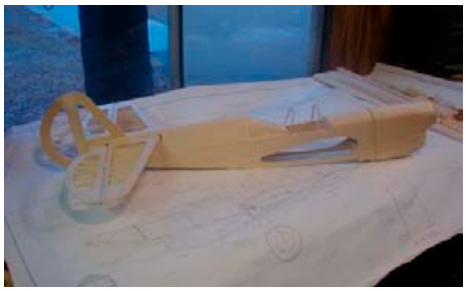
Discovery Retro .61 by Yatsenko. Original first had a Fox .35 and later a K&B .45, which was all the power needed. Fox .35 on first model in 1956 and was marginal for model this size.

The wing tips were sheeted with 1/16 balsa. On the original 1956 model and the model that I flew at VSC 11 in 1999 the tips were hollow out balsa blocks, formed with ¼ and ½ light balsa. Sheeting the tips is a more speedier than carving them from blocks.

I lost the original drawings in 1965. I redrew them from memory and had Watt Moore, Rock Hill, SC redraw them with CAD. They consist of two sheets, as I wanted the full wing to be shown. Original drawings were on one sheet and showed only one half of wing.



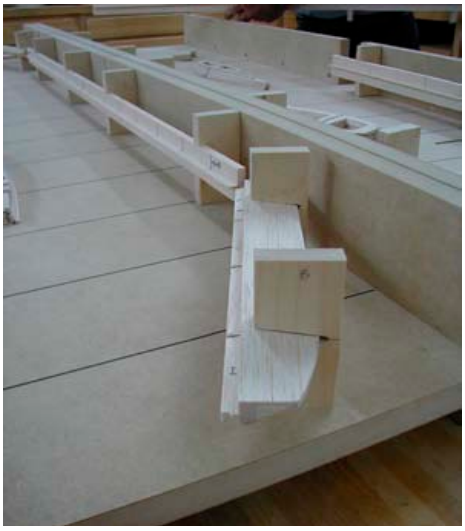
P-40 fuselage being assembled in fuselage jig.



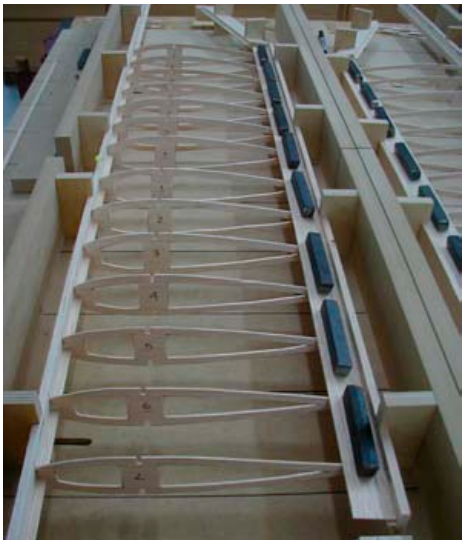
Fuselage with tail feathers cowl and cockpit, Formers for cockpit cover are cut from 1/8 5ply plywood. I have used 1/8 aluminum tubing for these and works quite well.

The wing was built in a Tom Morris Millennium Wing Jig, using the Lincoln Log method. To reduce the number of pin holes use Tom's steel weights. Cap-strips are added later.

The landing gear in the original model was mounted to a one piece 1/8 plywood sheet and also served as the bellcrank anchor.



This shows the built up trailing edge stock at the tip of wing in the Lincoln Log building jig.



The wing was built in a Tom Morris Millennium Wing Jig, using the Lincoln Log method. To reduce the number of pin holes use Tom's steel weights. Cap-strips are added later.

The gear was bent from one continuous piece of steel wire in such a way that it had a forward and backward torsion bar motion. This subdued any tendency to bounce on take offs and landings. On the Lincoln Log wing the gear is mounted in the wing and does not offer as much help from the torsion.

Both wings have the same span. Tip weight had to be added on each model until the wing hinged when pulling out of a wingover. Then tip weight was reduced the tip weight until it flew level and hinging stopped.

The original had a sliding canopy and pilot with skeleton made from pipe stem cleaners. I carved the head from base wood. It weighed less than an ounce. My Mom sewed the flight suit together. The wheels were Banner (no longer manufactured) and were very close to scale with solid wheel covers.

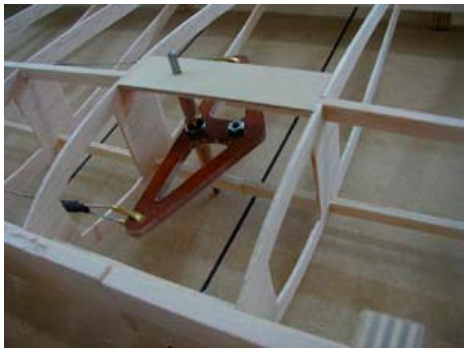


Figure 1 Bellcrank mounting. Original had a 3 inch Veco bellcrank.

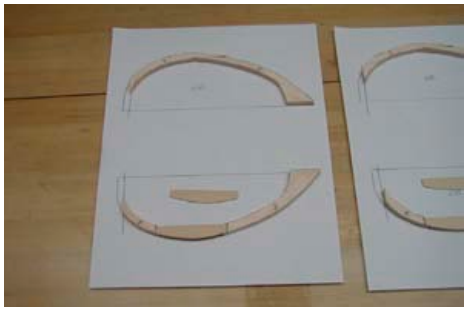
Landing gear blocks made from spruce. Note the 1/16 balsa added at leading edge to support the 1/16 inch sheeting. False ribs from 1/16 ply at both ends of gear block.

