

PAMPA says
Goodbye to one of its
Best: Mary Gebhart

STUNT NEWS



www.control-line.org



\$5.00

MAR/APR 2007

Macchi Castoldi MC-72,
photo by Peter Germann



Reg Towell launching Bruce Hoffman's Firecracker,
photo by Bruce Hoffman



Brian Eather, photo by Bruce Hoffman



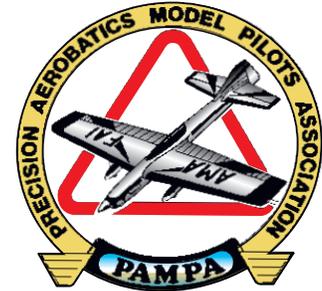
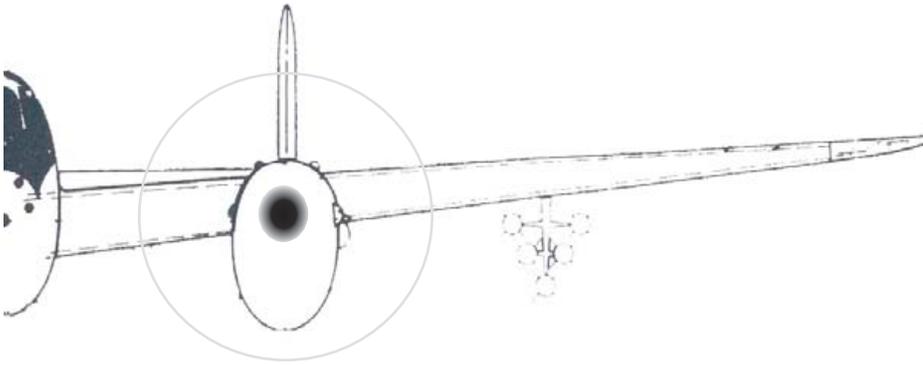
Bruce Hoffman and his Firecracker, photo by Bruce Hoffman



Advanced Judges in Sydney, photo by Bruce Hoffman



Sydney F2B meet Winner's Models



PAGE 6
Macchi-Castoldi MC-72/181



INSIDE THIS ISSUE:

Special Featured News.....	3
Officer Reports.....	11
President.....	11
Vice President.....	12
Editor.....	13
Secretary/Treasurer.....	14
Membership Secretary.....	15
Director Reports	
District 1.....	16
District 2.....	17
District 3.....	18
District 4.....	20
District 5.....	22
District 6.....	24
District 7.....	26
District 8.....	29
District 9.....	32
District 10.....	33
District 11.....	37
Pampa News.....	40
Contest Calendar.....	41
Contest Reports.....	47
Columns.....	55
Pampa Rules.....	55
Pampa Products.....	57
Ask Ken.....	59
Beginning.....	62
Building.....	65
Classic Plans.....	67
Clubs.....	69
Crash Repairs.....	71
Design/Finishing.....	72
Electric Flight.....	73
Fly on the Wall.....	75
Flying the Manuevers.....	76
Personalities.....	77
Safety.....	78
The Lighter Side.....	79
The Trailing Edge.....	80
We Have the Technology.....	82
Why Do I Fly Stunt?.....	85



PAGE 9
Gary Zeller and Steve Tucker



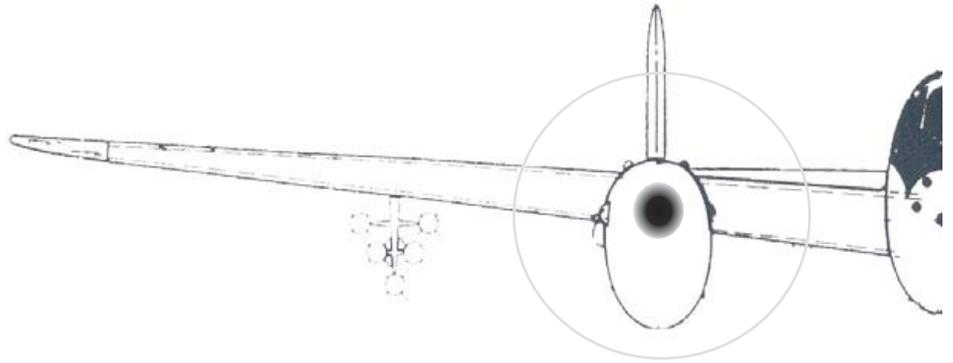
PAGE 18
Todd Lee's beautiful P-51 Mustang at Cleveland, OH

Cover: District 9 Director, Carl Shoup, and his Eagle in front of one of the last U.S. Navy F-14 Tomcat.

Centerfold 1: Masuro Hiki, Saitama, Japan, placed fifth in Classic at VSC-18. His Gieseke Nobler was imaged against a scene of Mt. Fuji seen on an Internet site. Original 16x20 acrylic and ink on canvas by Mike Keville.

Centerfold 2: Tom McClain flew this scale OS .35-powered Bellanca Flash in OTS at VSC-18, completing Round Two after overnight repairs. 16x20 acrylic-and-ink on canvas by Mike Keville, based on a photo by Elwyn Aud.





Advertising Index	85
Featured Articles	86
Stunt Pipe Operation	86
A-7 Corsair II	87
I-beam Stiletto 660.....	89
RSM Hawker Hunter	91
International	
Australia	92
South Africa	96
Spain	97
United Kingdom	101
Uzbekistan.....	102
Disclaimer Page.....	104



PAGE 21
Steve Fitton's Bob Baron Avanti



PAGE 32
Dave Meyer's original King Bear

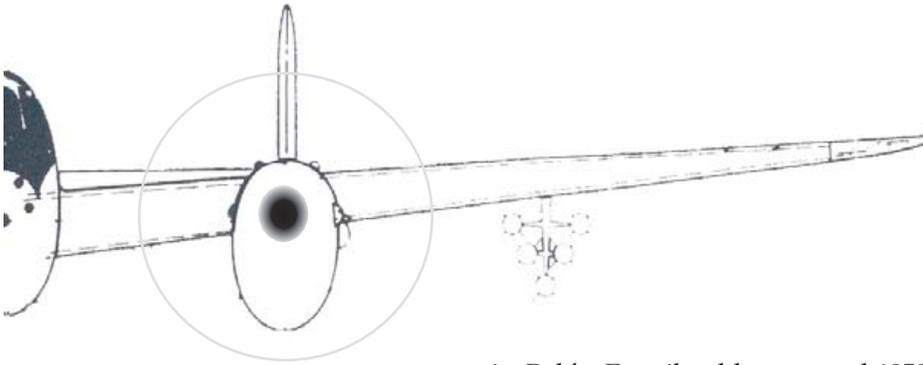


PAGE 34
Eduardo Castaldelli's Furia 72 with OS 70



PAGE 2
Bob "Sparky" Storick's nice Ares graces the pit area in St. Louis Broken Arrow





SPECIAL FEATURED NEWS

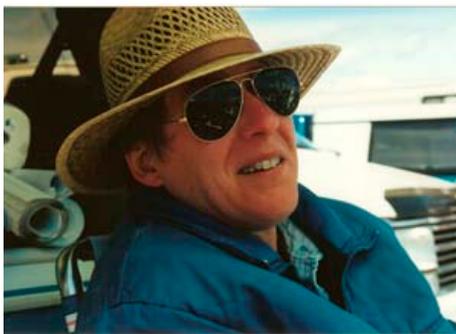
Mary Gebhart - In Appreciation
Dave Fitzgerald

Letters for Awards
Linda Bob Gleason

The 1958 Nationals Revisited
Don Ogren

Peter Germann MC-72
Peter Germann

Tucker 4
Gary Zeller



MARY GEBHART
In Appreciation

It is with great sadness that I tell all of you Mary Gebhart passed away the last week of January from cancer. It was quite sudden, and she was much too young to go. Mary had gone to the hospital for treatment of pneumonia when they discovered the cancer quite by accident. They operated right away, but it was more than she could take.

Bob Hazle called and asked that I get word out to the modelers. Here

is Bob's E-mail address: peach1958@comcast.net His home address is in the PAMPA directory and on the web site. If you have time, please drop Bob a note.

I first remember meeting Bob and Mary at a local contest out west. Mary was a judge, and quite a good one. Bob has made a reputation for building very different planes, even more different than most. Shortly after meeting them, I had a trip to New Zealand, and picked up some stuff from Bob's brother for them in Christchurch—a Dyna-Jet, too. A very interesting couple.

Many of you may also remember Bob and Mary as the smiling faces of PAMPA products. For almost five years, starting around the middle of 1995, they sold PAMPA wares at all the big west coast contests, usually the NATs, and the Team Trials. Mary would always graciously offer to drive our models and fuel back to the NATs with the PAMPA products. They would drive straight through. I delivered our models to their Loomis, CA place of work many times and found Mary was always pleasant to talk to and smiled whenever you'd see her. She had a very quiet way of conversation that demanded your full attention. She made you think you were the only person on the planet that she wanted to talk to, and she was interested in everything you had to say.

I had the pleasure to judge Old-Time with her at one VSC. It was a lot of fun, and every contestant got the benefit of any doubt. That is until Wild Bill took off with his glow driver still attached to the engine. He flew better on that flight than his first round. We laughed pretty hard. Bill didn't know until after he landed.

Earlier in life Mary had been in the Army as a clerk, MP, and motor vehicle mechanic. Bob says she loved busting heads the best. For the last few years, Mary worked for a veterinarian, and loved animals. She has had many different cats over the years. Her love of animals was a large part of who she was.

The last few times that Mary judged stunt, she did Ignition at VSC. She was forced to quit judging when the doctors told her to stay out of the sun.

Precision Aerobatics Nationals Judge
 1985 - 1995

Mary received the Gialdini Memorial Sportsmanship award at the 1993 VSC.

FAI Team Trials Judge 1985, 1987, 1989, 1991 and 1993

Vintage Stunt Championships Judge
 1994 to 1996, 1999 to 2001

VSC 2006 Plaque of Appreciation for Judging achievement

Received a PAMPA Judge Emeritus Award in 1992

She was a very good person and we have lost a great friend.

-Dave Fitzgerald



**A message to all the modelers from
Linda Bob Gleason:**



I was honored to receive the "Bob Gialdini Sportsmanship Award" at last year's VSC. Also, both Dale and I were awarded the "Keeper of the Flame" award. Wow!

Thanks to all who thought I deserved the Sportsmanship award, and special thanks to Bob Gialdini. Actually, I look at it as though I won it for each of you. You make me want to participate, whether as pit boss, runner or helping anywhere there's a need. Personally, "sportsmanship" means

simply being surrounded by the finest people enjoying what they are doing and enjoying the smiles I receive when it is their turn to fly. I like every hug that goes with every flight....not bad for a lady who doesn't fly but always wanted to participate. Seven years ago, I asked JoAnn Keville if I could volunteer. She gave me encouragement saying if she can be a CD, and Shareen a tabulator, year in, year out, then maybe other ladies could fit in- plenty to do for all. I have been welcomed by people like Robin, Lou, Bart, Jim, Keith, Bill and Elaine, Ricki, Mark, and all the Cholla Choppers; it has been my privilege to serve you. To all who read this please know that Bob Gialdini's award goes to you from my heart.

The Keeper of the Flame award was just as nice as the Bob Gialdini award, presented to both me and my very own special guy, Dale. When Dale got back into modeling after our children were off to college, I had no idea we would find such a great group of people. He was having fun flying and I was having fun meeting new friends. When there was a call for volunteers, no matter where we went, I volunteered and Dale would fly. How was I to know it was going to be fun helping pit boss or

The 1958 Nationals Revisited



Phyllis Mackey with Charlie's Lark

This collection of memories was prompted by Charles Mackey's article in the Nov./Dec. 2006 issue of Stunt News. His story sure brought back some grand memories. So here is some of what I recall of the 1958 Stunt Nationals.

In the fifties, a few of us in the Indianapolis area formed a stunt "bunch." We called our group the "Indianapolis Precision Aerobatic Stunt Masters." Our group consisted of Charles Linkliter, Bob Randall, Charles Mackey, and me, Don Ogren. We did not charter as a club with the AMA, but we had T-shirts and jackets each sporting a Charles Mackey-designed logo. Around the midwest we did a lot of contest flying and took home our "share of the bacon." With the 1958 Nationals just north of us in Chicago, we all made plans to attend, and going with me would be my wife of 2 years, and son age 1.

Our planes were, if my memory serves me correctly: Charles Linkliter-McDonald designed Strathmore; Bob Randall-Mackey designed "Gobbleswantz"; Charles Mackey; his own design "Lark"; and Don Ogren-Rolland McDonald designed "Detroitter". So we were aiming to do some serious flying at the Nationals at the Glenn View Naval Air Station, Chicago, Illinois, 1958.

We went as a team and functioned as a team, pitting for each other, much like the PAMPA organization does today.

When the Navy provided the sites for the AMA Nationals, they went out of their

launch a pilot's plane? It was a little intimidating, but I soon realized I was among friends. Arriving at each contest, the first thing I do is get out and get my hugs and see our friends with their smiling faces. Dale and I have been co-editors for Dallas Model Aircraft Association's newsletter for 10 years and we say to our club, "it is the fellowship that keeps us going". Once again, this statement goes to all of you and it is the "Flame" you maintain that keeps us going whether the VSC, the NATs, local contests, or out at the flying field. Dale and I have been married 42 years, he is my Keeper, and the Flame for us is you, the modelers, our friends. Thank you - we will continue to support this hobby to our best ability.

-Linda Bob Gleason

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"

"SPECIAL ONLY" PRICING

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

I have now reworked over 1050 U/C Stunt motors, for PAMPA members and Stunt flyers around the world. I have had Nat's winners in 9 countries, and a World Champion, using my T&L reworked motors, or products.

Super Tigre V.60 & 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



way to do just about all the leg work and to provide the manpower as well, and that included the stunt judges. In free flight that was a big help, because those Navy personnel could easily be trained to use a stop watch, and to keep an eye to the air for the plane. But in control line stunt, we have a more difficult process by which winners will be determined, and that is the scoring of several maneuvers within the time frame of a few minutes and within the confines of our line lengths. Unexperienced Navy personnel were assigned the task of being our judges for the control line stunt event, and as you can guess, problems were about to begin.

As Charles Mackey noted in his article, the judges had been briefed and "warmed up", probably by the Stunt CD, Bill Netzeband. (I did not know Wild Bill at that time.)

The judges were also probably given an AMA rules book which contained the stunt pattern. But I doubt that any of the judges ever had the time or interest to read the book. Most of these young lads, probably 17-19 years old, and were probably seeing a control line plane for the first time. And most all us stunt flyers had never flown for "green" judges either. Something was bound to happen under these circumstances.

As I remember it, at the end of the first day of flying, George Aldrich was no where near the top of the heap, and he blamed the judges for that. His reaction was to formally protest the qualifications of the judges, and with a signed petition by the stunt fliers to show full support for his protest. The petition called for throwing out the entire set of scores for the day, based upon the lack of experience of the judges, and then to find new judges and a re-start of the Stunt Nationals. As I recall, George was very adamant to the point that every one of us signed his petition, even Bob Randall who was then in first place. Now here is where my memory tells me something different from that which Charles Mackey recalls, but he may have been closer to the officiating than I was. (It really doesn't make much difference, as the results are the same)

My recollection is that George presented the protest and petition to the CD, who reviewed it with an assembled protest committee. And together the decision was made to throw out the protest on grounds that all the scores were from

the same set of judges, and were therefore fair, without prejudice or favoritism. And that's how the final day of flying started---with the same judges. That day was going to go down "in the history books"! Bob Randall held his first place position, as the judges scored to the best of their abilities. Also, Bob's white and red trimmed plane was very distinctive in the air, making a very good impression.

I had (and note that I said "had") a picture of the winner's platform at the end of the 1958 Stunt Nationals and this is what I recall:

- 1st Place: Robert Randall,
- 2nd Place: Rolland McDonald
- 3rd Place: Bob Gialdini,
- 4th Place: Milton Boos

I can not locate that particular picture of those four individuals, but other pictures will show you some of the modelers in the 1958 Nationals. And you'll recognize a few, I'm sure, as they are still active in CLPA and PAMPA.

I don't think that George Aldrich, or any one else for that matter, out flew Bob Randall in 1958. And as I recall, Charles Linkliter and Charles Mackey both placed in the top ten. I placed somewhere between 11th and 15th, I think. And that's how I remember the 1958 Stunt Nationals. It was one of the most exiting Nationals that I have ever attended.

A few notes about Bob Randall are worth mentioning. Bob could really make that Goobleswantz perform. In a windy practice session, he enjoyed doing lazy eights after the engine quit, just by whipping the plane from one side of the circle to the other. This would amaze all who were watching. Another of his tricks he would do on a hard surface, was a wing-over, during which he then could/would set the plane down after the second corner, on its tricycle gear, within a quarter lap, and power taxi the balance of the half

circle, pull up to the wing over again, and repeat the pull-out, power landing, power taxi the rest of the half lap, and then pull up to another wing over. He would do this four or five times. He had so much fun in doing these things, he would bust out laughing at his own antics when the flight was over. Bob Randall eventually retired and moved to Florida where I visited him in North Port in 1999. His health was not too good, and Bob has died since then, but I'm not sure just when.

I never had any rubs with George Aldrich while in competition in the 50's, so in 1997 I didn't feel I would be out of place in contacting him via e-mail, to reminisce a bit. I learned from him that the 1958 NATs was the last time he ever flew competition. He had stayed in model airplanes and tried radio control, but he said it was boring. After that he took up bass fishing and became a charter captain, as I recall. Most of us will remember that he started a business formulating stunt fuel mixtures and doing model engine rework at which he was quite good. That's as much as I know about George Aldrich after the 1958 Nationals, until he died a few years ago.

Charles Linkliter remained in the Indianapolis area, serving as a golf pro. And as you know, Charles Mackey and his wife, Birdella, reside in California. I dropped out of the stunt activity in 1959 to attend college. After retiring, my wife and I moved to Florida from Rochester, NY, following our son and his family in 1997, and I started flying stunt again soon after that. Now the Nationals have my annual attention, as I have been able to compete at all the NATs since 2002. My skill is coming back slowly, but the important things are that I really enjoy the competition, and the fellowship that comes with CLPA and PAMPA.

-Don Ogren





Peter D. Germann, Switzerland

The author: Being in control line stunt since the times when noisy 2.5 cc diesels flown on schoolyards have been state-of-the-art Peter Germann now lives near Zurich in Switzerland. Staying in the hobby ever since, with the exception of a 10 years side trip into the flying of a light twin under mostly IFR, he keeps competing in F2B and coordinates administrative rule work for the FAI.

Main Title; An Italian Inspiration...

Foreword: After being in C/L stunt for many years as well as after numerous attempts to build the ultimate stunter I thought that the beginning of retirement would be a good moment to interrupt the ongoing search for perfection. Also, since there was a time when aviation was driven by men whose inner attitude was quite similar to the way stunt flyers are, the building of a model suitable to pay tribute to those men and their magnificent machines seemed to be an option for me. It, of course, had to be a rare bird and so I and C/L scale enthusiast George Biber drove down the 500 miles from Switzerland to Rome, Italy, where the Italian Air Force museum is situated some 15 miles from Rome International Airport at the shores of Lake Bracciano. (Yes, the very same city of Bracciano being covered by the tabloid press in November 2006 and, no, we did not meet Tom Cruise or his lovely wife). The site is very spectacular, hosting a number of Italian-built and perfectly restored aircraft among them a fleet of absolutely terrific looking race floatplanes, all of them in bright red, of course.



How about this for a really good looking front end...

These racers, definitely belonging to the sharpest looking airplanes around, are equipped with upright V- or W-engines. The same is true for the MC-72 of which five were built in 1930/31. Unlike earlier types, this airplane was equipped with a reduction gear bringing up the propeller shaft to almost the height of the cylinder heads. This makes it a good choice for being built as a C/L stunt airplane. Originally, the MC-72 was built by Macchi-Castoldi to enter the famous Schneider-Cup races held between 1913 and 1931. It is a very complex airplane, driven by a liquid cooled V-24 engine. The AS-6 motor made by Fiat is built up by coupling two V-12's in-line and by adding a turbo-supercharger. It drives a pair of huge fixed pitch counter rotating propellers. Unfortunately, technical difficulties have delayed the project to the point where severe accidents happened and thus MC-72 actually never took part in a Schneider-Cup race. However, once functioning more or less reliably, the very substantial 3000 HP of the 50 liters or 3,051 cubic inch motor have accelerated the relatively small and light (31 ft span / 7'400 lbs T/O wt.) machine to impressive speed, in particular when considering the drag of the enormous floats.

It was October 23, 1934, when Pilot Francesco Agello and his team managed to establish a new record speed of 709.2 Km or 440 miles per hour when thundering along at low altitude over Lake Garda, near the city of Desanzano in northern Italy. Interestingly enough, this absolute speed record for piston engine propeller driven floatplanes



Macchi-Castoldi MC-72/181. Current world record speed holder



Marshal Francesco Agello

has never been beaten and is still valid. Record holder MC-72 serial 181 is on display in Bracciano. www.aeronautica.difesa.it/SitoAM

The Model: Building a competition control line stunter based on MC-72 was not really difficult because all I had to do was to (Photoshop) stretch the original side and top view photographs in order to match proven stunt numbers and then build a conventional stunter within the dimensions resulting. Also, much to my relief, there was no problem finding a unique, good looking and easy to do paint scheme. The airplane is Italian and it is red, period. I also took a little shortcut by simulating the original aircrafts brass made surface coolers by golden painted areas. It is obvious that my MC-72 is not to scale, but it really looks like the real thing. Apart from the floats, I am afraid.