Bob Zimbelli uses the bottom of soda cans for hub caps and they match the P40 wheel look.

A BIT OF HISTORY

Johnny Brodbeck was the contest director for the USAF Championships in 1960. They were held in Waco, Texas at James Connelly AFB, just down the road from Dallas Naval Air Station.

Johnny had introduced a .45 size RC engine with a counter balanced rear rotor plate that allegedly made the engine run smoother. He had some configured for Control Line. He suggested that my model needed more power, especially in the Texas wind. He offered to send me a new .45 if I would install it and fly it in PA at the Nationals. Knowing full well that the airplane needed more power, I agreed to do that. The .45 was to be sent to Johnny at AMA Headquarters, Dallas NAS. I had one week before the AMA Nationals.



Tip formers. Note adjustable sliding leadout configuration. Original did not have adjustable leadouts. It did have tip weight box and tail weight box.

The color scheme was gun metal grey on top. The bottom was light blue. The Chinese Air Force painted the control surfaces with blue and white stripes. They also painted a yellow strip on the leading edge to tell if the airplane was coming toward you. The Japanese did the same thing. My cowl was attached with a spring-loaded release.

This is a borrowed photo from SSW forum of a spring released cowl holddown. The one I used on the original model failed at the 1968 Nationals and cowl fell off in flight, resulting in disqualification. Use good springs for this.

This photo is borrowed from Stuka Stunt Web to show the type attachment that I used back in 1958 for the cowl. Mine was configured slightly different, but the mechanism is the same.

The K&B .45 was the same outside dimensions as the K&B .35. I had a Fox .35 in the P-40N originally. I had to alter the motor mounts to fit a K&B .35. I surely did not want to cut up the nose with the Nats only a week away. The space between the K&B and Fox mounting holes was the same. The space from hole to hole, on one side, was further apart on the Fox than that of the K&B. So I made a 1/8 thick aluminum bar for each side of the mount, and drilled two holes to match the Fox .35. I used an aluminum spacer with a hole in it, the thickness of the K&B engine lugs, to take up the void in the narrower K&B lugs. The aluminum bars fit the Fox mounting holes and with the spacers added the aluminum bars held the K&B engine solidly. I had to shorten the Veco extension by 5/16 inch to make the spinner fit nicely.

Johnny Brodbeck was true to his word and handed me a K&B .45, upon arrival at NAS Dallas. Johnny had his son brake in the engine at the factory.

I mounted it in the P40N and went to the practice circle. It had power to spare and with a 12 x 6 prop running a dead rich four cycle on 70 foot lines it flew magnificently. It was steady as a rock flying level, with sharp corners, and flat bottoms. There was no drift in the hourglass and the wondering in the

overhead eights had vanished. What a relief! I did not have any trim problems. The weight of the K&B .45 versus the Fox .35 was near enough to being equal that it did not change the flying characteristics.

I was to later learn that the K&B used a tad more fuel than the Fox to fly a pattern. For some reason, it ran fine on the permanently installed Veco 21D four-ounce tank during practice, with about four laps to spare.

But the day I put in my first official flight the engine quit in the first loop of the four-leaf clover. Back to the practice circle I went. I tried leaner runs but the engine was just too fast. I tried shorter lines, with still the same results…to fast. It loved a dead four-cycle and had plenty of power in that setting. Some one suggested that I ad some white gasoline to the fuel and I was ready to try that, but my name was called for the second official. I crossed my fingers and said a little prayer as I set the engine in the deep throated four-cycle. I ran as fast as I could to the handle and wave it off. Nice smooth take-off roll. Every thing was super until the first loop of the four-leaf clover. Dead stick again! Must first Nats and I muffed it. My best score was 468 without pattern points and no points for a four-leaf clover. I would have been in the top ten in my circle had I just finished the pattern.

Mr. Arthur Laneau, of Ambroid Glue Company asked me later if I would be interested in having the model kitted by his company. I didn't hesitate. "Yes I would." Mr. Laneau told me to have the model at the practice circle adjacent to the AMA hangar at 6 PM that evening and he would send a photographer to make a movie of me flying the airplane. This would be taken back to his company to make a decision. He informed me that they had already agreed to kit the Ares and the Stuka. I could see my name in lights already!

I was at the practice circle at 5:30 PM. I rolled out the lines and waited. At 6 PM no photographer appeared. The Texas sun was sinking in the west. So I elected to fly it and hope the photographer showed before I landed.

In the mean time an old fellow had wondered up and was admiring my P40. He mumbled something about having flown a P40N in Australia during WWII. He said he remembered seeing the crash on take-off of two P-40N's and the prop of one separated from the plane and decapitated Brigadier General George, who had just landed with a congressional delegation. He said that was who George AFB, California was named after. Years later learned that his story of the decapitation was true.