Span: 157 cm / 66 in
Area: 45.2 square dm / 700 square inches





My version of the MC-72/181, completed in December 2006

Hingeline: 502 mm / 19 3/4 in
 Nose: 285 mm / 11.2 in
 Dry weight: 1'868 Grams / 66 oz
 Wing loading: 41 Grams per square dm
 Motor: RO-Jett .76 RE
 Compression: Factory std. (July 2006)
 Venturi inner diameter: 5.5 mm / 0.216 in.
 Glow plug: Thunderbolt four stroke No. 115490
 Air filter: Bru Line black (coarse mesh)
 Pipe: Aluminum 40 mm /1.57 in dia. 502 mm / 19 3/4 in to 1st baffle
 Tank: Uniflow metal 183 cc / 6 1/2 oz, no pressure
 Fuel: 10 % nitro 20 % synthetic oil (Aerosave)
 Propeller: Brian Eather 2-blade under-cambered, square tip 14 x 4 1/4 in T/O RPM: 8'400
 Lap: 5.4 sec
 Total run on full fuel: 6:30

Fuselage: Built-up as per what I would call the "Cardinal" method it is a closed box where I can install engine, tank and pipe from the front side. Fuselage sides are 1/8 balsa with the inside full-length laminated with 3oz carbon fabric and with the nose section strengthened outside with 1oz glass. A dummy spinner, simulating the rear part of the counter rotating spinners and being made from balsa covered with 1/128 in aluminum, has been

attached to both the nose section of the fuselage and the cowl.



The open frame canopy is not easy to build and difficult to paint neatly

The canopy is a double frame made from 1/128 ply and flat 0.5 mm Plexiglas. In order to compensate the gyroscopic forces resulting from the large propeller a rudder coupled to the elevators has been installed. It is driven by the elevator horn and does deflect symmetrically to both sides, in and out, thus eliminating yaw resulting from prop gyro effect in turns. The fuselage structure weight, including rudder and cowl, was 304 Grams or 10 3/4 oz.

Wing: Duplicating the original shape, the model has a rectangular wing with circular tips. With a chord of 300mm / 12in and a span of 157cm / 6 in the area comes to 700 square inches or 45.1 square dm. Both panels are the same, with the fuselage being in center. Inner and outer flaps are the same, too, 2 3/4 x 21 2/3 in or 70 x 550

mm being of the flat plate type with a thickness of 8mm or 5/16 in. The airfoil that is shown is 18% thick and the wing is built-up using the I-beam method. The wing structure weight, without flap horn and before covering, was 300 Grams or 10.6 oz and the 2 flaps weighted in at 31 Grams/1.1 oz.



MC-72 Control line stunt model

Stabilizer and Elevators: Again trying to copy the shape of the MC-72 the empennage has been built to an area of 27 % of the wing. It is air foiled and its thickness in the center is 25 mm or one inch and 8 mm or 5/16" at the tips. Compensating the gyroscopic pitch-up moment generated by the propeller in circular level flight, the stabilizer was installed with a 0.5° positive angle of incidence. The stab spans 720 mm or 28.3 inches and its structure weight, w/o the elevator horn and before covering, was 43 Grams/1.52 oz. The pair of elevators came to 16 Grams or 0.57 oz.

Landing Gear: The wing mounted gear is made of flat 3 mm / 1/8" carbon-honeycomb-carbon plates being bolted to wing mounted carbon brackets. The two legs are long enough to allow 1 3/4 in ground clearance and weigh in at 9 Grams / 0.32 oz each. The gear is positioned so that the wheels touch ground along a line tilted 15° forward from the C.G. In order to minimize dangerous nosing-in P-effect during the take-off run the tail gear was made high enough to allow the fuselage sitting almost parallel to the ground. The pair of landing gears with wheels, pants and painted, tipped the scale at 75 Grams/2.65 oz.

Finish: Since we do have problems getting butyrate dope and system matched paints and because I do fly quite a lot over grass, the flying surfaces have been covered with Japanese silk (20 Grams or 0.7 in) while silkspan GM (middle) was applied to the fuselage.

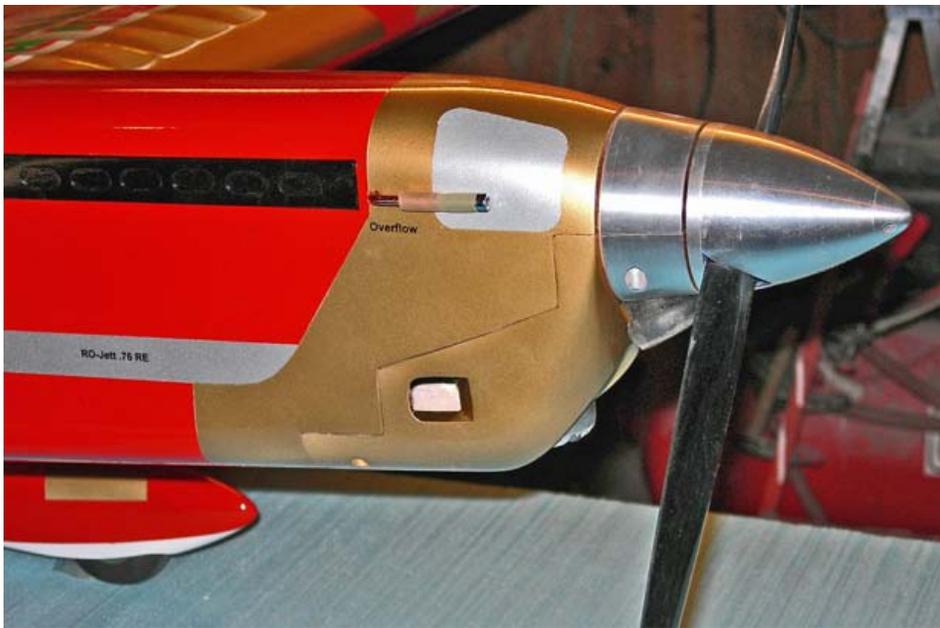
It takes five to seven coats of 50% thinned nitrate dope, with very light sanding between 2 coats, to shrink and fill. No sanding sealer was used. The actual painting is done with a regular automotive two coat system where fast and flat drying base paint is covered with 2-component clear. Lettering and logos have been inkjet printed, by Claus Maikis, on water decals. I did apply two coats of clear on top and one coat on bottom sides, with no sanding flat and buffing out. The total surface to be covered and painted of MC-72 was 166 square dm or 2'574 square inches and the resulting weight, from bare wood up, for silk, dope, base paint and clear was 232 Grams or 8.2 oz. This comes down to 1.40 Grams per square dm. It is at this point important to note that this method, while definitely leading to solid, durable and reasonably nice looking results, does nowhere near reach the stunning quality of a US front row stunter.

without too much of a power boost on the pipe. I was happy enough with the system to pull it from the Cardinal and to install it as is in the MC-72. The entire power train, including 2 in. spinner, 14 in. carbon prop, 6.5 oz. uniflow metal

L converted Giles ARF, I have come to the conclusion that the design envelope of parameters for C/L stunters is wide enough to allow a bit of experimenting.



Can't wait until it starts to look and feel like this



The RO-Jett .76 runs on a lightweight aluminum pipe. Note dummy rear spinner simulating the counter rotating system of the original aircraft

Power Train: When flying a piped RO-Jett .76 in a 2'003 Grams / 70 oz Cardinal during the remainder of the season after the W/C in Spain (I just wish I had there...) I found the motor not only quite easy to handle but also in a very interesting way capable to pull the heavy airplane through the pattern with a lot of authority and at relatively slow speed (5.4 sec lap at 450 m / 1'450 ft MSL). The motor does this in an unspectacular and very quiet way

tank & shims, motor, 22 M3 Allen screws, filter, tubing, header, coupler, pipe and exhaust deflector comes to 698 Grams or 24.7 oz.

How does it fly? With temperatures around freezing outside I have not yet found out. However, after having witnessed so many great flights performed by considerably different stunt ships, from Beringer's superbly demonstrated Sportster down to my own reasonably well functioning C/

Conclusion: Building a semi-scale stunter is both a challenge and a very rewarding experience which by itself was very well worth the effort. I'd suggest to stick to proven "stunt" numbers as far as arms, areas and weight/wing loading is concerned and to adjust the dimensions accordingly. Also, if in doubt, go bigger and install a little bit more power. Aviation history has brought us many unique airplanes worthwhile to be re-discovered for C/L stunt and the community is always anxious to see and, last but no least, debate unusual concepts. Why don't you go ahead and search the internet for inspiration?

-Peter Germann



Gary Zeller's letter to Bob Tucker on the Tucker 4, July 1992.

Editor's Note: The following letter from Gary Zeller to Bob Tucker comes from the outstanding detective work by Marion Davis. Marion accomplished some excellent research and sleuth work on the competition history of the Tucker 4 in the capable hands of Gary Zeller in the St. Louis, MO area. Marion met the brothers and sisters of the Zeller family and they graciously gave him a copy of the letter as well as pictures of Gary and some of his trophies. Thank you Marion for discovering the truth about the Tucker 4 and bringing back a one of kind Classic era I-beam stunt ship.

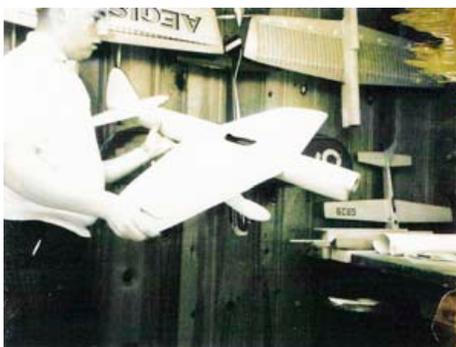


Dear Bob,

First of all, I hope you can read my writing. I wrote a few notes on my feelings about the airplane and also a few of the characteristics of it that I remember. I hope this helps you.

Gary

After many years of stunt flying starting with the timeless Nobler and later a Detroit type airplane that I drew up to my own specifications I finally got together with designer Bob Tucker and began flying one of the second and third designed Tucker Specials. They



were small and very air worthy. Then one winter Bob asked me if I would like to build his new Tucker 4.

I was at first reluctant because of the T-4's radical departure from the normal stunt crafts of that time. It was large, with a massive wing with swept forward trailing edge, longer





moment arms and overall it was simply a monster in comparison to the early Tuckers. However, I knew Bob knew his airplanes and he knew his stuff on designing. Now remember at this time I was a 16 year old kid that for several years had always placed in the top three of all the contest I went to all over the midwest and also placed 8th at the Nationals in a high wind and bad engine setting. Actually I think I just choked flying in my first NATs. But Bob thought I showed promise and offered the T-4 to me. Well 3 years later and over 100 first place trophies, which by the way was the only place I won with the T-4, I hung it up and retired the airplane which still hangs on the wall nearly as beautiful as the day it was finished.

I know that there is only a few competitions in any sport anywhere that after over 100 contest they went undefeated. Think of it, every contest I went to, I would go to the trophy table before the contest and look at my first place trophy that I knew I would take home with me.

Oh sure I was a good flyer after six years of practicing every day at least 4 to 6 flights because my dad made me, but after the T-4's first contest and the over 100 there after they were all first place, much of the credit goes to this

superior airplane that with just a little effort nearly flew itself.

The T-4 was simply a pleasure to fly in comparison to all of my other airplanes. And to think of all the design thought Bob put into this huge airplane, its weight was a mere 39 1/2 oz.

I also have no doubt that design would have accommodated 4 or 5 more ounces and still would have flown well.

T-4's Flying Characteristics

1. Solid grooving in calm or winding situations.
2. The long moments made controls react very smooth.
3. Smooth radiuses on square maneuvers and I found that it was almost impossible to stall or mush the airplane.
4. Overhead stunts kept the lines tight and positive and I feel that the wing design actually improved the overhead turns under windy conditions.
5. IN the wind, loops would not speed up or open up as does every other design I've flown.
6. In engine off landing situations it would glide easily especially downwind I had positive control.
7. It's size made it fly a bit slower so you didn't have to snap the control hard as in other planes and it was still easily power(ed) sic, by one of my modified

Fox 35 stunt specials. With a Y-O 10-6 prop hand finished and balanced.

8. The design itself made over controlling the airplane impossible.

After over 3600 flights without a crash or even a close call and even today it looks good. I think says it all for the T-4 and its designer Bob Tucker.

In Conclusion:

I thank Bob Tucker for this one of a kind airplane that I feel is still 30 years later unequaled in stunt circles anywhere. Bob, you created a monster.

Thanks,

-Gary Zeller

DISCOVER...

We cover everything from
Control Line to Giant RC
Plans, how-to articles,
construction articles,
product reviews,
and more.

Subscribe today!
800-474-6995

www.flying-models.com

P.O. Box 700, Newton, NJ 07860



President's Report



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

I will start by announcing that Patrick Rowan is the new District 3 Director. Patrick volunteered quickly when I asked for his help to fill the vacant position. I look forward to working with Patrick and appreciate him giving his valuable time to PAMPA.

It is now with a sad heart that I have to report that we have lost another of PAMPA's volunteers. Mary Gebhart passed this past January. Many of you know her as a perennial judge. She enjoyed judging at local contests, regional contests and the Nationals. She could always be counted on for providing a fair evaluation of your performance. Mary was a quiet person most of the time, but would engage in a stunt conversation easily. Once engaged, she was a very intense person! Mary would always be seen at the Northwest Regionals every year, driving all the way just to judge, and sometimes watch her husband Bob Hazle fly occasionally. Likewise, she attended many Nationals just to judge. Bob and Mary also ran PAMPA products for many years. We all appreciated her gifts to us, and we will all miss her. Bob, our hearts go out to you as well.

Last month, I mentioned that we would have to tighten our belt a little to keep the cost of Stunt News in our budget. We can't function in a deficit like the government very long. To that end,

Tom McClain was asked to keep SN to 100 pages, and to cut-out the centerfold. I have received several e-mails suggesting that they would rather increase our dues as opposed to deleting these features. One very important response was received, and that was from Robert Shaw. He didn't want to see the centerfold go as well. He then put his money where his mouth was, and sent us a check for \$10,000 to keep Stunt News healthy, and full of centerfold color. I trust that I speak for all PAMPA members when I say that hearty THANK YOU ROBERT! PAMPA certainly appreciates your generosity. Starting this month, the centerfold will return.

Tom has been working hard to get SN out to everyone as soon as possible. The problem has been many, and Tom outlined steps to help in his Editors column last issue. Just to be fair, I have been no exception to the rule. I didn't get my last SN until three weeks after Tom sent them out. And this is with the first class postage. I haven't moved, changed address, renewed late, or who knows what, but it does happen. My request here is for anyone who doesn't get their SN right on time, to please be patient before calling Shareen. Each time we send out a replacement issue, is money out of all of our pockets. Now, speaking of SN, I certainly enjoyed several of the columns last month that I could really relate to. Mike Keville's discussion on sponsors was great. I felt that I was right there listening to the interview. Keep up the great work Mike. I also really could "feel" the pain when reading Bob Whitely's article on "Why I fly Stunt". How often have you been there where you have built the world beater, spend all winter on it, and then in a few flights realize that it just wasn't going to happen? That just happened to me two years ago. I had built a new Impact, full take-apart version with the wings coming in two at the fuselage similar to the eastern European models. It was an acceptable weight, the XXYYZZ 61 just purred, but the plane just didn't work consistently. It only took a month of trials, but I had to put it on the back burner, and go with another model if I were to do well. Sometimes that has to happen, and having it happen to me recently, I could really feel Bob's pain. I really enjoy these columns, and I suspect you do as well. If you can put your feelings into words as

to why you fly stunt, I would appreciate that you do so, and then send it to Tom McClain. I would like to "feel" your passion for stunt.

What a crazy fall and winter this has been! Here in the Northwest we have had record rain November, wind storms in December, and now significant snow in January, and then followed by a week of temperatures in the 20's. The East coast has had hardly a scattering of snow, it has been warm in the South, and then there was snow in southern California! I was able to get some time in flying in November, and a little in December, but the cold has really put a stop to that! I'm also sure that by the time this hits the streets that things will change once again for everybody. None the less, it's building season right now! By the time this is read, some of the winter projects will be taking to the skies. On that front, I wish you the best in your first flights. In my view, this is an interesting time in stunt. With the rules change to allow 90's, and the advancement of electric motors and batteries, the improvement in the 4-strokes, the readily available eastern European motors, I expect to see a lot of different equipment at this year's NAT's, and to see all these different combinations work will be fun to watch. One thing I have learned is that if you stand still, you are really going backwards. Now is the time to be thinking about something different, and there are many options to choose from.

If you're heading to the NATs this year, don't forget several things. First, be sure to send your entry into PAMPA ahead of time. Second, don't forget to make a motel reservation ahead of time. Ask me why I mention these things. I have been to twenty-four NATs, so you would think I have this down pat. However, sometimes these things slip through and they are forgotten. Just a reminder so that you don't forget. The last thing to consider in your plans is that appearance judging is on Sunday this year, in the 180 building. Make sure you arrive by 2:00 PM Sunday for that judging. Also, please understand that there will be no flying on the AMA property Sunday due to the RC competitions there. Monday morning will be fun!

Good luck with your new projects.
-Paul Walker

Vice President's Report



Brett Buck

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

Welcome Aboard!

I'd like to extend a public welcome to the new District 3 Director Patrick Rowan. As Paul previously mentioned, Patrick is taking over for Phil Spillman who chose to resign his position.

Bylaws Work in progress

An ongoing task of the EC is to go through the bylaws and either change them, clean them up, add and delete them. I hadn't had any chance to go over the information before the last column but now I think I am pretty much up to speed on the previous work.

If you hadn't heard of this before, you might be surprised - "Gee, I though we just got done having a knock-down, drag-out fight over bylaws just a year and a half ago, and most of the current PAMPA big-wigs fought that to the mat!". That's true, of course, but the true nature of the argument was not primarily over changing the bylaws or not, but over the specific changes that were being proposed.

At no time could anyone have plausibly argued that the current bylaws are perfect. There are some clear limitations and less-than-ideal features, but more so, there are some things missing or lacking. Many of these surfaced during the first

rewrite attempt, and were used in various ways to beat each other over the heads.

A lot of the current shortcomings were really not much of a problem when we first incorporated. Over the years since then, we have grown significantly. Additionally, the disagreements we had over the past 3 years illustrated a lot of the gray areas, ambiguities, and conversely, a lot of places where the bylaws were either overly specific or go into excess detail that is really beyond the scope of the bylaws. The purpose of bylaws is to lay out the goals and rules of governance of the organization. They are not intended to delineate the minute-to-minute functions needed to make the organization run. Or at least that's my opinion.

I really don't think I want to go into the details of what we are considering right now. But, as Paul has also mentioned before, we are going to take a very deliberate approach to working through the issues. That means slow and hopefully painstaking. One of my biggest issues with the previous attempt was the perception, and the actuality, that the process was going excessively fast and did not allow sufficient time to discuss and debate the changes. We need enough time for everyone to read through the changes, understand them, talk about it amongst ourselves, and then provide feedback to our representatives. Without rehashing some painful arguments, it seemed like the previous changes were considered on an emergency basis. Suffice it to say I don't think there is an emergency.

I can promise you that you will get ample opportunity to review and comment on any changes the EC proposes. All the EC members are actively participating in these changes, using the facilities of the PAMPA EC Forum on our official website. Access is limited so you can't get in to it, but your representatives can give you the flavor.

I'm somewhat new to the effort but I would estimate the status to be maybe 60% complete with the discussion, and maybe 30%

agreement on the exact wording. There doesn't appear to be any very big changes in the offing, certainly not the level of change of concept that was proposed previously.

As always, if anyone has any good ideas or specific points to be addressed, by all means communicate those to your district rep, or failing that, me or Paul. It's our job. While I can't guarantee that every suggestion will be incorporated, I can guarantee that every suggestion will be considered.

Interesting Statistic

Steve Yampolsky, our PAMPA webmaster, pointed out a very interesting statistic to me the other day. The PAMPA website averaged ~2200 unique visitors a month. I thought that was pretty impressive for a "niche" organization with close to 1300 members. It's particularly so, given that many members aren't avid computer users. Perhaps C/L isn't dead, after all.

The PAMPA site is chock full of "nuggets". If you haven't checked it out, might want to give it a try at:

<http://www.control-line.org>

And while we are on the topic, when you get the chance, drop Steve an email and thank him for all his efforts. He has worked wonders for the visible and obvious parts of the site, and, also, took over the FTP functions previously created and administered by Bob "Sparky" Storick. This site is used for Stunt News submissions and the function has greatly simplified the processes involved in producing SN, and made Tom (and his many helpers/contributors) job much easier. They hardly have to handle paper things at all.

I've said it before, and I will say it again - this organization runs on the diligent efforts of a precious few volunteers - they deserve all the kudos they can get.

-Brett Buck



Editor's Report



Tom McClain

P.O. Box 1955
Sun City, AZ 85372
(623) 466-8134
(623) 374-2736 fax
tmclain8@cox.net

Hello from Sun City, Arizona. Sheryl and I are now through our first year with Stunt News and starting the second with the March/April 2007 issue. Stunt News will only get better as we go into the second year.

With the March/April 2007 issue we have much good news to announce. First, the centerfold is back thanks to the selfless contribution of a PAMPA member. Take a look at it and let me know what you think of the original artwork by Mike Keville and the beautiful stunt ships on the opposite side.

We now have Ron Burn as the Building Editor and he will also be taking a turn as the co-Editor of the Power Plant column. I believe you will enjoy Ron's first entry into Stunt News.

Ken Gulliford, President of the Central Arizona Control-Line Club, has a new column uniquely titled, "Ask Ken." He will take all of your questions on Precision Aerobatics from hardware to flying tips and get you the correct answer. Welcome aboard Ken.

Our Special Features section has some fantastic articles on the Tucker 4 history, Peter Germann's MC-72, Don Ogren's article on the 1958 Nationals

Revisited, and a warm Thank you from Linda Gleason to the PAMPA membership.

Our Features section has several interesting articles by Frank Williams on Cylinder and Pipe Temperatures, Leroy Black on "Why I fly Stunt," Darrell Harvin's version of the Stiletto, Bob Whitely's Hawker Hunter, and Nick Lemack's A-7 Corsair II piped stunt ship.

We have several reports from the International community. Australia, Gran Canaria and Spain, South Africa, and Uzbekistan.

We now have all of SN 2006 in PDF which I am sending to Curt Nixon for all PAMPA members to purchase at the same price as the regular newsletter. The neat thing about getting the issues on PDF is that the articles have color pictures instead of black and white.

Bob Kruger continues to convert 1998 through 2002 of Stunt News to PDF. Once completed, which should be soon, Bob will send the PDFs to Curt Nixon (PAMPA Products) for sale at the same price of the printed newsletter. Again, the overall goal is to convert all years of Stunt News to PDF so PAMPA members can have Stunt News on CD.

The May/June 2007 issue will not only have the VSC 19, but will have articles by Ted Fancher on stunt ship aerodynamics and trim, Keith Renecl' discussing his F2B maneuver simulator, and more original art by Mike Keville.

I would like to say something about a wonderful person and friend that we have just lost, but I will let Eric Rule say it because he has said it best.

"Anyone who knows me will realize that I have a hard and fast policy of not commenting on any forum. There, however, comes a time when an event is so important that personal and company policy must be disregarded. The untimely passing of Mary Gebhart is certainly one of those times.

I first met Mary when she was judging Intermediate Stunt at the Golden State Championships in Gilroy, CA. She was one of the toughest judges I had ever flown in

front of. Once the contest was over she was very approachable, gracious to a new contestant and more than ready to assist by pointing out where I had made glaring errors in my pattern. Over the years I had many occasions where Mary judged me and 'found me wanting'. In every case it was a pure joy to see her, have my flying efforts judged toughly but extremely fairly. I came to look forward to traveling to a contest in Northern California because I knew that she would be judging and that I would have the opportunity to see if my flying had actually improved over the past year.

Although her judging activities were the place most of us saw Mary she was not just a judge! Mary Gebhart was one of the nicest people I have ever had the honor of knowing! She was a quiet lady with a pleasant nature and a kind word for everyone. I don't think that in over 20 years I have ever met anyone who did not like Mary. It was an absolute joy to see she and Bob at the VSC and to be one of the many who were standing and clapping for her at the banquet when she received her award. To observe the look of surprise on her face when she finally realized who the person they were talking about was a moment of joy that I will hold in my heart forever! It just explains how very special this lady was.

Bob, my heart goes out to you in your loss. Sincerely, Eric Rule"

Finally, I am happy to announce that the legal cloud that Randi Gifford and I have been under has been brought to a successful close. Sheryl and I would like to thank all of those who supported the Gifford and McClain families during this stressful time. Your faith and generosity are greatly appreciated and will never be forgotten. We cannot thank you enough.

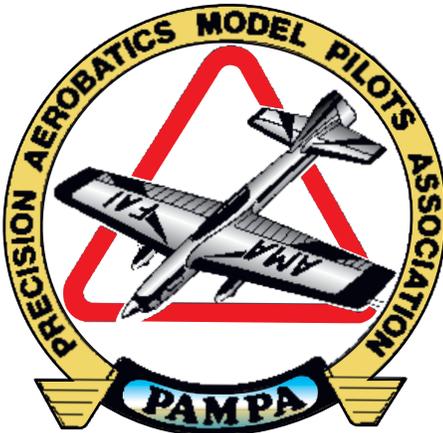
It is a great time to be in control line stunt.

See you all later,
Tom McClain
Managing Editor
PAMPA Stunt News

Secretary/Treasurer's Report



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



**BURAN'S ANTIQUES
 COLLECTIBLES AND HOBBIES**
 Primitive Americana & Control
 Line Our Specialty
 Contact us for ALL your Control
 Line needs.
WE STOCK
 BRODAK, RSM, FOX, O.S.
 KITS, MOTORS, SUPPLIES
 Send .75 cents S.A.S.E. for cata-
 log
 Wayne and Donna Buran
 5430 Treetop Circle
 Medina, Ohio 44256
 Phone: 330-722-4374
wburan@zoominternet.net

2006 PAMPA FINANCIAL REPORT

Starting Balance as of January 1, 2006						\$	79,606.21
Income							
Advertising				\$	2,135.00		\$ 2,135.00
Donations							
	FAI Team		\$	-			
	General		\$	961.00			
			\$	961.00	\$	961.00	\$ 961.00
Dues				\$	53,480.00		\$ 53,480.00
Pampa Products				\$	3,062.89		\$ 3,062.89
Stunt News				\$	270.00		\$ 270.00
				\$	59,908.89	2006 Income	\$ 59,908.89
							\$ 139,515.10
Expenses							
Advertisement				\$	(99.45)		
Awards				\$	(431.53)		
Bank Fees				\$	(978.81)		
Communications							
	Web Page - 3 Yr. Renewal		\$	(310.56)			
	Domain Names Purchase		\$	(249.25)			
	PAMPA Products		\$	(323.09)			
			\$	(882.90)	\$	(882.90)	
FAI F2B Team Support				\$	(2,500.00)		
Nationals							
	Banquet Income		\$	2,496.00			
	Banquet Expenses		\$	(2,346.49)			
	Miscellaneous		\$	(256.11)			
			\$	(106.60)	\$	(106.60)	
Officers							
	Postage		\$	(839.84)			
	Printing		\$	(830.10)			
	Supplies		\$	(68.18)			
			\$	(1,738.12)	\$	(1,738.12)	
Pampa Products							
	Postage		\$	(513.63)			
	Printing/Copying		\$	(537.56)			
	Supplies		\$	(45.55)			
			\$	(1,096.74)	\$	(1,096.74)	
Refunds					\$	(64.08)	
Stunt News							
	Postage		\$	(29,542.37)			
	Printing		\$	(41,087.50)			
	Supplies		\$	(1,192.29)			
	Design		\$	(3,500.00)			
	Labor		\$	(562.00)			
	Virginia State Tax		\$	(3,510.21)			
			\$	(79,394.37)	\$	(79,394.37)	
Tax Exempt Status					\$	(25.00)	
Tax Preparation					\$	(475.00)	
				\$	(87,792.60)	2006 Expenses	\$ (87,792.60)
Ending Balance as of December 31, 2006						\$	51,722.50

C. F. SLATTERY

BYRON BARKER
2101 LOGAN AVE.
NEW ALBANY, IN. 47150
PH. 812-948-9167 FAX 812-948-0758
E-MAIL: LINECONTR@AOL.COM

NEW

THUNDER TIGER 36 STUNT \$135.00
IRVINE 36 STUNT \$140.00
PAINT STAND, WING JIG, BODY JIG & ALIGNMENT JIG
VENTURIS - TOUNGE MUFFLER-TUBE MUFFLER
STUNT MOTORS
IRVINES-MAGNUM -ST-THUNDER TIGER
DEALER FOR : SIG, BRODAK & RSM
CATALOG S. A. S. E.



Membership Secretary



Russ Gifford
1302 2nd St,
Camanche, IA 52730
(563) 259-1649
gst92@mchsi.com

The purpose of the Membership Secretary is to promote increases in membership. After the election results were known last fall I received the congratulatory call from Jim Renkar. Jim said he was going on a building frenzy with the extra time he'd have now. I told him that wouldn't amount

AEROPIPES

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

Bill Werwage & Randy Smith

**Used by
Champions
Worldwide**

www.Aeroproduct.net

**980 Winnbrook Dr
Dacula, GA 30019**

(678) 407-9376 Voice

(678) 985-5085 Fax & Order Line

to much and asked if I could help in some way with my new job until I officially became Membership Secretary. Turns out there was. The EC had decided to place an ad in MA and of course needed a new ad. We roughed out the ad and submitted it to the EC for approval and after some changes in the wording, determined it to be OK. Jim then had it redone to meet standards for publishing. That ad will now be in both MA and Flying Models. Later the EC decided to place an ad in Controline World, which said that they would welcome it. John Hill stepped up to do that one as I might have a bit of difficulty. We sent him the files for the

PAMPA and FM ads and he arranged it into a nicely done piece. John is by the way the new District 8 man.

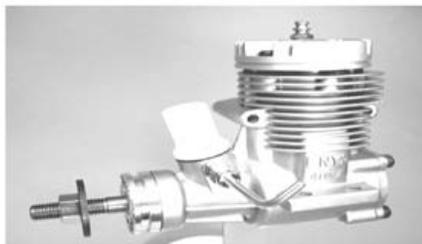
There are a number of ideas for increasing membership, but we have one large restraint. That is budget. We do, however, have a load of past issues of Stunt News. We have tons of Stunt News. Yep, it seems there is a surplus of past issues of Stunt News from the previous printer. I believe the EC can be talked out of some if we can just use them properly and not lose money. We also have some very bright people. If there is a common trait among us, it is that stunt fliers like to think and work. We like to build things and make them work. I believe it is in those described groups of people that we ought to be looking.

Oh yes, Jim Renkar said he wouldn't need all that much building time to get something that'll beat me. Could a bunch of you send him a tube of glue cause he's gonna need it. For those of you that don't know Jim has been a mainstay in midwest stunt for years and I'd just like to say "Thank you Jim"

More next issue.
-Russ Gifford



MVVS



enya

Glow, diesels and 4 strokes
engines for control line

www.clubtamaran.com
e-mail: albparra@terra.es

ALBERTO PARRA
Av. Pintor Felo Monzon 38-P4-5A
35019 Las Palmas G.C.
CANARY ISLANDS - SPAIN



District 2 Report

New York, New Jersey



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

It took all season, but I finally got to see Noel Drindak's Berserka fly. We crossed paths at several contests, but I always seemed to miss his flights. This is one of the neatest profiles I've ever seen, with a muffled PA .65, very unique tank mount, and semi-transparent finish. Next time you see the ship, take a close look at it—it's unique and very creative, and I can finally say with authority that it flies just as good as it looks.

Brian Manuet is building an R.S.M. kit of Bob Whitley's jet design that Bob flew very successfully at the last NATs with an ST .60. Brian is planning to use a rear exhaust RO-Jett .67 for power and do a very unique Brodak dope finish with custom colors. I'm looking forward to seeing it ready for its test flight. Brian is moving up in Stunt ranks very quickly and made real gains last year.

Rich Giacobone and his wife Susan took a well-deserved vacation in Italy in the fall. When I asked Rich how many stunt fliers he was going to visit, I got a look from Susan that assured me that "None!" was the correct answer. His new bent-wing Stuka is well along, the tail is done, the cowl is molded, and that wing looks simply awesome. The fuselage is built around the RO-Jett .90 that we tested last fall, and it will have a carbon fiber fuel tank and plug-in landing gear similar to what the Ukrainian models use. More cockpit detail than a typical

scale model, too! Les Demmet spent months finalizing the very prototypical wing design, and I spent many hours designing and building the control system, which is similar to the one I used on my B-25 that had a polyhedral wing. Watch out, allied forces, when Rich's ship takes to the sky this spring!

I've been happy to help Rich Wallbridge with modifying some of his equipment. Sometimes it can make you crazy figuring the best way to modify this or retrofit that, but we do that on a daily basis in my shop. Don't hesitate to ask if I can help with a modification or retrofit.

Jose Modesto donated his old Patternmaster to our RO-Jett .90 development project last fall. His new molds for a carbon fiber SV-22 look great—his experiments have paid off, and his latest parts looked very professional. Jose's been flying a Yetshenko Shark all year and likes it very much.

Carlos Serra and Bill Lindeman both ran very successful meets at the newly-paved and renovated Middlesex field. This is a great site now, and I want to thank the Middlesex club for all their efforts on our behalf. It's really great now to have nine flying circles within an hour's drive from my shop. As if that isn't enough, the county is well long on our "super site" of three paved circles in the new park right off Route 80. It's a great time to be a control line modeler in District II.

Mike Cooper, Reuben MacBride, and Stevie MacBride all had Stregas at our last contest of the year. It was like being at the Reno Air Races, and all seemed to fly as well as the pilots let them, all trimmed out easily, and they made for a great look at the field when they all pitted together. All we needed was Ron Keith's Voodoo, my Miss Ashley, and a checkered flag.

Speaking of flags, Jim Smith sent me a real Ferrari flag for our field. One day I wasn't paying attention, and when I looked over, three Ferraris were under the flag, with their drivers asking if we were a Ferrari club or something like that. When I showed them the Testarossa, they couldn't believe it, and we really had an interesting time looking at their cars.

Mike Palko flew his pioneering electrics all year, as did Will Moore and Lynn Smith. It's great to see this new

part of our sport growing by leaps and bounds. Much thanks to Sergio Zigras for working with Mike on the timer development.

Bill Hummel now has a great site to hold his annual meeting in Lee, MA. With the scenic Berkshires in the background, a big hobby shop nearby, and a fantastic cookout at his house, it's one meet you don't want to miss in the future. Thanks, Bill and Ann!

We had an exceptionally warm fall here in District II. Many people got to fly right up to and including New Year's Day. I started counting the pilots who had ARFs...and then I realized that it would be a shorter list if I counted the pilots who did not have ARFs! There is also a large group of pilots who have several ARFs. Mike Ostella has the biggest collection in our club: a beautiful Nobler, a gorgeous Smoothie, a good flying Score, and a Brodak Strega.

Tom Hampshire, Doug Benedetti, and Mike Ostella did a lot of experimenting with the prototype Strega ARF. They found several little things to upgrade, but none that kept the ship from being a world-class flyer once finally trimmed. Several club members of lower skill levels have flown this plane and it proved to be a big upgrade over the equipment they had. Thanks, guys, for sharing the information.

Brian Manuet has a Strega ARC and a RO-Jett .76. He plans to do an all dyed tissue finish using Brodak dope. He's flown my prototype Strega with a similar setup, and it took him only fifteen minutes to get on the phone to order a motor and ARC Strega.

Some of our local contests will be including separate ARF events. I'm predicting that these will be extremely popular and a great deal of fun.

Rich Oliver's ARF was very competitive during the contest season—I got to fly it when I visited him in May of 2006. Frank Williams had a smaller version that flew amazingly well.

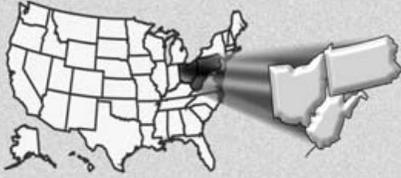
Jose Modesto has a Ukrainian ARF with which he has competed all season. He flew to a North Carolina contest with his ARF in a box!

The interest in ARFs in District II seems to be growing exponentially and has added to the enjoyment of our sport.

-Windy Urtnowski

District 3 Report

Ohio, Pennsylvania, West Virginia



Patrick Rowan

9692 Unity Rd

Poland, Ohio, 44514

(330) 542-0673

Email: patr131@yahoo.com

I'm Patrick Rowan. I live in Poland, Ohio. I fly competitive stunt & build my own stunt planes. I've agreed to be District 3 Director for the time left on Phil Spillman's term.

I want to thank Phil Spillman for his time & work he put in as District 3 Director. He also wrote some nice columns.

Next, some contest photos during the summer months.



Dalton Hamett's Simpler powered by K&B .61 Cleve.



Mike Alimov's RC kit bashed ARF. 4 stroke powered. Flew well but too lightly constructed. Cleve.



Jim Harris's ARF Nobler. Aero Tiger .36 powered in Cleve.



Ron Lutz with his ARF Cardinal. LA .40 . Cleve.



Todd Lee's beautiful P-51 Mustang at Cleve., OH.

LEE MACHINE SHOP

Quality Products for the Discriminating Modeler

Propeller Scribes

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

Venturies for OS FP, LA 20 - 46

Ball Drivers and Finger Drills

Gasket Cutters, Line Wrappers
Demo video available
Write or email for prices

James Lee

827 SE 43rd St

Topeka, KS 66609

jlee9@cox.net 785-266-7714



Will Hinton & his ARF Tudor ST.51. Cleve.



Joe Rienhards Kismet, LA .46 in Dayton, OH. Joe is a world class builder & finisher.



Ray Kidner & his modified Time Machine 50. LA .46. Nice flyer. Cleve.



Joe Peters from Montpelier, OH with his Cardinal & NATs 1st place trophy in Beginner PA.

It's the beginning of January and in full winter in District 3. Flying has slowed down and has turned to talk and building new stunt planes.

One of my 4 current projects I'm building a smaller version of my PA .61 powered Destroyer. It's moving along pretty good.



Patrick Rowan's Destroyer .46 powered by an LA .46. 600 square inches.

Till next time,
Fly Stunt

-Patrick Rowan



Carl Lovins sharp Thunderbird in Columbus, OH.

DISCOVER...

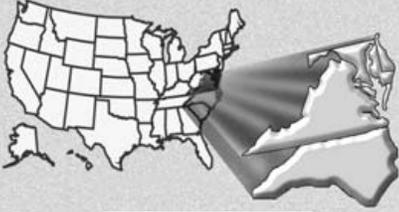
FLYING MODELS
2003 SMALL
Las Vegas
EXTRA \$1.00
MRC Flyer Shorted Jan 03
Great Shrink 'n' Dip Time 0:05
Blendo's Great New Winder

We cover everything from Control Line to Giant RC Plans, how-to articles, construction articles, product reviews, and more.

Subscribe today!
800-474-6995
www.flying-models.com
P.O. Box 700, Newton, NJ 07860

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

Hello all in Stunt Land, things are improving around here, finally.

I want to take this issue to get some pictures of a some guys here in the District and their planes. I still need help from any and all to provide information on our District, and its happenings! I just am not a good enough "story teller" to invent a column! I will say thank you to those that are contributors to the cause, and they know who they are. Also, if you send me something, I will acknowledge it. If you don't hear back from me, I didn't get it!

First I have a couple pictures of John Rake's planes. I remember, not too long ago, when John was starting out. He is very "gung ho" about flying CLPA. If a person will drive several hours to fly with others it shows determination. John is moving up rapidly, and I'm sure he will reach his goals in this event.



Here is John with one of his Vectors



Another of John's Vector

John will be making waves in Advanced this coming year!



This is John's new Strega

From Joe Owen I received some pictures of his "Ascot Nobler". This will be an article in Stunt News. Joe moved here to NC from Illinois, and he has been developing this .60 size Nobler for a while. He finally has it finished! Joe told me that before George Aldridge passed away, he was working with him to bring this plane to bear.



Here is the "Ascot" with a regular sized '57 Green Box Nobler

I know there are quite a few who are getting back into C/L stunt after a "lay-off". I would like to hear from you and see how things are going. Since we are spread up the East Coast, I would really like to hear from the various members and clubs, especially those who are somewhat "isolated" so that we can kick around ideas about flying sites and flying partners. It can be awful "lonesome" if no one else is involved in the immediate area. Since we only have two meets at Huntersville, NC, and I only know of one other "Stunt" contest in our District. It means that we need to pull together and help each other out. I understand that the NVCL club is going to have their Stunt Contest again next year.





The fellows in the "Southern" area of Virginia, around the Norfolk area, have been steady for quite a long time. Willis Swindell and John Tate, especially, have kept things going in that area, and they have a good club going there. Steve Fitton and Jimmy Paul are said to be driving in to fly with Willis and John at Fentress Field most weekends. If you are with in driving distance, you should get together

DOCTOR DIESEL

Eric Clutton, 913 Cedar Lane, Tullahoma TN, 37388, USA
PHONE: 1-931-455-2256 ----- <http://www.cafes.net/doctordiesel>

WOULDN'T IT BE GREAT IF SOMEONE INVENTED A MODEL AIRCRAFT ENGINE WHICH USED NO BATTERIES, HAD NO PLUGS TO BURN OUT, RAN COOLER, USED LESS FUEL AND WAS MUCH QUIETER, PLUS HAVING EXTRA TORQUE TO SWING BIG PROPS ?