I asked him to step back. I started the engine and slowly walked to the handle like the big boys had done earlier that day. I picked up the handle and waved to the kid helping me. He was watching me intently and I was looking at the airplane intently. As he released the airplane I saw the old man out of the corner of my eye. He was just inside the circle and walking away without looking back. I knew if I let the plane get airborne it could kill him or hurt him real bad. I kept it rolling on the ground holding full down. But I was too late! The P40 struck him in the calf of his leg and sent him tumbling. The outboard wing ripped off and the model was airborne, flying inboard wing high. I think it ran long enough to do the pattern this time.

I ran out of fuel and landed/crashed. I could not see the old man anywhere. The photographer showed just as I was winding my lines. His last name was Dean and he also took photo for Flying Models. In his thick British accent he said, "I can't very well take pictures of that can I?" No photos, no article in Flying Models. I built three more P40N's and won many PA Trophies with it while serving in the USAF, retiring in 1975.

DETAILS

Wingspan: 57.5 Inches. No as-symmetrical stability.

Root chord: 13.5 7.5 inches at tip rib.

Wing area: 590 square inches.

Total area of stab and elevators: 135 square inches.

Airfoil: Zip, zip. Took a French curve and drew it like I thought it should be. Stab and elevator had symmetrical airfoil.

Flaps: In 1956 it was difficult to build a stunt model with tapered trailing edge that would not bind or be springy past neutral. The small flaps were small but effective. And the model did not have any tendency to stall in tight turns. The control connections were set up in the original with the flaps moving only 45 percent of that of the elevators.

Canopy: The canopy frame was cut from a .020 soft aluminum sheet. The attachment points were rolled around 1/16 steel wire, which was used as sliding rails. Clear acetate was glued to the inside of the frame with epoxy. The rear canopy was a .015 acetate. The inside frames of the rear canopy were 1/16 inch aluminum tubing.

Finished weight: 46 ounces.

-Hoyt Hawkins

Karl Marschinke, September 23,24, 2006 by Rickii Pyatt.

-Rickii Pyatt

Lewis Corbett

Bob Emmett

Mike Pratt

Keith Trostle

Bill Heyworth

Mark Smith

Burt Brokaw

Bob Whitely

Gary Marchand

Robin Sizemore

John Callentine

Jim Hoffman

Robert Brooks

Glen Allison

Kirk Mullinix

Leroy Black

David Sabon

Randy Cuberly

Gary Gingrich

Ed Capitanelli

Mike Duffy

Ken Gulliford

Robert Brooks and David Sabon

Bob Whitely, Kirk Mullinix, Bart Klapinski

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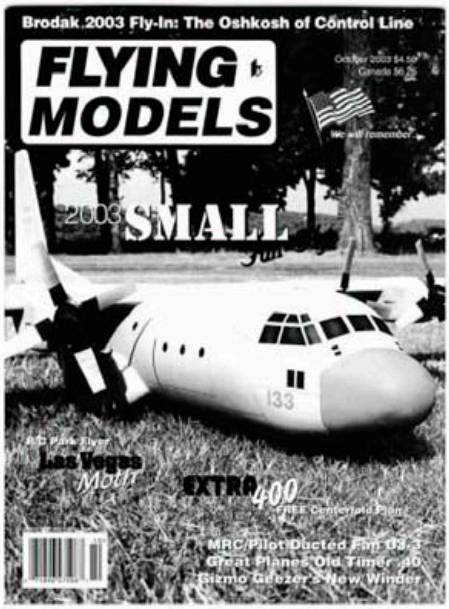

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AUSTRALIA

PJ Rowland
Victoria, Australia
ef2b@hotmail.com

2006 Stunt Masters Trophy

Sunday October 22, 2006

The decision to cancel the original 2006 StuntMasters Trophy due to poor weather was clearly a move that displeased organizers and competitors alike, however, everyone was rewarded on Sunday with the best weather we have had in many months. Clear blue sky, not a cloud to distract anyone, a gentle 1 - 2 knot drift and a modest 20 degrees Celsius was the order of the day, and with these sorts of conditions nicknamed "Stunt Heaven" there was little doubt those who had a model were going to come down and have a great day flying aerobatics.

From a Victorian Stunt point of view, if you were not there on Sunday, you missed out on one of the most successful contest days we have had all season. The numbers reflected the great weather, with no less than 12 fliers, which included 1 junior and an interstate guest. Knox has for the last few years played host to the major stunt events in Victoria, and the StuntMasters Trophy made up the final event of the "Big Four." The others being the State Championships, Hearns Trophy and Yeoman Trophy. A Grand slam of stunt which has worked extremely well. So far this year the 3 major titles have all been won by separate pilots: Doug Grinham (Yeoman Trophy), Peter White (State Championships), PJ Rowland (Hearns Trophy).

Defending Champion of the Stuntmasters event was Adam Kobelt, who has been aiming for a 3rd consecutive Trophy victory. He arrived early with the intent on putting in a few early practice flights. Adam was flying his old trusty Impact, with the mighty Saito .56, and own personal hand made custom manifold. Adam is the only flier using the Saito in Victoria in regular competition. His knowledge of engines in general made setup of the .56 a breeze and he gets flawless runs every time.