FLY STUNT WITH DIESEL !
NO TUNED PIPES --
SAME SPEED THROUGHOUT .

Complete catalog and info, \$1.00 post free

with these guys. The do know how to have fun, and do a pretty good job of flying, too!

From Steve Fitton I received this picture of one of the late Bob Baron's Avanti models. I do not know the complete story on it, but it seems to have been built around the time that Bob was flying on the US team in the World Championships. From Steve, here are some of the "workers" at the Fall meet in Huntersville. From left to right, former District 4 member Curtis Comer, Jenna Mills, and Terry McDowell. We cannot have our events without those that volunteer to do the jobs that are necessary! Also

SINCE 1980, TRANSISTOR
SPARK IGNITION SYSTEMS
At Prices You Can Afford.
Over 500 in use today.
⚡ SASE for catalog. ⚡

AERO PLY RESEARCH

Floyd Carter
87211 Louvring Lane, Eugene OR 97402
(541) 338-4255
AeroPlyCo@aol.com



from Steve, a picture of former District 4 Director and NATs Advanced Champ, Kent Tysor who flew this TEOSAWKI in the profile class at the fall MCLS Meet.

Hopefully everyone had a great Holiday Season, and is busy getting ready for the upcoming contest trail!

I'll close by once again asking for contributions from the great members of District 4. We have many excellent members, and I want to "showcase our District!"

May every one have perfect flights this year.

-Bill Little



District 5 Report

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



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

Well, there's not much to report this time around. Normally we would be talking about the KOI results, but that contest has been moved to the weekend of March 31st and April 1st and will once again be in Starke, FL. It does look like I'll finally be making the trek to Tucson in March, so I should have pictures of the District 5 people that make the trip.

So, basically this will be a picture report. I normally try to stay away from having me or my family in here too often, but when I went to my picture files I found that's about all I had left that haven't been used before. Some of these are a couple years old, but I'm pretty sure I haven't included them before and they are all from our district.



Derek Barry and Rob Gruber with their two World Championship winning Dreadnoughts. This was taken shortly after Rob won his in 2004.



Robert Compton's Cobra



The Florida gang, Lynn Weedman, John Rewis, Don Thibault and Bill Hodges.

The next group are planes that I've built for Bob Shaw in the last year or two. Mr. Shaw has an impressive collection of stunt planes that I think now totals over 50.

As you can see we've been working on Walker Cup winners, now only fifteen or twenty more to go! I hope to have a better report next time, and as always feel free to send anything you'd like to see here. Til next time.



Bob Whitely's NATs winning Derringer.



Several of Mr. Shaw's fleet assembled together. A Genesis 46, a P-47, a Stiletto 660 and a Dreadnought.





Jim Casales 1983 NATs winning Spectrum. He also has the 1985 Spectrum, but I evidently forgot to take a picture of it.



The newest of his planes are two Humongous (or is it Humongii?) Both just finished and ready for the VSC.

-Dale Barry

Al Rabe's Home Movies

972-257-0193 • alscriemas@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

Snaggletooth Video Set includes 17 VHS videos and Full size assembly drawings (templates not on plans) \$230 shipped to lower 48

BBQB Bearcat Video Set includes 15 VHS videos and Full size assembly drawings (templates not on plans) \$230 shipped to lower 48

*Plans available only with videos!
Laser cut parts for both models
available at www.tanks-hangar.com
ktank@tanks-hangar.com*

*Advanced builders kits,
not intended for novice builders.*



Strega

ARF & ARC kits now in stock!

The long-awaited Strega ARF and ARC kits are in stock. This is the state of the "almost ready" art, with top-quality design and materials throughout, great controls, nice covering, and a really solid nose. Takes .60 to .76 2-stroke engines and .72-.90 4-stroke engines. It will take only about five hours to go from "in the box" to a Nats top five design, proven over many years of competition flying, on the deck and ready for your first take-off. The ARF version is \$149.95—the ARC version is \$144.95. \$30 S/H for either version to USA destinations—call for quote on overseas delivery.

DVD (or VHS tape) videos on building and flight trimming are available for \$15 each. No extra S/H charge if videos are shipped with the kit—if ordered separately, add \$5 S/H.

Windy Urtnowski

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

*'Same day' shipping!
Current catalog
at Web site:
www.windyurtnowski.com
We're a full-line Saito dealer*

District 6 Report

Illinois, Indiana, Kentucky, Missouri



Allen Brickhaus
PO Box 206
Golconda, IL 62938
(618) 683-7611

abkb801@shawneelink.com

This column is dedicated to pictures from the Broken Arrow in St. Louis in September and the Carolina Criterium in Huntersville in October. Both events held in 2006 and the Criterium celebrated their 25th Anniversary.



Joe Thompson of St. Louis with his Smoothie. Joe another trombone player and still performs with Dixieland bands in the area.



Michael Schmitt's nephew, Alex Royal enters his second contest at the St. Louis event. The Broken Arrow is bringing out some new flyers.



Bob Brookins and Lew Woolard confer on the status of a model on site at the Broken Arrow contest held at Buder Park in southwest St. Louis



Steve Moore and his ARF Smoothie take to the skies at Buder Park. Steve went through back surgery in St. Louis in December. Keep him in your thoughts and prayers.



Did you ever see an electric powered All American Senior, well now you have by the benefit of Walter Brownell? He is advising me on how to install twin electrics in an 80-inch control line scale Aero Commander. The Aero Commander will be painted like President Eisenhower's version in the early '60s.



Larry Lindburg from Galva, Illinois takes the trek to the MO 141 and I-44 exit to partake in the two-day event in St. Louis.



Dennis Van Der Kuur shares the ride with Michael Schmitt to St. Louis from the northern Chicago area. Many times both will come down also for the Ice-O-Lated in February and note how the weather scenery changes every hour on the way southwest to St. Louis. Dennis has lost his Pathfinder and is using a Nobler.



Columnist Allen and Ted Winterman reunite at the September contest at Buder Park.





Dan McEntee pits for Jim Thomerson to get his diesel running while judges Gary Hajek (seated) and Bob Arata await his hand signal.



Bob "Sparky" Storick's nice Ares graces the pit area in St. Louis.



Mike Schmitt is building two versions of my new design, the Encore 40. He brought with him two examples of fuselage construction from which we will decide which is best for the project and the article. We have submitted the Encore 50 to Flying Models for future publication and that model propelled Mike to the rank of Expert.



Fred Krueger brings a SIG Primary Force to St. Louis.



Bill Marvel is coaching Steve Smith and Steve's skills are improving steadily.



Check out the home-made trophies at the Broken Arrow. Bob announces the winners and he hands you the name plaque. You then get to pick your own trophy.



Charlie Reeves and his daughter Charra always get together at the October Carolina Criterium in Huntersville, NC.



Bill Little; another PAMPA rep., brings his Geo Juno to Huntersville.



The crowd celebrates the 25th Anniversary of the Carolina Criterium at a local steak house near Huntersville. Plenty of food and fellowship.



Dale Campbell plays Master of Ceremony at the 25th Anniversary banquet.



Tom Luper assists Jim Morris in his win in Advanced at Huntersville.



RSM now kits the Frank Adams', Adams' Special that Byron Barker helped me reverse engineer for the Stunt News article and the RSM kit.

-Allen Brickhaus

District 7 Report

Iowa, Michigan, Minnesota, Wisconsin



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

Hi everybody. By now you should be getting close to having that winter project finished. As I write this (Late January) my new stunter is getting the initial coats of nitrate dope applied. I really like this stage because I can see the transformation of balsa wood to plastic!

I heard from Bob Baldus and he's building 3 airplanes this winter. A Pathfinder, Vector 40, and a Humongous. Whew! Speaking of Bob, the Mid-Iowa Control Liners are having their Spring Kick-Off contest May 5-6 in Polk City, Iowa. The events will be P.40, OTS, Classic, and PAMPA. Each event will have multiple classes. Call Bob at 515-255-8025 for more information.

Pete Mick emailed me with the date for the Circle Masters contest on June 10. The contest will be at Wagner Park in Pewaukee, Wisconsin.

John Christensen is building a Brodak Strega kit which he won at the Fargo Skylarks last year. He plans on powering it with a Saito 72. John Paris has finished a Ringmaster which he'll take to VSC. He's building an ARF Vector and a SIG Skyray for the SIG contest in June. Jim Morway is working on an ARC Super Clown again for VSC. He's deciding on a MAX 35 or a FOX 35 for power. Jim is also building the larger version of a Cavalier with a Tom Lay ST. 51. Sounds like a nice

project. John Paris, Jay Williams, Greg Bossio, and Dwight Fletcher attended the local "Event for the Insane" on New Year's Day. Though only 2 flew, all 4 enjoyed the Chinese buffet afterwards. Rich Kacmarsky tells me 6 members of the Lansing Area Flying Aces (Lansing Michigan) flew on New Year's Day also. Looks like fun guys! I got another note from Kim Kramer.

An Aviation Model Builders Workshop began meeting on February 1st and runs 1 night per week for 8 weeks at the Delta Township's Community Center just west of Lansing Michigan. In this class the student will construct an Akromaster .15 cubic inch gas powered control line model aircraft. The students will also be enrolled as members of the Academy of Model Aeronautics and the Lansing Area Flying Aces. Upon completion of his/her plane, he/she will be placed under the instruction of an AMA Certified Flight Instructor and learn to fly their individual aircraft. Upon the occasion of their first solo flight the student will receive a certificate of solo flight and completion of the class. This class is hosted by LAFA which includes PAMPA members, Terry Bentley, Kim Kramer & Ken Strobel.

The only way to perpetuate our hobby and sport is passing along our knowledge and skills to the next generation, otherwise it is lost.

(By the way, this 8 week class, plus flight days, only costs the student \$85. This includes a Delta Dart Kit, Akromaster Kit, all the accessories to complete the planes, minus the engine (which will be loaned to the student by LAFA for their flight instruction) and a tool box with all the building supplies needed for construction.)

LAFA is soliciting any donations to purchase 10-15, FOX engines to keep in the Club inventory for "loaners" for this and future classes. This is the 5th Model Builders workshop conducted by the members of LAFA and is an annual

scheduled event.

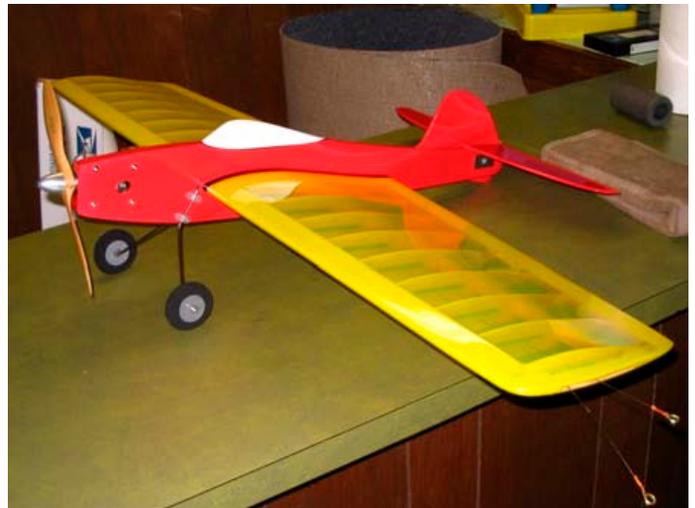
Way to go guys! Keep me posted on the progress.

Curt Nixon is working on a SV-23 Katana powered by a PA65 on a pipe. It will have a Warren Truss Lost Foam Wing and will be 6 ounces lighter than the last one. He is also working on a Van Loo Chipmunk and a Don Hutchinson P-38J. Got enough projects Curt? You and Bob Baldus have a contest on who can build the most airplanes?

Mike Strand is building a home brew design using a Bob Hunt Lost Foam jig of a GeoXL wing. Power will be a Randy Smith piped OS46VF. He also has an interesting 1/10 scale P-61 Black Widow under construction. Span is 79.5 inches sporting about 1100 square inches of wing area! It has scale dihedral and will have a pair of Webra 32 for power. He is also the point of contact for the club for the AMA/EPA Superfund program. The Milwaukee Circle Masters are looking for a permanent flying site.

The Minneapolis Piston Poppers had their annual New Year's Day Freeze Fly. I had a chance to attend briefly and the weather was very good for January in Minneapolis. I can attest to the Chili being excellent and the hot chocolate being hot. I got to fly several flights due to the generosity of the membership. They gave away some very nice prizes. Norm Anderson had his flying Long Johns there. What a hoot.

-Crist Rigotti



John Paris sent in this picture of a very nice Ringmaster he will fly at VSC. Paris photo.





Lansing Area Flying Aces. L to R Bob Strobel, Leon Haerriman, Bob Labadie, Terry Bentley, Tim Nickless, and Rich Kacmarsky. Kacmarsky photo.



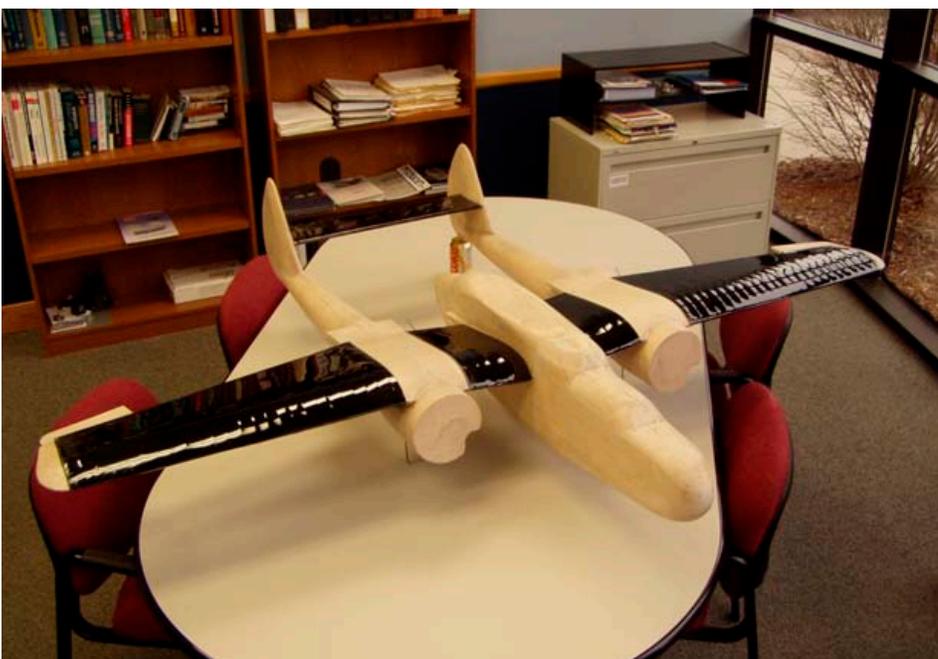
The Chili and Hot Chocolate at Minneapolis. Scott photo.



Mike Strand is building this nice looking original design boasting a Lost Foam GeoXL wing. Strand photo.



The Minneapolis Piston Poppers who attended the Freeze Fly this year. Greizins photo.



Here is Mike's P-61 Black Widow twin engined stunter. Strand photo.



Norm Anderson's flying Long Johns. Greizins photo.



Jim Ehlen shows off his very clever electric airplane. Flew a very nice pattern.



Long Johns do fly!



John Christensen won a Flite Streak ARF in the Freeze Fly.

ARGUS

LASER CUT
CAD DRAWN
PLOTTER PRINTED PLANS
MOLDED CANOPY
FORMED LANDING GEAR

HARDWARE PACK CONTENTS

ADJUSTABLE LEADOUT GUIDE
LEADOUT GUIDE
4" NYLON BELCRANK
FIBERGLASS PUSHRODS
BUSHED HORNS
WING TIP WEIGHT BOX
LANDING GEAR J-BOLTS



KITS READY FOR IMMEDIATE SHIPPING
\$ 175.00 SHIPPED TO THE 48 STATES

WINDANCER MODELS

BILL SAWYER
165 ANTIOCH RD.
NEW BERN, N.C. 28560
PH 252 - 638 - 2632
EMAIL: STARBOND@EARTHLINK.NET

LEATHER FILLETS

1/8" RADIUS \$ 0.80 PER FOOT
3/16" RADIUS \$ 0.90 PER FOOT
1/4" RADIUS \$ 1.00 PER FOOT
5/16" RADIUS \$ 1.10 PER FOOT
3/8" RADIUS \$ 1.20 PER FOOT

FREE SHIPPING TO 48 STATES



District 8 Report

Arkansas, Louisiana, New Mexico,
Oklahoma, Texas



John Hill

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

As of this writing it is the first of January and the middle of the winter building season for us here in the south. Most of us are hold up in our workshops building that new master piece for the up coming flying season. The Houston group is busily working on new airplanes for the contest season. Bill Rutherford, Frank Williams, Richard Oliver and yours truly are in different stages of completion. Frank McMillan is putting the final touches on his new ship and hopefully we will all have them ready for the spring.

VSC will be in March and is well supported by District Eight. Bill Wilson, Bill Rutherford, Frank McMillan, Richard Oliver, Dale and Linda Gleason, Don Hutchinson, Mike Scott, Joe Gilbert and a host of others from the district have gone and enjoyed themselves tremendously. I have been fortunate to attend in the past few years and can tell you that next to the NATs this is one of the best contests to attend.

We will have two new contests this year put on by the San Antonio flyers. Roger Olson, Gaylord Elling and Frank McMillan are getting their CD certificates and planning to hold a contest in early spring and late fall. The addition of these two contests will give us a full slate for this year. It should be fun and exciting.



Bill Wilson's Johnny Cashburn "Miss Behave" flown at last years VSC. Bill always builds a new ship for VSC of varying designs. Gleason photo.



Frank McMillan's, Bill Werwege designed, Vulcan at VSC. Superb flying airplane with a Randy Smith Aero Tiger .36. John Hill photo.

Every January 1st the DMAA club puts on a fly day called the "Frigid Idjit Fun Fly" Obviously there is some sort of hidden meaning here. I have been to this fun fly when there was a light dusting of snow in the air, with temperatures in the mid twenties. Needless to say we took a more prudent approach to flying that day and retired to the nearest watering hole to do some bench flying. David Russum prepared a little report of the fun fly and sent it to me along with some pictures.

The Dallas Model Aircraft Association rang in the new year with the annual Frigid Idjit Fun Fly. About 30 hardy souls met at Hobby Park to fly planes, eat hot dogs, and have a good time. The event lived up to its name this year, with temperatures in the mid-30s and a moderate but cold northeast wind that blew in over the infamous "turbulator" ridge (an elevated train track to the north and east of the circles) and prompted more than one pilot to say that he flew like, well, a total "Idjit".

Among the attendees were: Jim Svitko (flying a beautiful Gieseke Nobler), Dale Gleason (profile Oriental), club president Don Hutchinson ("Lone Star"



The group shot of the Frigid Idjit Fun Fly. Kinda all huddled together to fend off the cold. Anything below fifty degrees and we drag out the heavy coats. Gleason photo.

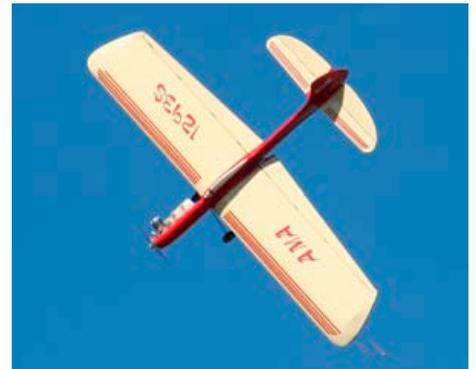
Buccaneer), John Cox (Banshee), Michael Shipman (Super Clown), Steve Wolf (profile Cardinal), NATs Racing Champion Russ Green (Flying Clown racer) and David Russum (Skyray).

Tom Niebuhr brought his Bi-Slob (probably the ultimate fun-fly airplane) and put on a great show, staying within a quarter circle throughout most of the flight.

Outgoing District VIII rep Steve Moon flew his Hughes XF-11, which was very impressive in flight, the twin four-stroke engines make quite a menacing sound.



Jim Svitko's Gieseke Nobler in flight at the Frigid Idjit Fun Fly. David Russum photo.



Dale Gleason's profile Oriental in flight at the Frigid Idjit Fun Fly. Dale has moved from Advanced to Expert so we need to be on the lookout for him this year.



Tom Neibuhr's Bi-Slob at the Frigid Idjit Fun Fly. Tom makes and sells kits under the Blue Sky Models banner. David Russum photo.



Steve Moon's twin profile XF-11 in flight. Steve runs to four strokes on this model. David Russum photo.

One of the highlights of any DMAA fun fly is seeing club secretary Dave Ek's newest creations. This year he brought not one but two autogyros. First up was a twin rotor Osprey-like craft, repaired from last year's bizarre balloon bust incident and sporting new white and yellow monokote on the fuselage. The Supertigre 40 screamed to life and it took to the air, quite the sight with the rotors spinning away, and was back on the ground within about 30 feet after the engine shut down. Next up was, well...imagine this - take a coffee can, a K&B .60, a 1x6, and a ceiling fan, connect the knee bone to the something and the something to the red thing, and....hey! an autogyro!!



Dave Ek's twin rotor AutoGyro on a successful flight. David Russum photo.

Fresh from the success with the twin-rotor, Dave took the handle and tried to coax the beast into the sky. It rolled for one lap, slowly turning on its side, then the stabilizer broke off and the craft lurched into the air, flipped on its back, and crashed back to the earth. A preliminary investigation raised questions if the correct wattage light bulb was installed in the ceiling fan, but a formal accident board (Tom Niebuhr, Dale Gleason, Don Hutchinson and David Russum, chaired by Mike Keville) found that a caffienated coffee can (Folger's) was used, and recommended a switch to a decaffienated brand (Yuban).



Dave Ek's Folgers sponsored AutoGyro on take off roll. Maiden flight did not fare too well. David Russum photo.



Ooops! David Russum photo.

The Tulsa Gluedobbers are training several new stunt judges thanks to the kind volunteer work of John Ashford. John came up to Tulsa from Paris Texas last November and held a Judging rules seminar.

The guys were impressed with the seminar; there are sure a lot of ins and outs regarding both judging and scoring the pattern.

When the weather improves, John will come back to Tulsa and hold several scoring seminars, and let the guys get used to judging complete



John Ashford's latest building project a modified Rabe P51. Ashford photo.

patterns. Thank you, John Ashford!

TGD will have a third circle laid out at their field, when it dries out enough. They have a tractor lined up to do the dirt work to make a good new smooth circle.

TGD has a contest planned on June 23 & 24. It's the Firecracker Contest. Saturday they will hold the Tulsa Triathalon. (Stunt, Racing, and Balloon Bust) They will also have an unofficial Carrier event called "Cheap Carrier." This event was sent by Barry Baxter who invented it. The 101st Screaming Eagles Club used to run it at the Whittier Narrows flying site many years ago. The Cheap Carrier event will be sponsored by Dennis Lien, and will be held after the Triathalon on Saturday.

Sunday will consist of the Mirror Meet. This is the 1953 stunt portion of the old Mirror Model Flying Fair which was held in New York City. This is the most difficult stunt pattern ever flown in competition. Food will be available on both days out at the field.

On September 29 and 30, the Gluedobbers will hold their annual stunt contest. Saturday's events will include Balloon Bust, Old Time Stunt, Classic Stunt, and P-40 Stunt. Sunday's events will consist of Beginner (J) (SO), Intermediate, Advanced, and Expert. A 50-50 Raffle will be held on Saturday also. A free hamburger feed will be held at the field after the contest ends on Saturday.

Special Awards will consist of The Spirit of '52, The Spirit of '64, Concours, The Pachyderm Award, the KK McClure Most Fun Award, and the Charles Ash Sportsmanship Award. There will be no appearance points given out in any of the events. A big merchandise raffle will be held on



Sunday. Food will be available at the flying field on both days of the contest.



Jerry Neafus' Smoothie. Elwyn Aud photo.



Joe Gilbert's latest Nobler. Elwyn Aud photo.



Brian Norton's profile with Pathfinder wing. Elwyn Aud photo.



Tom Martin ran out of gas and altitude. Elwyn Aud photo.

In closing I am going to put in a shameful plug for one of the boys from Down Under. Brian Eather has been building custom props for our hobby for years and is the prop of choice for many of the top competition flyers. He builds a full range of two and three blade props in varying diameters to meet the needs of our event. You can contact Brian via e-mail at brianea@optusnet.com.au.

May the stunt gods smile on you.

Tight lines and light winds..

-John Hill



Look what I found at Lowes. A HVLP gun made by Kobalt. This gun has a 7oz. cup and is a little bit larger than the Harbor Freight HVLP gun that a lot of us use. Just had to have one.. \$39.95

FOR SALE - (or swap?)

1945 Vivell .35 sparkie, Austin nva, \$120; Coil, condenser, plug extra/ 1956 K&B .29 g.h. "S" (stunt). Potent compression, clean \$65/ 1954 K&B .19 g.h. strong compression, new gaskets, repaired front lug, \$25/ 3 ozs K&B green head enamel \$10/ 1960s McCoy .19 Red Head "Custom", unknown stunt intake \$25 Rare, light, 2" Megow spun alu spinner, new \$9, adapter nut extra/ 2 week return for refund (minus postage) on everything but paint. All engines are in running condition to make your OT Stunter authentic.

Doug Dahlke, 1393 Black Wolf Ave. Oshkosh, Wis. 54902 (920)688-3202 'til 9pm CST.

RGGRAPHIX
Computer Cut Vinyl Graphics

Letters, Numbers, Graphics, Paint Masks, Signs, Banners,
Magnetic Signs, Vehicle Lettering, Custom Designs.

Sizes from 1/4" to 23" wide. Top quality vinyl.

Digital Printing Now Available!!

Custom Decals!

Static Stickers!

Reasonable Pricing!

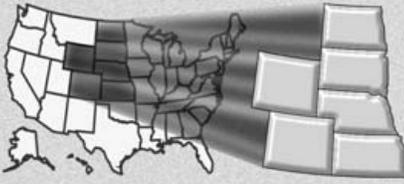
Quick Turn Around!

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

Web Site: www.rg-graphix.com
Email: info@rg-graphix.com

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



Dave Meyer's original King Bear.

Now that the building season is in full swing and there is snow everywhere.

Dave Meyer from Denver sent me four pictures of his new King Bear. The first photo is when it weighed 82 oz., the next three are at the modified weight of 67 oz. In order to drop the weight he made a new fuselage, and changed some things around, the old one had 13 oz. of nose weight. The new one has 10" nose moment and a 17" tail moment. He also added a "bear" pilot and a different style canopy. The photos of the new Bear were taken at 10:30 A.M. on 1/12/07 with a temperature of -5F. The snow was the accumulation of the previous three weeks worth of storms.

The last photo is of a soon to be stunt flyer. His name is Steven Diaz, he is from Olathe, CO. He is very enthusiastic and he soloed after 8 flights with help on the 1/2A Flite Streak trainer. His solo flight even included a loop, he may not have meant to do it but he pulled it off.

I hope your building is warp free, and as always send me any photos and information you would like included in this article.

-Carl Shoup



Dave Meyer's new King Bear.



Dave Meyer's new King Bear.



Dave Meyer's new King Bear.

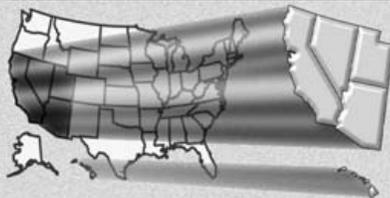


Steven Diaz holding the Flite Streak he soloed with.



District 10 Report

Arizona, California, Hawaii, Nevada, Utah



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

DavidLFitzgerald@sbcglobal.net

It's been very cold here in the west, but nothing like it has been in the south and Midwest. It's been down to freezing most nights with quite a bit of frost. Not inviting weather to try and start your high compression PA engines, not if you value your fingers anyway. We've had relatively good weather, but up in the North West, they've had record amounts of rain. Yeah, it's normally wet up there, but this winter has been a challenge. I've been able to make it out a few times, and we are having a get together this week in Napa to try out some of the new ARF's on the market. Jim Aron has an ARF report I hope to include here.

Changing the subject, its eye opening to have someone new in the sport. Namely kids. You forget how much a seasoned modeler learns throughout your activities. How to build a plane is just the tip of the iceberg. It's the little things that you don't even think of anymore. For example, Eric and I are building his first plane, it's the Sig SkyRay. He has a lot of questions. What's a fuselage, why do you build the wing with ribs, how do you cut balsa wood, how do you mount the engine, drill holes? The list goes on. Things I take for granted, how I know how to hold the X-Acto and cut a strait line for planking. Sandpaper,

what's that and what is the difference between 80 and 320? It takes time and effort to teach these things instead of merely doing it faster yourself. I have a new respect and patience for people who do a lot of mentoring. So, if you have the opportunity, by all means take the time, it's very refreshing. No talk of--why does precession work on counterclockwise flying or such....does a Rabe rudder really work if there is no one there to see it wiggle?

Jim Tichy, Paul Pomposo, and I did go flying today (Jan 19th - 62F outside). Jim Aron was supposed to show with his Score, but wimped out saying he had to pay the bills and stay at work. Anyway, many of you are familiar with Jim Aron's prose but I really do appreciate the input. On with Jim's Score report:

Notes from the Underground...

The work gods have interceded and I can't go flying today as planned. But since I have a couple of hours before slacks must be donned, I have agreed to add a few words to Dave's District 10 report. Please send all complaints to Dave.

I have been intrigued with the "Pan-European Retro Discovery Concept" since the 2004 NATs. While standing on my airplane, nervously awaiting my turn in absolutely horrendous conditions, I witnessed one of our US Heroes (really, he's The Man) doing a fairly good impersonation of James Brown just to get through the pattern. The boy was dancin'! Now he did all right, but it didn't look like he was having much fun. In the same air, a Retro Discovery 61 powered Yatsenko Shark flown by I forget who seemed to be having no problem. Perhaps the guy can't dance. Anyway....it made an impression.

I really did not want to commit to a completely different power train on my next PA masterpiece since I'm still a ways from the top of the bell curve with our beloved piped engines, so why not drop the Retro in a retro ship? Classic. Heck, if it doesn't work, I've always got the Ringmaster.

So, as if I didn't have enough unfinished projects in my workshop, I ordered one of the soon to be released Walter Ulman Collosus kits and started looking around for an engine. I tried

contacting Mr. Yatsenko with no luck. I left messages for one of the East Coast guys who use the Retro....no luck. I actually was able to touch Walter Hicks' engine, but he selfishly wouldn't part with it. Then it dawned on me. I already had a brand new Stalker 61 2/2 that I had purchased on a whim years ago. OK, it's not a Retro, but it's East European and I own it. All I have to do now is put in my two and a half years of building and then I'll find out if I like the engine. Of course by then we'll all be using hydrogen fuel cells or scram jets for power.

I needed something quicker, something almost ready to fly, something like an ARF, a big ARF. Something like a Top Flite Score perhaps. And so it was. Three week-ends and the Big Doggy was ready to go.

I do have a few suggestions if you are putting together a Score. Take all the provided control system items and place them in your circular file; EVERYTHING, including the adjustable lead-out slider (the down line really wants to be exactly where an ill advised post is located). Just start from scratch, even if it does mean two extra week-ends. Also, do whatever you can to beef up the area behind the firewall, especially if you are using a big ol' 61. Set it up with removable flaps. The flap horn directly into balsa adds real excitement to a flap tweak. Leaving off the provided 2 oz. wheel pants might not be a bad idea either. The Score is not a light airplane. Mine came in at 65oz. without the wheel pants.

Armed with Brian Eather's advice, I headed out to my backyard and ran the engine on the test stand, explaining to my neighbors that I had some trees that needed pruning. At this time, with the intention of brevity, I am not going to detail the rather unusual approach Brian uses with this engine, except that I was most definitely not using FAI fuel. There goes the warranty. But....so far, so good. Sounded sweet. I put it in the airplane, ran it again and it was still sweet. Let's fly.

Phil Granderson agreed to meet me at the Alameda field and within minutes Big Doggy was launched at the recommended 7,800 RPM. 1.2 seconds

after take-off it jumped up to about 10 grand and proceeded to zip along at a brisk 4.3 second laps for about twenty minutes. It was almost out of fuel when it stopped in an unnatural kind of way. Yep... seized. There goes the warranty again and the end to our flying for the day.

I have no idea what happened, because after taking the engine apart, fiddling around with it and putting it back together, it seemed to be reasonably OK. Magic? Maybe it just didn't like Phil.

Have I written enough Dave? More? OK.

While chatting golf with Mr. Fancher on the phone the following week, we noticed that our unusually foul weather had abated enough to go and try the Dog again. The engine was indeed OK. With some modification of the Eather system (less nitro, more shims, smaller venturie, more prop, yada yada yada), we were able to achieve some promising results. But, it wasn't all rosy for me. For those of you that fly regularly with "top five types", you'll understand from whence I come.

Don't come to the field unprepared when you fly with these guys. Charge your batteries, don't procrastinate when it comes to trimming your airplane, bring lots of props, don't admit that you haven't read the engine manual and for Fate's sake don't admit to gluing the wing in crooked! Most importantly, NEVER LET THEM FLY YOUR AIRPLANES. NEVER! That's just asking for grief. Yes, I did all of these things. Ted Fancher (dripping with disgust): "Jimby, you know better than that!!!!" Yeah, Yeah, Yeah. Sure, I biased the handle instead of tackling the aerodynamic trim issues first. I'm lazy, maybe I can't multitask, I'm lazy, you get the idea. Always have stories prepared in advance. My dog lengthened the pushrod when I wasn't looking or the power was out all night and my emergency NiCad charger generator was stolen by the neighbor kids.

Anyway, my impression is that the Score, once I get it trimmed, will be a pretty decent test bed for engines and the perfect guest ship. By the way, come to Mavis Henson Field in Woodland

on Sunday, July 29 and participate in the "Great American ARF-OFF". Bring your Doggy (ARF), no pride of craftsmanship allowed, no skill classes, no whining. You fly gooder than everyone else and you win the bestest prize.

This has to be enough, Dave. I've got to go to work. -Jim Aron



Jim's colorful Score



Furia 72 with OS 70



The Chumpster, dog, ARF....



Eduardo Castaldelli



Paul Walker Congratulating Brett Buck on the NATs Win





National Champ Brett and his new Infinity



Paul Ferrell and his dad Kevin



Paul Walker and For Reals



John Wright



Our newest Expert Judge, Rickii Pyatt



Jeff Anderson



Kirk Mullinnix and Corsair



Jim Tichy, as always gorgeous planes



Past NATs Winners

*The Stunt Fuel by Which
All others are measured...*



*Signature Blend
Manufactured exactly to George Aldrich's
Time-proven formulas by*

POWERMASTER
The most respected name in model engine fuel!

*Available in these fine formulas -
29% Oil, All-Castor - 5%, 10%, 15% Nitro
22% Oil, 50% Synthol 50% Castor - 5%, 10%, 15% Nitro*

See your local hobby dealer or call
**POWERMASTER
HOBBY PRODUCTS, INC.**
P.O. Box 650, Elgin, TX 78621
(800)847-9086 - E-Mail sales@powermasterfuels.com



Bart Klapinski



Old Time Group Shot
Sincerely,

-Dave Fitzgerald



Don McClave



District 11 Report

Alaska, Idaho, Montana, Oregon,
Washington



Bruce Hunt

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

As another contest season approaches only a few event directors have their dates lined up. We do have several fun fly events set up, however. Over the last couple years these early season fun flies have had good weather, if a bit on the cool side at least the drizzle has taken a break. The Eugene Prop Spinners held their Winter Fun Fly February 11 at the Eugene Airport. Last year we had perfect weather for this event in mid-February, 45 degrees and sunny with a light breeze. To find out what you missed this year contact John Thompson. In fact if you are interested in Northwest Control-Line you should be logging onto an excellent northwest website called Flying Lines maintained by John Thompson that stays up to date with all the regional contests. John Thompson and Mike Hazel have for years published Flying Lines as a Northwest Control-line newsletter. Over the last year this excellent publication went totally digital. Now, not only do we have excellent information but it is updated weekly with all the latest from around the northwest. You can get all of the Dirt's latest "opinions", detailed contest reports, and helpful columns on everything control-line. Just go to <http://flyinglines.org/> and enjoy!

Next up will be the Winter Fun Fly sponsored by the Western Oregon

control Line Flyers (WOLF) to be held March 10 at the Bill Riegel Model airpark, Salem, Oregon. If you built a new model for the 2007 season, this would be the perfect place to trim it out and get some help to boot. The flying site at the Salem airport has a paved circle dedicated to control-line flying with an adjacent grass flying area. It may be damp but don't let that keep you away.

New this year will be another early season Fun Fly sponsored by The Evergreen Aero Modelers club at DeAlton-Bibbee Field, McMinnville, Oregon. Every flight gives you a chance at a raffle to follow the days fun. The flying site is located next to the Evergreen Aviation Museum. With great facilities in a beautiful location this site is a must see.

Then on April 20 - 23 the Northwest Fireballs of Portland, Oregon will once again hold their Spring Meet at Delta Park. Delta Park is on the East side of Interstate 5 in North Portland almost at the Columbia river. Nestled among the trees this dedicated control-line site has a paved circle with adjacent grass areas. Contact Leo Mehl for more information on this contest. This contest is a good opportunity to warm-up prior to the Northwest Control Line Regionals which happens this year, as in the past, over Memorial Day Weekend, May 25, 26, 27 at the Eugene Airport. John Thompson promises that Global Warming, El Nino, and northwest spring rains will be postponed this year so that we can have a perfect weekend.

The Northwest Control Line

Regionals is the premiere control-line contest in the Northwest and draws contestants from the western United States and Canada. In past years there have been 45 contestants in all the PAMPA classes. Throw in Old Time, Classic and P-40 events to go along with Speed, Racing, Combat, Carrier, and Scale and you have three days of something for everyone. At times, there may be seven circles of control-line flying going full tilt.

The next event on the Northwest



Gerald Schamp shows off his beautifully refinished Re-Run just prior to selling it to Dave Gardner. Now we get to see Dave polishing it at every contest.



Greg Hart's Roadrunner getting ready for P-40 events this season.



John Thompson's brand new Ares ready for the 2007 season



Leo Mehl's Nobler even has the controls out the wrong wing tip just like the original.

Contest Circuit is the Northwest Skyraiders Stuntathon, held in mid June (watch flyinglines.org for exact dates and times) at Thun Field in Payallup, Washington. Events to include P-40, Old Time, Classic, Precision Aerobatics, and Carrier. With on site restaurant and good fencing to separate spectators from models it offers a good venue to demonstrate our "sport." This last year Dee Rice made an appearance at this contest and all the Oriental pilots walked away with a signed wing panel. We even had a birthday party for Steve Helmick with cake and candles on the

Stunt Championships. The Rice Mill Road site will see Old Time, Classic, and PAMPA events. Chris Cox and the Vancouver Gas Model Club put on a first class event with great evening social events and Canadian hospitality. Last year we convened at Chris and Joan Cox's airport hangar Saturday evening for eats and drinks while Chris took everyone up to see the sights in his two place plane. Y'all come, aye?

The following weekend is the traditional date for the Prairie Fire Stunt Contest in Edmonton, Alberta. Put on each year by Bruce Perry and the Alberta Control Line Flying Club, this event attracts many of the Canadian fliers who find it difficult to make the other NW contests. If you want to see some great scenery check out the Canadian Rockies on the way.

Mid August will be the third year for a contest at the Evergreen Aviation Museum site, DeAlton Field-Bibbie, in McMinnville, OR. The Evergreen Aero Modelers club will sponsor the event which will include, P-40, Classic, and Precision Aerobatics. Contact Jerry Eichten, JEichten@aol.com for information. This is a don't miss contest that just gets better every year. The Evergreen Aviation Museum should have there CineMax running by then and maybe we'll even have the showers and flush toilets for the campers adjacent to the circle.

The first weekend in September brings us back to Seattle, Washington for the Northwest Skyraider's Stevenson Memorial Contest (formerly the Raider Roundup). This year, as last, the contest is scheduled for Magnuson Park at Sandpoint N.A.S., Seattle, WA. Events include P-40, Old Time, Classic, Precision Aerobatics, Carrier, and Sport Scale. This is a heavily scheduled park where the contest was almost cancelled last year because of fundraising events that conflicted with our paved flying site. Check in closer to the date to confirm time and location.

The last contest of the season is scheduled for the first weekend in October at Salem, OR, Bill Riegel Model Airpark at the Salem airport. Sponsored by the Western Oregon Control Line Flyers, come prepared for a Sunday hamburger, hot-dog grill and another great wrap up to a great flying



Keith Varley's beautiful Oriental. Now signed by Dee Rice, will it fly any better in 2007.



I can't wait to see Mike Haverly's J.D. Falcon in real life. Classic competition will heat up with all the great model's coming into the circle this year.

adjacent restaurant's deck.

Another fun fly sponsored by WOLF at Bill Riegel Model Airpark in Salem, OR occurs early July. Called the "Lucky Hand Fun Fly" this event features five card draw, one card for each flight, with the best hand winning half the entry fee. Even the beginner pilots have a chance to take home the money.

July 28 and 29, finds the Northwest competitors in Richmond, British Columbia for the Western Canadian



Another view of Mike's J.D. Falcon with a very unique color combination, orange, cream and blue.



season. Who knows we may have good weather, again this year.



Mike Conner's fluorescent green Miss Kate. Hope to see Mike at more contests in 2007 and make sure you bring your bride too.



Here is Scott Riese's Cobra. Scott came within a hair of taking the Classic competition with the Cobra and scored well in PAMPA events at every contest he entered in 2006.



A nice view of Randy Powell's cowl work on his Freelancer. We are all looking forward to what might be coming out of Randy's shop this year.



Pat Johnston has this color scheme down to a science. Notice the NW Regional Concours award chosen by pilots at the Regionals as their favorite model.



Another view of the Freelancer. But will it fly, again?