PJ Rowland arrived at the field with trailer in tow, which meant only one thing. After a disappointing Nationals, where he was disqualified for having an illegal model, PJ had done the necessary modifications to the wingspan and was ready to fly the impressive 4 engine Lancaster. The EXACT change required was a mere 3.5 centimeters off each wingtip. This was done and had many people looking closely and not being able to tell where the new and old paint started and ended. PJ was asked, "How did you feel about what happened at the NAT's?" He replied, "I knew it was over the correct limit, I should have known better and been more professional, I'm glad it was DNQ'd, it shows that no one is above the rules, no exceptions." Just to make everything legitimate, the contest director ran a tape measure over the wingspan during processing and confirmed it was just under the legal limit of 2.0 meters.

Craig Hemsworth arrived with an older model, the KA-10ish, which has recorded some great victories in the past. This ship is light, straight, and performs squares like it's on rails. In Craig's hands, it is always going to be a top performer, and Craig flies with the intent on shaking up the top spots.

Doug Grinham, always a regular Top 3 flier and expert craftsman, was up earlier with what he called "Just something I threw together." Sometimes he doesn't give himself credit as his new model "Starcraft" with Stalker .61 was flawless with its finish and tracked as good as any. Doug was here for business and put in a few early practice flights.

Bill Swan, Bri-stunt products front man, was welcomed by all the competitors of Knox and those who were attending the event. Everyone was grateful for Bill to have made the journey all the way from NSW again (after the 1st event was canceled). Bill Swan also took the time to compete in the event with a few short practice flights early on. He is a real trooper making the 900km drive twice in as many weeks, and everyone took advantage of the opportunity and spent lots of money with him stocking up on those bits for their new model.

Mark Ellins, said when he arrived early "Looks like I wasn't the only one with ideas for a few early practice flights." Mark has been concentrating a little more on stunt in the recent years. He is still flying an EX - Grinham built Jazzer - Stalker .61 model. He has come to terms with its handling and performance. Mark is always dangerous. He easily makes a dent in the top 3 places and has the ability to win major events.

Col Collyer, once a regular to the stunt scene, now spends his days playing with free flight models. He was also in early. Col was flying an old Stiletto design and was keen to make a good showing at this event with a well trimmed, well presented model.

Mark McDonald is someone who deserves special notice. Mark is new to the stunt scene and is full of enthusiasm. Mark was flying a Tudor, which is a fine model to learn the pattern on. He has lots of practice, which shows and he is surely a champion of the future. Mark can do a complete pattern and within a few short months has gone from learning a square to a confident hourglass.

Damien Sammut was flying his old Spitfire, which looks classic in the air, with a perfect running ST 46. He is always down at the field during the week flying out of a stooge. Damien wants to start putting his name on some of these events. A solid

performer always, the spitfire looked good early and has no vices at all. Damien will put in hours of practice and with this sort of dedication to the sport, it won't be too long before he is in the winners circle.

David Nobes was down for the competition also flying his great looking Livewire. David has been practicing a lot and today was a time to show what can be done with some preparation and effort.

Sean Frith needs to be introduced to the stunt world as a future champion. Sean started flying last year and has already moved up the ladder and can do many maneuvers. Under the watchful eye of his father, Andrew Frith, who judges many of the stunt events and is a skilled flier in his own right. Sean will continue to grow in confidence. It's great to see juniors taking up the event. We were all pleased to see Sean flying his all new "Ace of Spades" profile model.

Peter L. Rowland (Senior) was flying his old model, which was first built in 1996, with Moki -51. Peter also was one of the hardest working people at the field, being contest director and competitor is a difficult job, but when you have seen and run so many contests, organization is critical to a smooth event. Peter flew one practice flight and was sure it was good enough for the event, so he hurried off to get the competition underway.

The judges for the stuntmasters were Andrew Frith, Craig Yeoman and Kim Laughton, who are all very experienced fliers and have judged many stunt contests. Due to the numbers of people flying and the fact we needed to fly 3 rounds, the contest director decided to use a new judging system. We would rotate the 3 judges, so no one was sitting through a full day, this would prevent "judges blowout" where they get tired at the end and scores balloon. There would also be a new combination for every round, so to eliminate any bias toward any one flier.

Round 1: Andrew Frith / Craig Yeoman

Round 2: Kim Laughton / Craig Yeoman

Round 3: Andrew Frith / Kim Laughton.

Also the computer tabulation was again done by Frank MacPherson, who is also the club secretary. Frank is very handy with a computer, so with the laptop once again being provided by PJ and his software for doing the scoring, Frank was able to collect the score sheets, input both judges and write up the score within 2 minutes of the flight ending. In most cases, the flier would compete the round, wind up and clean his model, and by the time he was finished, the score was posted on the offical scoreboard for everyone to see. This is a tireless job, but one made easy with a computer. Frank could still see all the flights, as tabulation was so easy.

The format was the same as a Nationals under new rules. The 2 judges scores are averaged. Out of 3 rounds you drop your lowest score and take the average of your best 2 scores to arrive at the total.

We had a full compliment of help from the Knox committee. Greg Barclay, who is the club Treasurer and flies a new impressive yellow and black Cardinal, elected not to fly in the contest, but instead help out with the catering. A barbecue snack and softdrinks in the pavilion were available to anyone who wished to part with $1. Our Head Chief Jenny Sammut has done a few contests now as offical BBQ cook and has it down to a science. There was bread, sausages, onions, and all sorts of sauces to wet the taste buds of all the hardworking fliers. Without these 2 people, the contest would still run, but wouldn't be as enjoyable or as tasty. On behalf of everyone who had a sausage, from the many people of the general public and all the contest fliers, we thank you. Not only that, but the hard job of cleaning the BBQ after serving 100 + sausages was done with a smile on Greg and Jennies' face. Well done, guys.

Without these officials, there would be no event. The Stuntmasters was run as smooth and as professionally as any Nationals. With a full 3 rounds of 30 + flights for the day, it was always going to be long. Peter Rowland Sr called the fliers together at 10:30 am for a briefing where everyone was welcomed. A minute silence was observed for 2 of Knox Club members Bill " Bushy Bill" Crawford (life member) and Terry Matthew's (past president) who both passed away within the last month.

With all that said and done, it was time for everyone to stop talking, and get down to the competition. PJ Rowland drew 1st in the contest. He was ready to fly the newly modified Lancaster. This huge 4 engine bomber is always impressive and draws a crowd. Not to mention that it flies incredible, with a 3rd place at this year's State Championships, the "Lady Luck" was going to be hard to beat. All the fliers were treated to great weather, a gentle drift and PJ was having a few problems with prop wash. When you have 4 engines, the prop wash can be as large as 1 meter across, so he was often seen moving back as much as 10 feet during loops. The Lancaster sounds amazing and was a real treat for all those who were watching. The bomber performed the pattern well and looked great against the blue of the sky, and as the flight was completed 10 laps later, all 4 engines cut at the same time, which always amazes those who witness it.

Round 1: 1116.25

Next up was Craig Hemsworth who flew a great pattern and scored well on the squares and Square Eight's. Light winds mean high scores and Craig took advantage of those to put up a fine round. The KA10ish flies as well as any model in the pits.

Round 1: 1016

Damien Sammut flew his 1st round flight confident in his skills. Damien has put in lots of practice flights and is moving up the ladder in skill and performance.

Round 1: 822.75

Mark Macdonald has been around stunt only a short time, but has been flying control line for a number of years. It's great to see someone new come to the sport and his white/hot pink Tudor looked very visible in the sky. It won't be too long before Mark is putting up 1000+ points in his rounds on a regular basis.

Round 1: 846.25

Bill Swan was juggling the stand of Bri stunt, and getting used to conditions. He is always up for a

chat and sometimes this can get in the way of his competitive spirit. Bill flew his old faithful Mongrel and is doing well. Billy had a great Nationals in Advanced, which helped his confidence and as a result he scored impressive.

Round 1: 887.75

Mark Ellins was keen to put in a good score and flew his well tested Jazzer to all ends of the sky. From one judge Mark scored 9.5 for his inside loops, which shows how well he can control the aircraft. He was on a blinder of a flight, but unfortunately Mark left out a maneuver and his scores suffered a little because of it.

Round 1: 957.25

Peter L. Rowland was up next flying his old 1996 model, the version with Moki .51 for power. Being contest director and trying to fly can sometimes be difficult, but he fired up the engine and flew a good pattern, leaving out the triangles due to the pressure perhaps?

Round 1: 636.5

Adam Kobelt, 2 time defending champion, was up next and was keen to make it a hat trick of Stuntmasters. He flew his very good Impact .56. Seeing how well the Impact flies, the constant power and easy thrust of the Saito .56 begs the question why don't more people use this package. Adam makes all of his pullouts razor sharp and super consistent. It was obvious that from the 1st wingover he wasn't here to take home 2nd place. Adam flew great and scored extremely high.

Round 1: 1083

Col Collyer was up flying his old faithful Stiletto. It's great to see Col moving between free flight events (which he is an Australian champion) as well as aerobatics. He had a couple of good practice flights and was flying a good pattern, but in the final maneuver it started to give signs it might quit. During the final loop the engine quit and was in that spot of "no return." It's never easy to watch a stunter fall from the sky. Perhaps Col was looking to merge stunt and free flight into the one event! It was disappointing to see this fine Stiletto hit the deck with Col running back as fast as he could, but he couldn't save it and broke the wing. This was the only crash of the entire day, and although jaded, Col remained at the field all day and enjoyed the rest of the contest.

Round 1: 748

Doug Grinham was up next for his round after saying to the contest director "I hope I'm not 1st up." Doug needed to wait 2nd last in a long event, so it was a long day for Doug. He was not here for a chat, but for a contest win. Doug's new model "Starcraft" was in typical Doug Grinham mode, well trimmed, well setup and a work of art. Peppermint green with red trim, it looked very slick flying around with the purr of the Stalker .61. Doug had great air and put in another superb score.

Round 1: 1061.25

David Nobes is always a darkhorse, saying he is just in it for fun, but underneath he wants to push the top guys. David flew his model called Livewire well, and did so with ease. David is a regular to the stunt scene now, and is a force to be dealt with. With any luck in the future, we will see David with a new stunter and he will be scoring a bit higher. With 9 for a landing and 8 for level flight, he put up a brilliant opening round.

Round 1: 949.75

Sean Frith was last up, flying a modified Novice pattern. Sean had PJ helping him out in the middle as a caller and with advice on wind direction. It's fantastic to see new blood and people coming into the event. Sean is a young stunt champion of the future, keen and confident, which is what you need to

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make strides. Flying a blue sheet wing stunter, called Ace of Spades, Sean didn't have the best engine run, and was heard to be muttering " What did you do to my engine dad?" With time Sean will learn that things like picking up grass in the venturi, or having an lean engine run due to hot weather or dirty fuel, are all things that can effect an engine. Even so, he put in a good pattern and scored well.