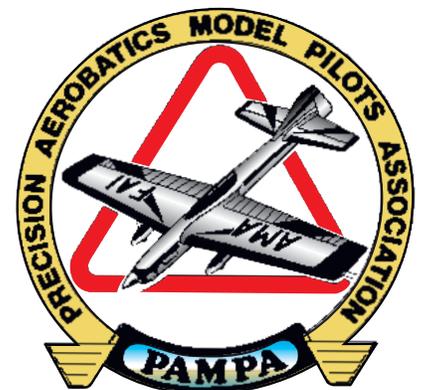


Here's what makes it all happen at the Northwest Regionals. The ground crew finishing up temporary storage for NW Regional essentials. Headed up by the energy of John Thompson, second from right, another disaster is averted.

-Bruce Hunt



Pete Peterson's Sultan may be seen at a lot more NW events since Pete moved to Tacoma in 2006.



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



Ballerina



Avanti



CONTEST CALENDAR



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



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



**WANT TO TRY
SOMETHING
DIFFERENT?**

**WANT TO CONNECT
WITH YOUR AIRPLANE?**

**Control line stunt is for you.
It's the original fly-by-wire.**

**PRECISION AEROBATICS
MODEL PILOTS ASS'N**

**Learn more at:
www.control-line.org
Or write PAMPA at
158 Flying Cloud Isle
Foster City, CA 94404
for your free issue of
Stunt News,
the premier control line
aerobatics magazine.**

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:

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.ccmasonline.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

April 21

Northwest Fireballs' Jim Walker Memorial Spring Tune Up, Delta Park, I-5 exit 307 north, 306 south, Portland, OR

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Leo Mehl, 2814 NE 77th Pl., Portland, OR 97213, (503) 255-6471, leomehl.1@netzero.net

April 21-22

Brotherhood of the Ring First Annual Ringmaster Roundup, Scobee Field, Westheimer Pkwy and FM 1464, Houston, TX

Saturday: Old Time*, Team Stunt*

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

All events Ringmasters only

CD: David Gresens, 9614 Landry Blvd, Spring, TX 77379, (281) 772-9053,

dgresens@kleinisd.net.
www.brotherhoodofthering.info

April 22

WAM Fund Day, Mavis Henson Field, County Road 102, 2.5 mi south of I-5 exit 536, Woodland, CA

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert), Old Time, 1/2A*

CD: Paul Isenhower, 912 W Main St., Ripon, CA 95366-2325, (209) 599-2405, p.e.is@juno.com

May 5-6

Mid Iowa Controlliners Spring Kick-Off, Big Creek State Park, Polk City, IA

Saturday: Old Time (all skill levels combined), Classic (Beginner and Intermediate combined, Advanced and Expert combined), P-40* (Beginner and Intermediate combined, Advanced and Expert combined)

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

CD: Bob Baldus, 6719 Colby Ave., Des Moines, IA 50311-1610, (515) 255-8025, bstudeman@aol.com

May 6

Valley Circle Burners' Stunt Clinic and P-40 Fun Fly, Apollo 11 Field, Sepulveda Basin, Van Nuys, CA Turn south off Victory Blvd across the tracks and past the first access road on the right. Continue on to a road that goes off at a Y on the right.

P-40 Sportsman* (Beginner and Intermediate combined), P-40 Competitor* (Advanced and Expert combined)

Contact: Jerry Silver, 2011 N Beverly Dr., Beverly Hills, CA 90210-1614, (310) 275-6359, jsilverflyer@adelphia.net

May 13

Garden State Circle Burners' Profile Meet, George L. Gaydos Field, Two Bridges Rd., Lincoln Park, NJ

Profile Stunt* (Beginner, Intermediate, Advanced, Expert)

CD: Roy Ward, 19 Hewlett Rd, Towaco NJ 07082, (973) 402-0925, team4ward@aol.com

<http://www.gscb.us>

May 13

Spring Opener, Niagara Falls, Ontario

Profile Stunt*, F2B

<http://www.balsabeavers.ca/>

May 18-20

Cobb County Sky Rebels' Atlanta Stunt Meet 2006, Lockheed-Martin parking lot, exit 261 from I-75, Marietta, GA

Saturday: Profile Stunt*, Old Time, Nostalgia Stunt*

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

CD: Tom Dixon, 315 Santa Anita Ave, Woodstock, GA 30189, (770) 592-3279

Contact: Jim Catevenis, jcat@bellsouth.net

May 19-20

Strathmoor contest, Rouge Park, Detroit, MI

Old Time, Classic

CD: Ron Colombo, 14907 Garden St, Livonia, MI 48154, (734) 522-5399

May 20

Garden State Circle Burners' swap meet and trim session, Palisades Park swimming pool parking lot, 275 Broad Ave, Palisades Park, NJ

Contact: Rich Peabody, 393 Fern St., Township of Washington, NJ 07676-5013, (201) 664-1929, rpeabody@verizon.net

<http://www.gscb.us>

May 25-27

Northwest Control-Line Regionals, Eugene, OR airport

Friday: Classic appearance judging, Old Time

Saturday: Advanced and Expert Precision Aerobatics appearance judging, Classic flying, P-40*, Precision Aerobatics (Beginner, Intermediate)

Sunday: Advanced and Expert Precision Aerobatics flying

CD: Craig Bartlett, 205 N.E. Cedar Lane, Corvallis, OR 97330, scraigbart@yahoo.com

Alternate contact: John Thompson, 2456 Quince St., Eugene, OR 97405, (541) 689-5553, JohnT4051@aol.com

<http://flyinglines.org/07.regionals.flyer.pdf>

May 26

Topeka Control Line Association Top Classical, Gage Park, Topeka, KS

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert), Basic Flight*, Old Time

CD: James Lee, 827 SE 43rd Street, Topeka, KS 66609, (785) 266-7714, jlee9@cox.net

May 27

Chicagoland Circle Cutters' Windy City Classic, Ned Brown Forest Preserve (Busse Woods), Golf Rd near Rte 53, Rolling Meadows, IL. Entrance is off Golf Rd. Turn into forest preserve, make the first left. Drive to the end and park.

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert), Basic Flight*

CD: Michael A. Schmitt, 34431 N. Tangueray Dr., Grayslake, IL 60030, (847) 543-1216, mschmit@attg.net

June 1-3

The Carolina Classic, Waymer flying field, Huntersville, NC. Take exit 23 E from I-77 to Hwy 115, go S on Hwy 115 to Holbrooks Rd. Field is 1.3 mi. E of 115 on Holbrooks Rd.

Friday: Practice

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

Sunday: Precision Aerobatics (Beginner,



Intermediate*, Advanced*, Expert*)
Contact: Dale Campbell, 1216 Wise Rd., Vale, NC,
28168, (704) 458-1058, Clscale776@cs.com

June 3

Garden State Circle Burners' Old Time and Classic
contest

Old Time, OTS II* (flapped models only), Classic*
(Beginner, Intermediate, Advanced, Expert)

CD: Reuben MacBride, 95 John St., Clifton, NJ 07013-
1355, (973) 881-1948, Tubeman5@aol.com

<http://www.gscb.us>

June 9-10

New England Stunt Team contest, Wrentham State
School, Emerald St., Wrentham, MA

Saturday: Classic, Old Time

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

CD: Guerry Byers, 28 Byrd Ave, Roslindale, MA,
02131-3105, (617) 327-3521, guerryrs@comcast.net

June 9-10

Balsa Beavers MFC Toronto & District Control Line
Championships, Centennial Park, Etobicoke, Ontario

Sunday: Profile Stunt*, F2B

<http://www.balsabeavers.ca/>

June 10

Wisconsin Stunt and Scale Championship, Wagner
Park, Pewaukee, WI

Precision Aerobatics (Beginner Jr., Beginner Sr.-
Open, Intermediate, Advanced, Expert)

CD: Peter Mick, W70 N 1010 Hampton Ct, Cedarburg,
WI 53012-3208, (262) 377-6137, pmick82541@aol.com

June 12-16

Brodak Fly-In, Brodak flying field, Carmichaels, PA
See Web site for map and directions.

Tuesday: Profile* (Beginner, Intermediate, Advanced,
Expert)

Wednesday: Classic (Beginner, Intermediate,
Advanced, Expert)

Thursday: Old Time (Intermediate, Advanced,
Expert), Ladies-only Basic Flight*, Precision Aerobatics
appearance judging (Intermediate, Advanced, Expert)

Friday: Precision Aerobatics flying (Beginner,
Intermediate, Advanced, Expert) round 1

Saturday: Precision Aerobatics flying (Beginner,
Intermediate, Advanced, Expert) round 2

CDs: Allen W. Brickhaus, Tom Hampshire, 100
Park Ave, Carmichaels PA 15320, (724) 966-7335; flyin@
brodak.com

<http://www.brodak.com/fly-in.php?id=20>

June 16-17

Dallas Area Summer Heat, Samuel Garland Park, E.
Northwest Highway and Garland Rd, Dallas, TX

Saturday: Old Time, Classic

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

CD: Terry Kirby, 13639 Charcoal Ln Dallas TX 75234,
(972) 247-4241, texas_flyer2001@sbcglobal.net

ED: Dale Gleason, (940) 637-2169, N42222@
nortexinfo.net

www.DMAA-1902.org

June 23-24

Tulsa Glue Dobbers' Firecracker Meet, Neafus Field,
13376 S. Peoria, Glenpool, OK

Saturday: Stunt, Racing and Balloon Bust Triathlon*

Sunday: The Mirror Meet*: the stunt portion of the
1953 Mirror Meet (two skill classes)

CD: De Hill, 5811 S. Utica, Tulsa, OK 74105 (918) 743-
4912 (day) (918) 743-4912 (eve), dfhill@juno.com

Tulsa Glue Dobbers' Web site: <http://www.tulsacl.com>

June 23-24

25th Annual Sig C/L Championships, Sig Field,
Montezuma, IA

Saturday: Old Time, Sig Classic*, P-40 Profile*

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

CD: Mike Gretz, Sig Mfg Co, PO Box 520, Montezuma,
IA 50171, (641) 623-5154, mikeg@sigmfg.com

June 24

Garden State Circle Burners' June stunt meet
Precision Aerobatics (Beginner, Intermediate*,
Advanced*, Expert*)

CD: Rich Peabody, 393 Fern St., Township of
Washington, NJ 07676-5013, (201) 664-1929, rpeabody@
verizon.net

<http://www.gscb.us>

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 NATs events)

Tuesday: Old Time, Classic (unofficial NATs
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 20, Advanced
Precision Aerobatics* finals.

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

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

Beginner ED: Allen Brickhaus, abkb801@shawneelink.
net

Intermediate ED: Bob Brookins, Clstunflyer@

bobbrookins.com

Old Time, Classic ED: Mike Keville, vsc-guy@cox.net

Official-events ED: Warren Tiahr, tiahr@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 Fly-In and 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, 1169 Chestnut St, Clarion, PA 16214, (814) 223-9695

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

July 28-29

Vancouver Gas Model Club Western Canada Stunt Championships, Rice Mill Road site, Richmond, B.C.: Take Steveston Hwy turnoff from Hwy 99, turn left. Left at No. 5 Road, Left onto Rice Mill

Saturday: Old Time, Classic, Pukey Profile*

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

CD: Chris Cox, (604) 916-3571, ccox1@telus.net

July 29

The Great American ARF-OFF, Mavis Henson Field, County Road 102, 2.5 mi south of I-5 exit 536, Woodland, CA

Precision Aerobatics, Commercial Control Line ARFs only*

CD: Jim Aron (510) 654-2200 work, (510) 527-5377 home, UncleJimby@aol.com

August 11-12

Wichihawks' Air Capital Control Line Championships, Planeview Park, Wichita, KS

Classic, Old Time, P-40*, Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Mike Tallman, 3014 Exchange St, Wichita, KS 67217-3122, (316) 524-4004, mike-tallman@webtv.net

August 11-12

Fellowship of Christian Modelers 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 Carrollton Dr., Muncie, IN 47304, (765) 759-7473, jangof@aol.com, allengoff@

fcmodelers.com

www.fcmodelers.com

August 12

Middlesex Modelers' Precision Aerobatics Challenge, Middlesex Modelers' Field, Mountain View Park, Middlesex, NJ

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Carlos Serra, 509 Elsie Ave, South Plainfield, NJ 07080-2766, (908) 756-6941, carlos.a@comcast.net

August 12

Valley Circle Burners' Summer P-40 Stunt Contest, Apollo 11 Field, Sepulveda Basin, Van Nuys, CA Turn south off Victory Blvd across the tracks and past the first access road on the right. Continue on to a road that goes off at a Y on the right.

P-40 Sportsman* (Beginner and Intermediate combined), P-40 Competitor* (Advanced and Expert combined)

Contact: Jerry Silver, 2011 N Beverly Dr., Beverly Hills, CA 90210-1614, (310) 275-6359, jsilverflyer@adelphia.net

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

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

Assistant CD: Bob Crusan, 1169 Chestnut St, Clarion, PA 16214, (814) 223-9695



August 25-26

The New England Stunt Team Presents Stunt in the Berkshires, call CD for venue

Saturday: Old Time, Classic*

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

CD: Bill Hummel, 260 Lape Rd., Nassau, NY 12123-3707, (518) 766-9432, camphummel@hotmail.com

August 26

Rockford Stunt Classic, Kieselberg Forest Preserve, Machney Park, IL

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Arthur Johnson, 1818 Oslo Drive, Rockford, IL 61108-6612, (815) 398-3490, art_johnson36@insightbb.com

September 1-2

Charles Ash Memorial Greater Southwestern Championships, Samuel Garland Park, E. Northwest Highway and Garland Rd, Dallas, TX

Saturday: Old Time, Classic

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

Contact: Dale Gleason, 6003 E Lone Oak Rd, Valley View, TX 76272-9479, (940) 637-2169, N42222@nortexinfo.net

<http://www.dmaa-1902.org>

September 8-9

Canadian F2B Stunt Team Trials and Autumn Stunt Contest, Niagara Falls, Ontario

Saturday: Profile Stunt*, F2B

Sunday: rain date

<http://www.balsabeavers.ca/>

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, gst92@mchsi.com

September 8-9

Strathmoor contest, Rouge Park, Detroit, MI

Old Time, Classic

CD: Ron Colombo, 14907 Garden St, Livonia, MI 48154, (734) 522-5399

September 9

ERMAC XXXII Annual Control Line Contest, NJ

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert), Old Time* (GSCB rules)

CD: William Lindemann, 44 High St, Metuchen, NJ 08840-2339, (732) 494-0993

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

September 16

Bergen County Controline Flyers' Stunt Contest, Palisades Park swimming pool parking lot, 275 Broad Ave, Palisades Park, NJ

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Rich Giacobone, 438 Hillside Ave., Palisades Park, NJ 07650-1314, (201) 947-0336 days, ceramicprd@aol.com

September 22-23

Lafayette Esquadrielle Broken Arrow 20 Stunt and Scale, Buder Park, exit 272 N from I-44, Valley Park, MO

Old Time, Classic, P-40*, Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Robert Arata, 561 Goldwood Dr, Ballwin MO 63021-6315, (636) 391-0272

September 22-23

Meet 'n Meat IX, Mavis Henson Field, County Road 102, 2.5 mi south of I-5 exit 536, Woodland, CA

Saturday: Old Time, Classic

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

CD: Jim Aron (510) 654-2200 work, (510) 527-5377 home, UncleJimby@aol.com

September 29-30

Tulsa Glue Dobbers' Stunt Contest, Neafus Field, 13376 South Peoria Ave, Glenpool, OK

Saturday: Old Time* (GSCB Rules), Classic*, P-40*

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

CD: De Hill, 5811 S. Utica, Tulsa, OK 74105 (918) 743-4912 (day) (918) 743-4912 (eve), dfhill@juno.com

Tulsa Glue Dobbers' Web site: <http://www.tulsacl.com>

September 30

New York Stunt Team Joe Ortiz Memorial Stunt Bash

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert), ARF*

Contact: Bob Lampione, 15319 41st Ave., Fl. 2, Flushing, NY 11354-4948, (718) 463-1755, rlampione@nyc.rr.com

October 6-7

West Ohio CL Stunt Contest, call CD for venue

Saturday: Classic, Profile*, ARF*

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

CD: John Jordan, 2332 S Dixie Dr., Kettering, OH 45409 (937) 294-7971, balsadust1956@woh.rr.com

October 6-7

Contest and Stunt Clinic, Samuel Garland Park, E. Northwest Highway and Garland Rd, Dallas, TX

Saturday: Stunt Clinic

Sunday: P-40*, Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Phillip Nickles, 6640 Champion Rd, Midlothian, TX 76065-5200, (972) 723-2311, debbienickles@aol.com

Assistant CD: Tom Farmer, 3621 S Elm St., Grand Prairie, TX 75052-6333, (972) 262-4772

October 6-7

Hi Johnson Memorial, Apollo 11 Field, Sepulveda Basin, Van Nuys, CA Turn south off Victory Blvd across the tracks and past the first access road on the right. Continue on to a road that goes off at a Y on the right.

Saturday: Old Time, Classic, P-40*

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

Contact: Jerry Silver, 2011 N Beverly Dr., Beverly Hills, CA 90210-1614, (310) 275-6359, jsilverflyer@adelphia.net

October 7

Napa Valley Vintage Stunt Regional 3, Kennedy Park, Napa, CA

Old Time, Classic

CD: Jim Aron (510) 654-2200 work, (510) 527-5377 home, UncleJimby@aol.com

October 7

Garden State Circle Burners' Fall Air Show Part I, Palisades Park swimming pool parking lot, 275 Broad Ave, Palisades Park, NJ

Old Time*, OTS II* (flapped models only), Classic (Beginner, Intermediate*, Advanced*, Expert*), Precision Aerobatics (Beginner)

Mike Cooper, CD: (973) 770-0263 or (201) 704-7081 day of event, mcooper@asco.com

October 14

Garden State Circle Burners' Fall Air Show Part II, Palisades Park swimming pool parking lot, 275 Broad Ave, Palisades Park, NJ

Precision Aerobatics* (Intermediate, Advanced,

Expert)

CD: Mike Ostella, (973) 364-1105, or (201) 704-7081 day of event, mike.ostella@verizon.net

October 19-21

Carolina Criterium, Waymer flying field, Huntersville, NC. Take exit 23 E from I-77 to Hwy 115, go S on Hwy 115 to Holbrooks Rd. Field is 1.3 mi. E of 115 on Holbrooks Rd.

Friday: Practice

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

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

CD: William Francis, contact Watt Moore, 981 Meadowlark Dr., Rock Hill, SC, (803) 366-9430, medplans@cetlink.net

October 20-21

Valley Circle Burners' and Woodland-Davis Aeromodelers' 29th Annual Golden State Stunt Championships, Buchanan Educational Center, North Minnewawa Avenue, Clovis, CA

Saturday: Old Time, Classic

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

CD: Jerry Silver, 2011 N Beverly Dr., Beverly Hills, CA 90210, (310) 275-6359, jsilverflyer@adelphia.net

October 21

Lafayette Esquadrielle Old Time and racing contest, Buder Park, exit 272 N from I-44, Valley Park, MO

Old Time

CD: Gary Frost, 623 Derek Dr, Wentzville, MO 63385, (314) 800-4400, qualadv@centurytel.net

November 18

G.S.C.B. Stunt Forum, Wayne PAL

Contact: Mike Ostella, (973) 364-1105, or (201) 704-7081 day of event, mike.ostella@verizon.net

AEROPRODUCTS

"WORLD CLASS STUNT PRODUCTS"

Randy Smith

Precision Stunt Engines (Stock & Reworked)

980 Winnbrook Dr
Dacula, GA 30019

Stuntcraft Foam Wings, Stabs & Other Components

(678) 407-9376 Voice
(678) 985-5085 Fax &

Bolly Props & Pipes, Complete Line

Order Line

Custom Kits, Old Time, Nostalgia & Modern

www.Aeroproduct.net

Plans, Mufflers, Aluminum Gear, Hardware, etc.

SEND \$3.00 FOR CATALOG & PRICE LIST



CONTEST REPORTS



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

Bergen County Controline Flyers Seventh Annual Stunt Contest, September 16-17, 2006
 by Rich Peabody

The Bergen County Controline Flyers held their seventh annual contest to benefit the New Jersey Aviation Hall of Fame and Museum. The event is held in the Palisades Park swimming pool lot, where there is room for three circles, good, clean air and good parking. Twenty Five Experts supported the contest this year, as well as a dozen Advanced flyers. We also flew OTS and Classic on Saturday in a very casual, almost "pick-up" manner. Lots of fun!

Mike Ostella flew his Jamison Special to first place in OTS, Followed by Jim Damerell with his Jamison. Third in OTS was Ken "Sleepy" Dawson and his All American Senior. Mike Cooper, GSCB President, took top (only) honors in Classic Expert with his Oriental ARF. There were a bunch of Advanced



Classic flyers.....Brian Manaut borrowed Peabody's Nobler and won the class, followed by Mike Ostella with his nifty Smoothie ARC. Lynn Smith drove down from Massachusetts and flew his electric Bearcat to a well earned third place.