Round 1: 420

Top 5 scores in round one were:

PJ Rowland - 1116.25

Adam Kobelt - 1083

Doug Grinham - 1061.25

Craig Hemsworth - 1016.

Mark Ellins - 957.25

That finished Round one. Everyone stopped for lunch and the Knox club held their meeting, which was well attended by all the members and those who were just here for a look. The barbecue was well maintained with cold soft drinks and fresh bottled water being sold, helping the thirst of the fliers. The day was a huge success and by lunch time the sun was blazing and temperature at a solid 23 degrees.

Round 2 commenced after a short lunch break and we flew the same order. The only flyer we were missing was Col Collyer who crashed.

PJ was up 1st in round 2 with the big Lancaster. After having scored well in round one, and with a new combination of judges, perhaps round 2,would be different. PJ flew the Lancaster in tight 45' with great pullouts and once again all 4 engines quit at the exact same time. Someone shouted out, "No shutoffs." PJ and the Bomber scored another good round of 1090.25

Some notable scores, Bill Swan put in a flight that was just simply breathtaking making many pullouts at the exact height and as a result made a rush for the scoreboard to be rewarded with a 982.25

Mark Macdonald, Damien Sammut, Peter Rowland Senior, and Sean Frith all had good scores with only Damien not improving due to a poor engine run.

Adam Kobelt, who earned the 2nd top score in round 1, was on a great flight, but ran short of fuel during the clover and missed out on his landing points. After inspection he concluded that it just ran rich. What is strange is Adam has been so consistent with this combination. It was a shock to all those who witnessed it. His round 2 flight was awesome, and would have been VERY high indeed. Even though he didn't get any landing points, Adam and Impact still scored an impressive score 1047.5.

Mark Ellins was a little embarrassed to have missed a maneuver in round 1 and was keen to stamp his name on the trophy. With perfect conditions and scoring and a perfect 10 from one of the judges for his landing, Mark and Jazzer put in a blinder score of 1093.5

Doug Grinham, always has said "If I get good wind, I'll be right" and today was Doug's day and round 2 was his round. Everyone witnessed Doug putting all of his years of experience to good use with his model in perfect trim and him in stunt mode, he put up a great display. Those who saw it commented it was "pretty to watch" and someone else said "that's how it should look." Doug had the top score, not for only the round, but for the DAY with a huge 1125.5.

Craig Hemsworth also flew a brilliant pattern to score 1000+ and say to the others, "I'm here if you slip, I'm here to take your place." Pressure at the top was from everyone and Craig was in the mix with some of the best squares and flats of the day.

Top 5 scores in Round 2:

Doug Grinham: 1125.5

Mark Ellins: 1093.5

PJ Rowland: 1090.25

Craig Hemsworth: 1058.75

Adam Kobelt: 1047.5

That was how round 2 ended and with the end of the day looming, the fliers were given the choice to fly a 3rd round and with a few spare hours and fresh judges, round 3 commenced within 30 minutes.

Round 3 started with a light breeze increasing in small gusts to 5 - 8 knots, but because of warm air currents, thermals played havoc with some of the lighter models.

A big move was made by Craig Hemsworth. With confidence, he was in with a shot and put in a sizzling Round 3 score of 1100.75. If you are good enough to score 1100+ with a plane, you are good enough to win major contests. Craig knows this and his practice shows with scores of 8.5 for horizontal square 8's with a high K factor, which show how well his model tracks.

PJ Rowland flew the Big Lancaster for the final round with a moderate winds. He helped with running the event, doing score sheet runs, helping with tabulation, and writing scores, calling fliers, he was visibly tired. You can see how hard he is working in the middle flying the Big Lancaster. Moving forward and back and

straining, using all of his skill. Even after all that, he scored well, but it was his lowest for the 3 rounds. Round 3 score: 1086.5

Mark Ellins could smell victory. He had the confidence to fly the Jazzer to the limit and take advantage of the slightly stronger winds. Mark said, "I like a little wind," and this reflected in his scores. When he landed, he had put in another great round. His top score: 1112

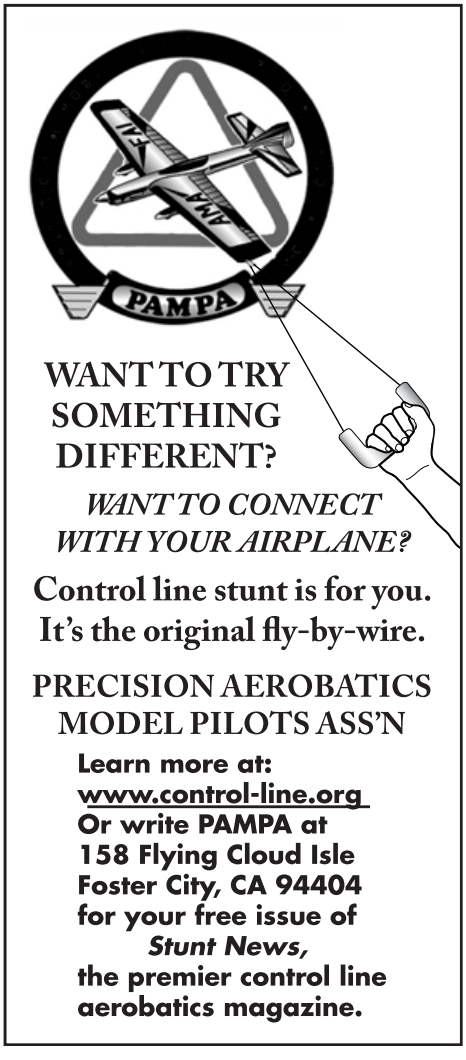
Doug Grinham was looking at the scoreboard, after his round 2 score, which was the top of the day. He knew that he would need to score solid to win. In fact, Doug only needed to score 1080 to secure victory. Pressure can do funny things to people from golfers putting to win, to world class stunt fliers, and Doug flying for 1st place