Beginner saw Dennis Moritz prevailing over Ron Passagula. First in Intermediate was Rudy Rybak with his venerable Impact. Followed by Tom Cappadona with his terrific Vector and Steve Pagano took third with an ex-Modesto Patternmaster. Brian Manaut continued his winning ways with his well trimmed Cardinal ST .60 (he lost his great flying piped ship at Middlesex). Steve MacBride followed closely with his Strega and Mike Ostella was third, a point behind Steve. Expert saw a terrific battle.....Young Daniel Banjock flew his Saito .72 powered Vista to first place. 1 1/2 points behind, Bill



Suarez flew a ST .60 (with pipe) powered Score ARF! Rick Campbell flew his PA.51 powered Saturn to third, only eight points behind Dan. Mike Chiodo was only a point behind Rick with his ST .46 powered Olympic. Trailing by another point was Jose Modesto and his Patternmaster, ST .60 while Windy



trailed Jose by a point and a half with 20 point Spitfire with a RO Jett 76. The Windy Urtnowski award for excellence in construction was a close one.



Joe Adamusko won the award with his Spitfire.

The contest and site keep improving, thanks to efforts of Rich Giacobone, CD and Erica Cooper, tabulator, as well as the judging corps of Mike Ostella, Brian Manaut, Mike Cooper, Sleepy Dawson, Robert Sabatino, Reuben MacBride and to the kitchen crew. The contest is scheduled for Sunday, September 16th, 2007. Come and fly with us!

Rockford Stunt Classic
 August 27, 2006, Machney Park, IL
 Results from Art Johnson, CD

Expert

1	Dennis Vanderkuur	514
2	Chris Rigotti	502.5
3	Owen Richards	490.5

Advanced

1	Michael Schmitt	478.5
2	William Smith	454
3	Larry Lindburg	444.5

Intermediate

no entries

Beginner

1	Nate Batey	226
---	------------	-----

57th Southwest Regionals Control Line Championship
 January 27 & 28, 2007

OLD TIME STUNT

Keith Trostle	1st	284.0	286.0
Lou Wolgast	2nd	276.5	278.5
Bob Whitely	3rd	270.0	275.0
Burt Brokaw	4th	236.0	268.5
Robin Sizemore	5th	219.0	253.5
Leroy Black	6th	251.5	250.5
Bob Emmett	7th	226.5	251.0
Ken Gulliford	8th	207.5	234.0
Glen Allison	9th	190.5	234.0
Steve Holt	10th	147.5	155.0
Lou Crane	11th	134.0	146.0
Jon Standingbear	12th	66.5	36.0

Judges: Mike Keville & John Callentine

CLASSIC STUNT

Bob Whitely	1st	562.0	562.0
Keith Trostle	2nd	530.0	550.0
David Sabon	3rd	541.0	545.5
Leroy Black	4th	457.5	513.5
Robin Sizemore	5th	475.0	497.0
John Callentine	6th	478.5	488.5
Joe Rinehard	7th	463.0	486.0
Michael Duffy	8th	368.5	459.5
Grady Widener	9th	454.0	459.0
Warren Tiaht	10th	458.5	443.0
Glen Allison	11th	374.0	455.5
Bob Smiley	12th	453.5	447.0
Tom McClain	13th	401.0	442.0
Lou Crane	14th	342.0	360.0

Judges: Rickii Pyatt & Lou Wolgast

PAMPA BEGINNER

Gary Gingrich	1st	248.0	272.5
Steve Holt	2nd	116.0	239.5
Jon Standingbear	3rd	57.0	48.0

Judges: Leroy Black & Ken Gulliford

PAMPA INTERMEDIATE

Not Flown

PAMPA ADVANCED

Michael Duffy	1st	468.5	476.5
Tom McClain	2nd	473.0	468.5
John Callentine	3rd	451.0	469.5
Glen Allison	4th	431.0	295.5
Lew Corbett	5th	409.0	420.0
Bob Emmett	6th	407.0	415.5
Burt Brokaw	7th	395.0	PASS

Judges: Rickii Pyatt & Scott Sizemore

PROFILE STUNT

Lou Wolgast	1st	488.5	PASS
Tom McClain	2nd	484.0	478.0
Burt Brokaw	3rd	471.5	471.5
Lew Corbett	4th	407.0	435.5
Lou Crane	5th	360.5	432.5
Glen Allison	6th	428.0	428.0

Judges: Ed Capitanelli & I Robin Sizemore

JR. PROFILE STUNT

Not Flown

PAMPA EXPERT

Bob Whitely	1st	530.0	545.5
Keith Trostle	2nd	503.5	543.0
Lou Wolgast	3rd	460.5	520.5
David Sabon	4th	512.5	504.0
Leroy Black	5th	509.0	510.0
Joe Rinehard	6th	482.0	497.0
Grady Widener	7th	485.5	479.5
Robin Sizemore	8th	464.0	483.0
Lou Crane	9th	410.0	443.0
Bob Smiley	10th	434.5	PASS



Judges: Mike Keville & Bart Klapinski

All photos courtesy of Ricki Pyatt and Lou Crane.



The Advanced Champ, Mikey Duffy and his 57 Nobler.



The one and only RJ and his Hunter.



Bob Smiley and his immaculate Impact.



John Callentine and his Caprice.



Lou Wolgast and his timeless Prowler.



Lou Crane and his Profile Banshee 575.



Ken Gulliford and his Jamison Special



Joe's Classic entry - BEAUTIFUL





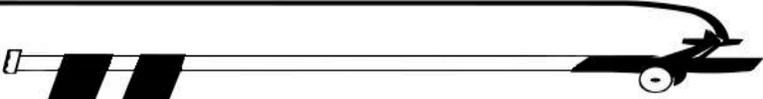
Lew Corbett and his original design stunter



Yes, Tom McClain's big B26 does the pattern!

VIRGINIA

5528 Port Royal Road
Springfield, VA 22151



HOBBIYSPORT

703-503-5205
703-503-5204 FAX
866-FLY-UCON (866-359-8266) Toll Free

Control Line Spoken Here

WWW.VIRGINIAHOBBYSPORT.COM



5th Annual Southwick Memorial Stunt Contest

February 10-11 2007



Old Time Stunt

1	Jim Hoffman	283.5	288.5
2	Keith Trostle	286.5	287.5
3	Lou Wjolgast	286	278.5
4	LeRoy Black	251	282.5
5	Robin Sizemore	258.5	270
6	Roger Wildman	205.5	255
7	Ken Gulliford	235.5	249.5
8	Mike Pratt	197.5	244
9	Eric Rule	193.5	237
10	Nick Lemak	232.5	pass
11	Dick Shenton	229.5	204
12	Burt Brokaw	209.5	pass
13	Steve Holt	199	162

Judges Tom McClain
Mark Smith

Classic

1	Keith Trostle	540.5	539
2	Jim Hoffman	498.5	532.5
3	Lou Wolgast	424.5	517.5
4	Joe Reinhard	484	509
5	LeRoy Black	503	506
6	Grandy Wind	481	483.5
7	Mike Duffy	466	483.5
8	Robin Sizemore	476	468
9	John Callentine	460.5	472.5
10	Tom McClain	468	458
11	Burt Brokaw	430.5	437
12	Eric Rule	368	Pass

Judges Rickii Pyatt
Mike Pratt

JR. PROFILE STUNT

1	Mike Duffy	299	414.5
2	Steve Holt	308	316

Open Profile Stunt

1	Jim Hoffman	537	514
2	Tom McClain	496	489
3	Burt Brokaw	462.5	492.5
4	Mike Pratt	463.5	458.5

Judges LeRoy Black
Ken Gulliford

Expert

1	Keith Trostle	559	569.5
2	Jim Hoffman	563.5	561
3	Lou Wolgast	562.5	559
4	Mike Pratt	539	538
5	LeRoy Black	537	539
6	Robin Sizemore	504.6	521.5
7	Grandy Widener	493.5	491
8	Nick Lemak	441.5	438

Judges Rickii Pyatt
Bobby Smith

Advanced

1	Mike Duffy	395	476.5
2	John Callentine	465.5	470.5
3	Tom McClain	460	451.5
4	Mark Smith	453	446.5
5	Burt Brokaw	440	448.5
6	Eric Rule	427	Pass

Judges Bart Klapinski
LeRoy Black

Intermediate

1	Scott Harness	364	pass
---	---------------	-----	------

Judges Bart Klapinski
LeRoy Black

Beginner

1	Gary Gingench	232.5	257.5
2	Steve Holt	224	193.5

Judges LeRoy Black
Ken Gulliford



Thanks to the support people that make it possible for the rest of us to enjoy our little hobby. Tabulators: Monica and Trisha--- Registration and score sheets: Nick Lemak---Event Directors: LeRoy Black, Ken Gulliford and Gary Gringrich--- and special thanks to Contest Director: Mark Smith.

Congratulations go out to Ken Gulliford for being selected as this years recipient of the Southwick Memorial Special Award. Thank you Ken for making such a positive impact on our hobby.

All photos of the Southwick courtesy of Ricki Pyatt.







PAMPA RULES



Alice Cotton-Royer

2435 NE 84th Ave.,
Portland, OR 97220
(503) 254-3173

alice@artemisillustration.com

Hi all,

Guess what, the OTS rules have to be updated AGAIN! Some rules that were voted in some time ago have just resurfaced and have been added in. SOOOOOO.....

Here are the OTS rules in full. I think this is it - all of it. They will be posted and sent everywhere. Let others know that the website will contain these rules, the ones right below...

The newest addition which is really an old addition is all under the Undercarriage section.

PAMPA Rules For Old Time Stunt

1.0 Applicability. All Pertinent AMA regulations (see sections titled Sanctioned Competition and General in AMA rule book), the General control Line Rules and CL Aerobatics rules shall be applicable except as specified below. Any deviations from the above or those specified below should be clearly spelled out in contest advertisements.

2.0 Philosophy. Old Time Stunt offers stunt fliers an additional event intended for enjoyment, for more relaxed competition and for nostalgic recreation of the era which led to modern stunt. Because its figures

Blue Sky Models



Profile Roadrunner

Classic Stunters designed by Bill Melton & Jim Young
54" Span, 606 sq. In., .35 to .46 Engines

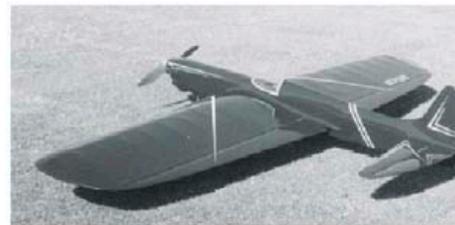
Made
IN
USA

See our web site: www.blueskymodels.net

Contact: Tom Niebuhr,
Blue Sky Models, 7173 FM 1377, Blue Ridge, TX, 75424
972-736-3780, blueskymodels@earthlink.net

Laser Cut Kits
Laser Rib Sets
Custom Building
Classic Plans
Custom Drawings
Laser Short Kits
Bluegrass Fuselage Jigs
& More!

J.D. Falcon
John D. Ottavio's
Award Winning Classic
53.5" Span, 590 sq. In.
.35 to .46 Engines



Roadrunner

Coming Soon!
A never before kitted
Old Time Stunter

are simpler than those required for modern Precision Aerobatics, Old Time Stunt may attract new fliers to CL aerobatics events and competition. Above all, the event should be fun.

3.0 Model Requirements. The model must have been designed, published or kitted prior to December 31, 1952. Eligible published designs must have been published with a cover date prior to December 31, 1952. The contest director, at his discretion, may require proof of model eligibility for Old Time Stunt. Proof of eligibility lies with the contestant. Challenged contestants may show dated published

plans, magazine construction article, dated photographs and/or letters of confirmation of the date of the design. Plans of un-kitted, un-published designs must be made available to PAMPA membership.

3.1 Allowable Modifications

3.1.1 Undercarriage.

3.1.1.1 Tailwheel. A tailwheel may be added to those designs which originally had a skid, providing the model's angle of attack (on the ground) closely approximates the original design.

3.1.1.2 Landing gear. Landing gear material may be changed. The

landing gear length need not exactly duplicate the original, providing the models angle of attack (on the ground) closely approximates the original design. Landing gear must exit in the same location as the original design. It shall not be relocated to provide for perceived advantages in ground handling.

3.1.1.3 Undercarriage addition. A landing gear may be added to those model designs that originally had a drop-off gear or had no fixed takeoff/landing gear.

3.1.1.3.1 Model designs with drop-off gear. Where drop-off gear was a feature of the original model design, contestants should preserve the appearance and location of the original gear, but must disable its drop-off function for competition. Drop-off landing gear will not be permitted.

3.1.1.3.2 Model designs with no take-off/landing gear. If the original model design did not have a takeoff/landing gear, the design of the added takeoff/landing gear must be consistent with the prevailing takeoff/landing gear used on similarly configured model designs of the era. [Note: This requires that a normally configured model (straight wing, tractor engine and aft horizontal tail) will have its takeoff/landing gear mounted to the fuselage with two appropriately-sized wheels separated from each other by an appropriate distance with their axels at least one diameter of the wheel in front of the wing's leading edge, such that the aircraft has a noticeably nose-high attitude while at rest on the ground. A takeoff/landing gear added to an unorthodox configured model should be consistent with the takeoff/landing gear design on a similarly configured full size or model aircraft of that era as documented by the contestant. A contest director may disqualify a model that does not comply with the intent of these guidelines.]

3.1.2 Adjustable leadouts.

3.1.3 Adjustable tip weight.

3.1.4 Structural changes to strengthen the aircraft.

3.1.5 Control ratios and control mechanism location.

3.1.6 Building material

substitutions (hinges, glue, paint, covering material, landing gear material, etc.).

3.1.7 Use of muffler pressure and uniflow fuel tanks.

3.1.8 Trim tabs.

3.1.9 Fuselage width may be modified to accommodate commercial two-inch (2") fuel tanks and allow them to be replaced or serviced.

3.1.10 External doublers may be changed to internal, and doublers may be added to any design without penalty.

3.2 No Modifications, other than those listed above, shall be permitted. Any modifications (other than those listed in section 3.1) which, in the opinion of the judges or contest director, significantly change the appearance and/or performance of the aircraft as originally designed, shall be grounds for disqualification; to: change of airfoil, change of moments, rudder articulated by control system, change of asymmetry or symmetry, size, etc. Drop-off landing gear will not be permitted (Note: Where drop-off gear was a feature of the original design, contestants should preserve the appearance and location of the original gear, but must disable its drop-off function for competition.)

4.0 Builder of the Model. The BOM rule shall not apply to the Old Time Stunt event.

5.0 Appearance Points. Appearance point shall not apply to the Old Time Stunt event.

6.0 Flight Pattern Points. 25 flight pattern points will be awarded flights in which all maneuvers are attempted or completed in the correct sequence. Pilots may omit maneuvers and remain eligible for FLIGHT PATTERN POINTS providing he/she notifies the judges before each flight of those maneuvers which will be omitted, and execute the remaining maneuvers in the proper sequence. A crash shall not be grounds for deduction of flight pattern points, providing all maneuvers prior to the crash are performed in the proper sequence. Exceeding the eight minute time period shall result in a loss of flight pattern points.

7.0 No Flap Bonus. A bonus of 10 points will be awarded for use of an

aircraft design which does not include operating wing flaps. (When using Garden State Circle Burner's (GSCB) scoring, this bonus shall be 20 points.

7.1 In the event that OTS Phase II is flown (all applicable OTS rules except that models shall have operating wing flaps), the 10 (or 20) point No Flap bonus will be waived.

8.0 Spark Ignition Engine Bonus. A bonus of 10 points shall be awarded for use of an operating spark ignition engine.

8.1 Glow engines converted to ignition may not be used. Ignition engines must either have been manufactured during the Old Time Stunt era or be a reproduction engine that has been approved by the Society of Antique Modelers (SAM).

8.2 Diesel engine bonus. A bonus of 5 points shall be awarded for use of an operating diesel engine

9.0 Maneuvers. Maneuvers and maneuver descriptions from the 1951-1952 AMA rule book shall apply. A minimum of two laps is suggested between each maneuver to allow judges time to register scores (Not completing two laps will not result in a loss of pattern points.)

9.1 Takeoff and Level Flight. These are two separate maneuvers. Correct takeoff consists of model rolling some distance after release, rising smoothly, and climbing to normal level flight height of 6 to 10 feet, within one lap. Two level laps follow.

10.0 Scoring of Maneuvers. The PAMPA 1-10 x K-factor, or alternate GSCB system, will be used. See sample score sheets at the end of this document. Pre-contest announcements shall state which system is to be used, PAMPA or GSCB.

10.1 Unattempted Maneuvers will receive no score (0).

11.0 Rules Change Procedure. The procedure for changing, amending or adding rules is similar to those procedures used by AMA. Rules change procedures and forms are available from the PAMPA Rules Chairperson.

-Alice-Cotton Royer



PAMPA PRODUCTS



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

At about this time of year, many of us are just getting to the final stages of construction on our new "rides" for the summer season. Hopefully, this article will re-introduce you to an updated way to apply graphic design elements and text to your project. It also offers some surprising additional uses you may not have known about.

Water Transfer Decals

Most of us are familiar with decals and their application to models. While decals come in a variety of types, the ones we are most familiar with are probably the water-slide decal. These are a color or black-and-white image printed onto a very thin, clear carrier and then onto a backing sheet. When put into water, the backing can be removed and the clear carrier with its inked graphic image slide onto the surface of our model. The carrier is very thin but stays with the lettering or image and once fuel proofed or clear coated are quite durable. Many kits, both plastic and wood, aircraft and car, train, or boat, all include this type of decal.

What if we want to scratch-build a model however? Can we find the appropriate decals for the size and type of graphic we want? The answer is: Sometime we can, but often not. With the advent of home computers and printers, we no longer need to rely upon finding the correct images for sale—we can make our own water-transfer decals.

The technology and materials have been around to do this for quite some time and I'm sure many of you are aware of it and already make use of the process. If you have a personal computer and printer—either inkjet or laser—and software to create text and graphics on the printer, then you can create water-transfer decals. It is as simple as feeding a sheet of the special paper into the printer. While there are many sources for this specially coated paper, the one I have used for many years is Micro-Mark in New Jersey. There are two types of paper—one for inkjet and one for laser printers. The paper also comes in clear carrier or white. Since laser and inkjet technology cannot directly print white, if you have a white graphic, the carrier needs to be white to be correct. This presents an issue if you want to put it onto a blue plane, for example, since the carrier is the size of the entire extent of the image and is not removed in the center parts of text characters.

Many color images from color laser printers or inkjets look fine on clear backgrounds though, so try a couple of samples before you settle on a final approach. Costs are in the area of a dollar a sheet for this paper and they produce a reasonable result if used within the limits of the technology.

It's absolutely necessary to apply a clear sealer or fixative to the printed images that come from an inkjet printer. Do not eliminate this step since these inks are water-soluble and will run during immersion in the water bath. I use Krylon Crystal Clear available from most hardware chains.

Recently, I have been involved in creating some prototype and limited production test equipment that required

custom front panel nomenclature and graphics. For a while, I turned to the decal method that had worked in the past. The application quickly exposed a couple of weaknesses in the technology that sent me looking for a better solution.

Limitations with Decals

There are two inherent problems with normal water-slide decals: First, the edges of the clear carrier are visible around the graphic and are difficult to completely eliminate—even when covered by automotive-type urethane clearcoat. Multiple coats, wet sanding, and polishing help, but they remain visible. Second, and more of a problem in some applications, is the adhesion of the entire clear topcoat over the decal is dependent upon the decal—and I have had a lot of trouble with the clear and the decal just lifting off of the surface. For small decals—like a pilot's name, or "fuel" placards on a scale ship, this is not a general problem due to the size. When the graphic gets large, however, the problem becomes troublesome. For my front panel application, I had real issues—I didn't want to expend the project time to have panels custom silk-screened or engraved—so I went looking for alternatives. I finally came back to a new incarnation of a product I had used years ago—dry transfer, or rub down lettering—many refer to as Letraset. Commercially, these come as a small sheet full of letters and numbers that you lay over the surface and rub with a dull stylus to "dry transfer" the letter. These have been widely used in the graphics industry for years and for hobbies on a limited basis. Once applied, they solve the main two issues with the water transfer decals since the only thing that transfers is the ink—there is no

FOR SALE - (or swap?)

1945 Vivell .35 sparkie, Austin nva, \$120; Coil, condenser, plug extra/ 1956 K&B .29 g.h. "S" (stunt). Potent compression, clean \$65/ 1954 K&B .19 g.h. strong compression, new gaskets, repaired front lug, \$25/ 3 ozs K&B green head enamel \$10/ 1960s McCoy .19 Red Head "Custom", unknown stunt intake \$25 Rare, light, 2" Megow spun alu spinner, new \$9, adapter nut extra/ 2 week return for refund (minus postage) on everything but paint. All engines are in running condition to make your OT Stunter authentic.

Doug Dahlke, 1393 Black Wolf Ave. Oshkosh, Wis. 54902 (920)688-3202 'til 9pm CST.

carrier that remains. They are reasonably durable and can be overcoated with care. The problem has been that since one needs to apply one letter at a time, alignment and spacing is a problem and is very time consuming for a less than ultimate result. Also, custom graphics have been available only to those willing to work with a graphic provider.

As is the case with water slides and home computers though, dry transfers are now available to produce yourself—and I think these offer many advantages.