had a little bad wind and suffered as a result. He put in his worst score of the day. 1043.75.

Adam Kobelt knew that a good score was needed after having a poor engine run in round 2. The Impact moved about the sky with ease as the problem with the Saito was only temporary. Adam seemed pleased with his score when a 9.5 was awarded for his landing. Adam scored his best of the day with a huge 1107.25

Bill Swan and Mark Macdonald, both dropped their final score. Maybe getting a little tired as it was a long day, but they were enjoying it, and no one could wipe the smile off of Bill's face as he landed and heard the applause.

Sean Frith had a brilliant flight in the breeze also, being encouraged by everyone. Sean improved his score with a perfect 10 awarded for his landing. Sean will be doing a lot of 10's when he starts to learn more of the pattern. We look forward to his rise. He scored 540. Sean also took 1st place for a well deserved Novice Victory. This was Sean's 1st major contest and he conducted himself well. When things went wrong in round 1, he composed himself for rounds 2 and 3. Bill Swan of Bri Stunt products donated a new prop for Sean to put on his new stunter and Sean took home a can of Coke for 1st place Novice.



Final Scores :	Round 1	Round 2	Round 3	Total
P.J Rowland :	1116.25	1090.25	1086.5	1103.25
Mark Ellins :	957.25	1093.5	1112	1102.75
Adam Kobelt :	1083	1047.5	1107.25	1095.125
Doug Grinham	1061.25	1125.5	1047.75	1093.35
Craig Hemsworth :	1016	1058.75	1100.75	1079.75
David Nobes:	949.75	944.5	859.5	946.85
Bill Swan	887.75	982.25	840.25	935
Mark Macdonald	846.25	866.25	858.25	862.25
Damien Sammut	822.75	805	DNF	813.85
Col Collyer	748	DNF	DNF	748
Peter .L Rowland	636.5	653	684.5	668.75
Novice				
Sean Frith (j)	420	454	532	493

Top 5 scores in Round 3:
Mark Ellins: 1112
Adam Kobelt: 1107.25
Craig Hemsworth: 1100.75
PJ Rowland: 1086.5
Doug Grinham: 1047.5

In the end after all the scores were looked at and rechecked by the officials, it was PJ Rowland, flying the huge Lancaster, winning the 2006 Stuntmasters Trophy for only the 2nd time ever (1999 was his 1st). The victory meant a lot to PJ who was disqualified at the Nationals and was out to prove what Paul Walker said "That even something as complex as the 4 Engine bomber in the right hands and a little preparation could win a major contest in the right conditions."

The win didn't come easy, with 2nd place going to Mark Ellins, with what has to be one the closest photo finishes to a contest; .05 points. As a result of this close call, the officials double checked both fliers scores and confirmed the results as accurate. Mark was disappointed, but said "I did my best and you can't get any closer than a half point!"

3rd place went to Adam Kobelt, who was only 8 points away from 1st and 2nd place. When things are as close as that at the top, it's important to make EVERY point count from takeoff to landing. Adam flew well and also had a great day.

4th place: Doug Grinham narrowly missed out on a podium finish. He was only a mere 1.7 points behind Adam. In fact, this meant with Doug's top score, he was only 9 points behind 1st place, again placing emphasis on every point counting.

5th place: Craig Hemsworth was only 13 points behind Doug, which meant he was also in the points for a finish. His bottoms and squares show that in the next few months and with a new model soon in the air, Craig will be a tough flier to beat.

The scores and the finish could not have been closer and shows exactly why the average system works so well; closer scores, more drama, and pressure, which is what stunt is about. Combine this with perfect weather, a great venue and the Stuntmasters was one of the most successful contests of the year.

Many thanks to all those who helped out to make the event a great day. We thank Jenny, Greg, Craig, Andrew, Kim, Peter, Frank, Ken, and all the others who pitched in with moving models, launching models for others and to those who attended.

The 2006 Stunt Masters was a huge success and marks the end of the stunt season for Victoria. The next major contest is the 60th Nationals in Albury, January 2007.

- PJ Rowland

GERMANY

Claus Maikis
Nelkenweg 5
D-89129 Langenau-Albeck, Gemany
cmaikis@t-online.de

Contest report Siggenthal, Switzerland, September 2006

Perhaps a contest report from "beyond the pond" may not be the hottest news for you. So I'll include some additional information.

Siggenthal is a small town in Northern Switzerland, close to the border to Germany. For me the distance to this contest is shorter than to several contests within Germany. The site was built several years ago by Rene Berger (a name that should ring a bell for the Tucson flyers). Rene built the circle at his own cost. For the opening contest in 1997 he had invited Bob Palmer as a guest, and as an honour to Bob the circle was named after this great man.

Since then this contest has always had exceptional participation. Apart from being an International contest, it also counts for the "World Cup". In Europe the World Cup is a popular series of contests with a final winner at the end of each year. Each country can offer up to two contests for this series. Pilots can choose whatever contests they wish to participate in, and as much as they want. Points are earned depending on the number of competitors and the placing in the contest, of course. At the end of the year points are added. To make things not all too easy, each competitor may count only one competition from each country, and a maximum of three contest results is finally counted. This system has probably helped to increase contest participation in Europe, since the "World Cup winner" is a prestigious title over here.

In 2006, participation was slightly down from recent years. There were 30 flyers from 6 nations, even with one ambassador from the US. Jim Rhoades had been at the World Championships in Spain, but had decided to spend several weeks for a holiday trip across Europe. Within 6 weeks he attended 6 contests, travelling right across the continent. I met him at three of these contests and it was a pleasure to be with him. Jim is a very nice guy, and I got the impression that everybody enjoyed meeting him. He told me that perhaps he will do a report about his European adventure for Stunt News.

The new contest season will start no sooner than May 2007 here. Time for visiting the workshop now.

-Claus Maikis

Contest results
Siggenthal, Switzerland
August 20 2006

1	Maggi	Italy	2149
2	Germann	Switzerland	2136
3	Kornmeier	Germany	2135
4	Belko	Ukraine	2116
5	Milani	Italy	2111
6	Benes	Czechia	2088
7	Valliera	Italy	2076
8	Ballesio	Italy	2034
9	Weinseisen	Austria	2027
10	Kehnen	Germany	2027
11	Daeppen	Switzerland	2026
12	Maikis	Germany	2005
13	Fiusello	Italy	1990
14	Wagner	Germany	1986
15	Zdenek	Czechia	1978
16	Rhoades	USA	1969

30 competitors from 6 nations

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JAPAN

Kaz Minato
Kaz Minato
3-12-6 Higashi
Niiza-shi
Saitama, Japan 352-0002
(81)90-1059-7927
bluemax.minato@nifty.com

JPN NAT's Top 15 Result (45 participation)

1	Masaru Hiki	DR 61	1035.56
2	Misturu Yokoyama	PA 75	1034.36
3	Masahiro Muramatsu	Stalker 61	1010.6
4	Iwao Tanigawa	OS 52	1009.0
5	Kouji Murata	Saito 90	1005.72
6	Syoichirou Nogome	Electric	984.82
7	Hiromi Ohata	DR 61	979.30
8	Syozo Masuda	Stalker 61	955.28
9	Takahiro Hamanaka	Stalker 61	952.12
10	Tetsuji Sato	Enya 50	927.46
11	Shigeki Suematsu	Saito 72	913.46
12	Hidetoshi Shimizu	Electric	904.88
13	Yasuo Horiuchi	Electric	901.68
14	Kouji Funamoto	Electric	884.84
15	Masakatsu Horiuchi	Electric	469.22

JPN NAT's was held at Chichibu, Japan on Nov 11-12, 2006.

It was rainy and windy condition.

Masaru Hiki won his second Nationals since 1999.

We have a grade system which rank the pilot's skill level as A,B,C and D level.

Only the pilot who pass the D level can compete in our National.

D class mean expert, each maneuver's score must be over 6 point (FAI rule).

There were 45 participations and 5 electric plane got into top 15.

Kaz Minato did not compete this year. He devoted himself to support his 14 years old son, Oki Minato.

This is the first NAT's for him and the result was 33rd.

Best Regards,
-Kaz Minato
Nov 20, 2006

Precision Aerobatics Model Pilots' Association

PAMPA, an AMA approved Special Interest Group, founded July 1973. Objectives include a means of communications among control line stunt flyers, voting on issues affecting control line stunt, and administration of the Control Line Precision Aerobatics Event at the Nationals and conduct of the FAI Team Selection Trials.

Officers

President
Paul Walker
25900 127th Ave SE
Kent, WA 98031-7933
(253) 639-0448
pwimpact@earthlink.net

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

Secretary/Treasurer
Shareen Fancher
158 Flying Cloud Isle
Foster City, CA 94404
(650) 345-0130 Voice
(650) 578-8454 Fax

Membership Secretary
Russ Gifford
1302 2nd St.
Camanche, IA 52730
(563) 259-1649
gst92@mchsi.com

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Stunt News

MANAGING EDITOR

Tom McClain
P.O. Box 1955
Sun City, AZ 85372
email: tmcclain8@cox.net
(623) 466-8134

Associate Editors

Text Editor - Sheryl McClain
Contests - Howard Rush, Jim Snelson
OTS/Classic Stunt - Mike Keville
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Bob Tucker's Tucker 4 by Gary Zeller, photo provided by Wynn Paul

Gypsy 35 by Joe Reinhard, photo by Dave Evar

Rolland McDonald Strathmore by Bob McDonald, photo by Dave Evar

Werwage P-47 by Bob McDonald, photo by Dave Evar

Quetzal Stunt Ship by Dalton Hamet, photo by Patrick Owen

Japanese NATS Electric Models, photo by Kaz Minato

Keville '06