Custom Dry Transfers

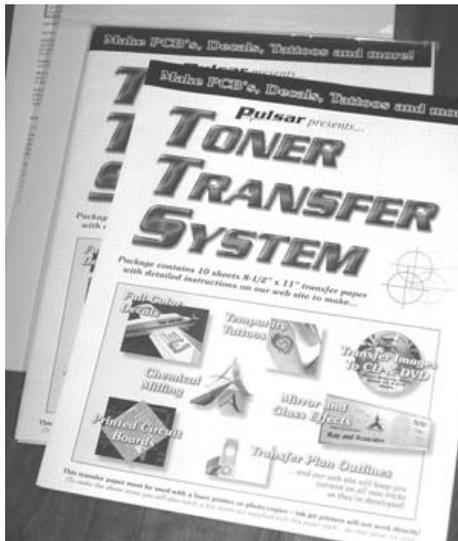
The basic system is based upon the fact that laser printer and xerographic printers use a heat-fused toner that, if applied to the correct surface material, can be removed or transferred off of the carrier material intact and used in a variety of ways. The system I have used is provided by Pulsar and is called the Toner Transfer System. It is generally for use on laser printers and copiers only. Creating dry transfers is a multi-step process that begins with creating and printing the graphic onto the special transfer paper. Then, the image is transferred to a thin carrier and the paper backing is removed in water. What remains is a dry-rub transfer image that can be applied to most surfaces including paint, wood, metal, etc. and overcoated as required. The transfer carrier and the backing material are completely absent from the finished product—only the ink remains—even in the small knockouts of text characters.

This method can produce color images, text, or graphics and works just like the old Letraset sheets. Pulsar has created some unique additions to the process though and now you can create foil images, similar in appearance to gold and silver leaf, white graphics, and other effects. The only real special stuff required for this method is the transfer paper, carrier material (.5mil Mylar) and foils if desired. The rest are materials available from local sources although Pulsar will sell a complete kit if you want. The paper is not expensive—about the same as the water-slide decal paper. The entire kit of materials is about \$90. That includes everything except for a laminating roller machine. The laminator they recommend is another \$130. The laminating machine is needed to apply heat and pressure to adhere the ink to the temporary Mylar

carrier.

It sounds a lot more complicated than it really is. It works pretty well and it has solved the issues with adhesion and the edges of the decal showing in the finish. It has been possible to create one large graphic image for an entire front panel project this way and all of the image stays in alignment and registration throughout the application.

A visit to Pulsar's website will



System enables you to create custom dry transfers from laser printer or photo copier.

show the entire process in pictures and video. It will also show how to use the transfer of toner process to create specialized transfers for CD's and DVD's and a couple of other modeling-useful applications. If you make printed circuit boards, this process totally eliminates the need for photosensitized copper-clad boards, negative images, and darkroom techniques. If you can etch a copper circuit board then, well, yes you can create chemically etched brass sheet parts directly from images on your PC. This could be useful for scale cockpit details, foil paint masks, canopy frame appliqué' etc.

I can hear the feedback already though—"Geez Curt.... This setup is going to cost me a little over 200 bucks!" Well, right...it's not going to be the solution for everyone—it is one of those things that several guys or a club could acquire to spread the cost around some.

If you want to try custom dry transfer graphics, there are several sources that are providers to a variety of graphic and product design houses. One source that has been especially helpful and

supportive for me is All-Out Graphics in Vancouver, BC. They will work from your computer artwork or images and provide ready to use dry-rub transfers just like Letraset. Pricing starts at about \$15 for a 4x5 sheet and is \$45 for a 9x12.

Let me know how it goes for you. If you have questions or suggestions for future review products, drop me an email or give me a call. See you all soon on the circles.

-Curt Nixon

Contacts

Micro-Mark

www.micromark.com

To place an order or request a catalog, please use link above or call 1-800-225-1066 or 1-908-464-2984

340 Snyder Ave.

Berkley Heights, NJ 07922

Decal Pro by Pulsar

www.pulsar.gs

21 Carriage Drive

Crawfordville, FL 32327-2496

Phone: (850) 926-2009 (9am-5pm EST)

mail @ pulsar.gs

All-Out Graphics

www.allout-graphics.com/

1195 Esquimalt Avenue

West Vancouver, BC, CANADA V7T 1K2

Tel/Fax 604 922 2392

Toll Free 1.877.922. 2392

all-out-graphics @ telus.net



ASK KEN



Ken Gulliford
10001 West Colina Ct
Phoenix, AZ 85037
(623) 877-8823
kgrtr@cox.net

Ken Gulliford

Born in Albuquerque, New Mexico at Kirtland AFB, Ken followed his father's footsteps into a career in the U.S. Air Force. After the multiple locations at which he attended grade and high school, Ken entered service as a Jet Fighter Mechanic (Crew Chief) and followed a 26-year career that culminated in the Squadron, when he was the Senior Maintenance Manager for, receiving the "Best in the Air Force" Award for 1996.

Ken has over 37 years of experience in management of aviation maintenance, operations, logistics, and technical training. In his U.S. Air Force career, he performed in positions ranging from Technical Training School Administrator, to Fighter Squadron Senior Maintenance Manager, and from Chief of Aircraft Inspections, to Chief of Current Operations.

Working with his current employer, a New York Stock Exchange listed, Aerospace Design and Engineering Company, he has performed as a marine, industrial, and helicopter gas turbine engine Technical Writer, Senior Technical Writer, and Technical Lead. Currently he is the Operations Manager for that same Aerospace Company.

Earning a Master of Aerospace Science Degree from Embry-Riddle Aeronautical University with Specializations in Aviation / Aerospace Education, and Aviation / Aerospace Management. Ken was installed in the 1998 publication of Who's Who in American Universities & Colleges (Page 568), he is also an Embry-Riddle World-Wide Campus Professor teaching Graduate courses in: Logistics Management, and, Aircraft Maintenance Management as well as Undergraduate Courses in: Aviation Legislation, Aviation Logistics, Project Management, Life Cycle Analysis, and Aircraft Maintenance Management.

Ken began flying models at a very early age, and has enjoyed Free Flight, Radio Control, and Control Line flying, as well as Racing Model Sail and Power Boats. Elected President of three different Model Airplane Clubs across the U.S., Ken served as a Newsletter Editor at two of those locations, and was inducted into the Newsletter Aero Honor Society by the late Jim McNeil. Ken has served as an AMA Contest Director for over 22 years, and has Directed AMA Sanctioned Free Flight, R/C, and Control Line events. Currently, Ken is the President of the Central Arizona Control Line Club in Phoenix, Arizona. He is a low to mid range Advanced Stunt Pilot, a mid to high range Control Line Scale and Carrier Pilot, and an "OK" Builder.

Ask Ken.

While Performing as a USAF Jet Fighter Mechanic (Crew Chief) Ken was officially a "Jack of all Trades, and Master of None", it was the nature of the job. Things didn't change much for his current job as Operations Manager for an Aerospace Design and Engineering firm, except that in the civilian world they call it having many different hats to wear.....

The larger part of this segment is held in the questions themselves. No specific area or specialty, just questions that you have about Stunt and Modeling. No claims to be an "Expert" in any one area, just the best answers that can be found for

the question, and if the answers are short then that is all that could be found (although, there are very few people that have accused him of being short-winded...)

Ask Ken By: Ken Gulliford

When The Stunt News Editor, Tom McClain, asked me to write a column answering the nagging questions that the Stunt community had, I asked him (and myself) a question, Why Me? I'm just another Stunt flyer, recently moved into Advanced, and just a passable builder. While I do teach Graduate and Undergraduate courses for a very reputable Aeronautical University, I am far from an aeronautical expert. My day job as the Operations Manager for a Fortune 500 Aerospace Engineering and Design firm is challenging, but again does not qualify me as an expert. Although I've kept Aviation as a Hobby since I was around 5 years old, the experience gained in all facets again does not qualify me to be a source for anything, other than speculation and conjecture. So, I asked him the question point blank. "Ken," he said, "I know you are the kind of guy that will do the research, use the experience and opinions of the Stunt community, and come up with a straight answer, whether we like it or not, and inject a touch of humor as you go."

While this was quite flattering, a lot of people do not understand my New England based humor, especially now that it has been severely tainted by Honest-to-God English humor from several military tours of duty in Brittan, and it still didn't shine a light on the answer. Then it hit me. Once in my career, I spent a great deal of time keeping fighter jets in top condition so that guys like Tom could take them out and fly a mission. Those missions included Mach 2 flight, low-level maneuvering, and scenarios that require the plane and all systems to operate as advertised, all the time. If not, you die. It appears to be simple trust. The same trust that allowed him to strap-on a Mach 2 killing

machine, and perform his job without doubt or concern over the ability or operation of the hardware. There still remained the old "Chicken-or-the-Egg" conjecture (between Pilots and Crew Chiefs) over who actually owned the airplane, the guy that cleans, inspects, services, repairs, and adjusts the plane, or the guy that flies it. It's a small point when you consider the Crew Chief keeps the books for everything, and even enters the flight time in the record for "his" plane after the Pilot is done with it. If you doubt the theory, ask your wife who actually owns the checkbook? ... Kidding aside, Thanks Tom for the vote of confidence, and it's off to the task at hand.

In the future PAMPA members will be providing the questions, but for this initial command performance we'll look at an age-old question. This could be an ideal situation for me, because I get to pick and choose the questions. The temptation is there to only answer the ones which will make me look like a real genius. However, I will strive to answer all of them, with the help of the top Stunt flyers and builders in PAMPA. I will give credit (or blame if you will) for the answers and opinions that are not mine. After all, 11 years as a Professor have at least taught me how to cite my work.

How do you free-up a frozen, locked-up, or stiff engine without taking it apart?

A lot of us have a neglected engine or two. Not that we did it on-purpose, it just happens over time when that engine is not a source of your immediate attention. The best answer is the "ounce of prevention" one. It guarantees your engine does not become frozen to begin with.

The care and feeding of engines is one topic that has lots of opinions attached, and lots of self-gratifying customs attached as well. Although, some of us decide to completely ignore engines not in use, there is a simple way to keep them in a preserved state that does not involve a Mason Jar (maybe). Come to think of it, I did know a guy that kept his pickled engines in Mason Jars.... Anyway, here is a routine that you

MNT International

The big assortment of engines, mufflers, spinner, props, spare parts

Kaz Minato
3-12-6 Higashi Niiza-shi Saitama
352-0002 Japan
fax: +81-48-474-8079
e-mail: bluemax.minato@nifty.com





STALKER
66RE / 81RE
• Mount size same as 61



Discovery Retro



SAITO



ENYA



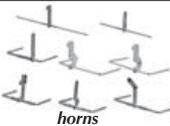
Carbon Material Parts



MNT Handles Type A (80-100mm)



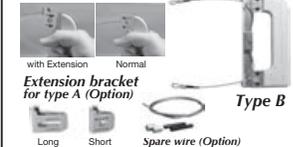
Bellcranks



horns



Landing Gear



with Extension Normal
Extension bracket for type A (Option) Type B
Long Short Spare wire (Option)

can use to preserve your "awaiting assignment" engines. It is important to note that anytime you try to free-up a ringed engine, you risk breaking the ring(s), no matter how careful you are.

1. Clean, using your favorite method. I'm sure there will be more on this in the future...

2. Install a wood prop temporarily (Please, someone ask me why a wood prop).

3. Put a few drops of the fuel in the venturi, in the exhaust (muffler removed), and one or two drops on the line where the crankcase meets the thrust washer behind the prop.

4. Turn the engine over several times until it is free and functional.

5. Tip it nose down to get the fuel on the front bushing or bearing while turning it over, then tip it back to get the fuel on the rear bearing or bushing (as well as the crankpin, connecting shaft, and piston pin) still turning it over.

6. Hold level (upright) and lay it over on its side with the exhaust up to get fuel in the ports as well as on the piston and cylinder while still turning it over.

7. Flip it over with the exhaust down, and turn it over while using a rag or paper towel to catch the excess fuel until it feels dry.

OK, what did this accomplish? Your engine is now lubricated the way that it would be under

normal start-run conditions, and it is lubricated with the same stuff that will eventually clog it up if you stop preservation here. That doesn't sound too smart until you realize that what you actually did was provide a starting place for the capillary action of your preservative, after-run oil, or long-term lubrication oil to begin. If you simply add the preservative, after-run oil, or long-term lubrication oil to a "dry" engine, it will need to work its way into the nooks and crannies, while the layer of fuel that you just put in your engine lays out the red carpet for the preservative, after-run oil, or long-term lubrication oil to follow into the nooks and crannies using capillary action.

What do you use for a preservative? LPS-2 is great stuff all by itself. So is Marvel Mystery Oil (especially air tool oil). So is 3-in-One Oil, and so are a lot of other suitable oils. It's more preference and Voodoo than anything else, and if it has been working for you in the past, it should still work for you in the future. Given a choice, I mix my own at 50% Marvel Mystery Oil (air tool), 40% LPS-2, and 10% Acetone. Acetone!!! I just heard one of the readers scream, that's a solvent! Yes, it is, and it enhances the capillary action of the lubricants, then evaporates quickly after the job is done leaving the lubricants in-place. This is an old Mechanics trick from



the book of: "Sometimes you need to go West to get East".

Once prepped and preserved, remove the wood prop and perform the most important task of the process (you'll thank me later) loosen the plug. Leave it installed, just loosen it, then wrap the engine in paper towels or rags and put it in a plastic zip-lock bag, or a coffee can with a plastic lid (Crisco cans work too), or a Tupperware type container, or yes, even a Mason Jar.

So, now we are down to the rest of us that let the engine sit around on the bench until it was frozen-up, or gummy, or sticky. Now what? First thing put some fuel on it, and in it wherever you can. Pull the plug and put some down in the cylinder as well. This "Hair of the Dog" remedy will usually loosen up a frozen engine. But, be patient, it may take over night, and you may need to reposition the engine so that the fuel "puddles" in the right places to dissolve the gunk. Be sure to put a wood prop on it before you attempt to turn it over (are you still curious why a wood prop?). If it does turn over, work it back and forth until you can get a full revolution. Look down the venturi and turn the engine over until the timing groove or notch is exposed on the crankshaft, and put some more fuel in it. It will eventually come clean, or clean enough to preserve.

Fuel didn't do it eh? You've got a nasty one there! Dry it off and out, and check to see if your wife is around. This is one of those "better to beg forgiveness, than ask permission" things. Set the oven at 275 to 300 degrees, place the nasty engine on a throwaway tin pan or tray (pot pie ones do quite nicely) and put it in the heated oven for around 10 minutes. While wearing gloves (leather ones are good) take the engine out of the oven (shut the oven off), install the wood prop, and turn it over. Keep turning it over while you walk to the shop, and put a few drops of fuel down the venturi, and in the exhaust. Keep turning until it is free, then clean it using your favorite method, and preserve it. By the way, the next time your wife uses the oven it will

have a slight smell of model engine lubricant, until it burns off in a few minutes. It's best to act stupid when she asks you if you can smell that? You do know how to act stupid don't you?

So, both the fuel and the oven did not do the trick. Using a piece of old cable leadout put a loop in both ends using the same method that you use for making the leadouts. If you are lucky, there will already be one loop left from an old plane, and all you will need to do is tie / rig one loop end. When complete, pass one end loop down through the forward engine mount bolt-hole under the exhaust. Pull through a length of cable about 4 inches long, then pass the same looped end up through the rear bolt-hole on the same side. Put that same end down through the forward bolt-hole again, and up through the rear bolt-hole again. There should be a complete loop passing through the exhaust side engine mount bolt-holes now. This will allow for easy adjustment up and down the cable while holding the engine accurately in-place as a salt-water fishing sinker.

No really, you can use the "soaking in anti-freeze" method as a last resort. However, it is only fair to warn you that some anti-freezes actually dissolve some plastics and metals, and some of those endangered plastics and metals are frequently used on model engines. I know folks that have great success with this method, and a few that have come back to the soaking bucket to find a small pile of loosely connected random parts that vaguely resemble an engine. At any rate, if you get to this stage the chances are you will need a gasket and ring set to complete the task, so why not just disassemble it and clean it right?

So, you

still want to know why you use a wooden prop to turn over your gunky engine? OK, first, plastic props are too flexible to get a good grip for turning a stubborn engine over. Like carbon, graphite, and other composite or liquid molded props, the plastic props are way, way too sharp for you to be gripping and pulling on. It's the same as pulling on the shape edge of a knife, and you could get a really nasty cut. The wood prop has one other beauty that may go unnoticed. It's the same beauty that led the early modelers to use wood to begin with. Yes, they are cheaper than a composite, but that is not it (plastic was not available back then). If you put too much force on a plastic or composite prop, you could damage the engine. Although it is still possible to damage an engine while trying to turn it with a wooden prop, the chances are it will break well before you hurt any of the metal. Props, other than wood, are much more resistant to breakage when used in this manner. Some old-timers keep a broken 12 or 14-inch prop on-hand in their shop for just this occasion, using the good side as a self-correcting torque wrench. The extra length gives better leverage than a 10 or 11-inch diameter prop, and besides that, don't you just like the feel of wood over plastic?

My e-mail is: kgrtr@cox.net I'm open for any question, any modeling topic, and if it can't be answered I'll let you know that as well, along with where and with whom I tried to find the solution.

-Ken Gulliford



FCM
FELLOWSHIP OF CHRISTIAN MODELERS

Visit Our NEW Web Site At:
www.fcmodelers.com

FCModelers • 1053 Stevenson St., Napoleon, OH 43545 • (419)599-4705

BEGINNING

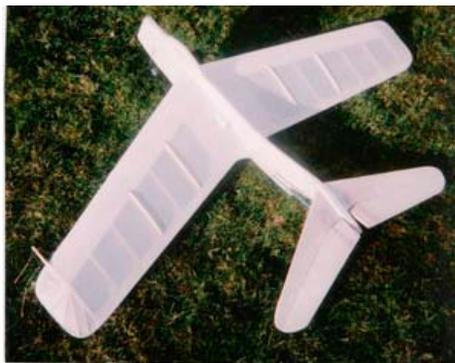


Doug Dahlke
1393 E. Black Wolf Ave
Oshkosh, WI 54902-9118
(920) 688-3203

House Keeping: The correct spelling of the assumed "Primer" designer's name is Jerry Brofman.

READER INPUT: From Vancouver, B.C. comes our busy friend, Harold Youds with pics of his Fox .35 powered Yak-25. He claims 38 ozs! In the past, Harold's models, like many tummies, like many cars, like many shoes, like many wallets and celeb mouths have been "overweight" - to put it kindly. This is a clear improvement! Way to go Harold! Although it likely won't show on pic, looks like elevator is about 60% of area, which should give powerful tail input when he pumps the handle.

Also from the mighty Pacific Aero Club comes Jack Oster's entry in the club's recent Fun Fly. One learning point here is: "Where's the CG?". A second issue being: "Is this truly a 'stagger wing'? A third point: "Does such stagger affect stunt ability?" These questions are acknowledged by Jack's question mark on the rudder. Club sources say it flew quite well! They strongly suggest it might be capable of an informal pattern. If true, then just how critical is that aspect of wing alignment? Club rules require 15 laps. No trophies. Sounds like the P.A.C. had a relaxing time recharging their creativity battery. Way to go folks! More on this later.



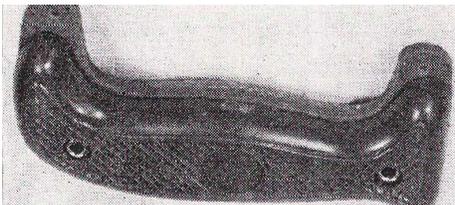
Here's a during and after pic of Youds' Yak-25. Simple decoration is effective. Model is ripe for rapidograph work.



Jack Oster's "Question Mark" used Fox .15 for moxie while it seeks to locate its CG. During this process, Jack gives fresh, new, exciting meaning to the term "stagger wing". Jack Sheeks has yet to comment. Stunting not affected.

KIDVENTURE '07: This happens the last weekend in July, contact Jim Krueger, me or EAA to sign up.

DID YOU MISS IT?: Want to plug Scott Richlen article in CLUBS column of S.N. This is, if you have an interest in prompting Beginners. We need more of what Scott's doing.



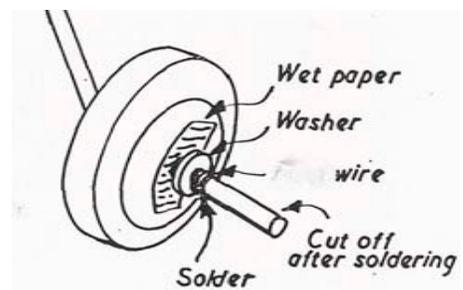
From 1961 comes this "elderly" Brit handle known as the "Esigrip." It was marketed by B.J.Ward. Anyone used one?

HANDLE COLLECTORS: Here's

yet another "elderly" Brit handle. Anyone know anything about it.

UNCONFIRMED RUMOR: Certainly don't want to put any ideas in your heads, but here's something that happened in a small room (like a hobby building room, get it?). Two large cans of shaving cream were dipped in liquid nitrogen thereby freezing them solid. They were then cut in half and placed under a heater - filling the room with foam. Remember, you DO NOT want to do this, right? Most of all, this should never be done on Halloween!

BUILDING TIP: Here's a professional way to solder on washers. Slicksters will add small notch for the wire to drop down into before soldering.

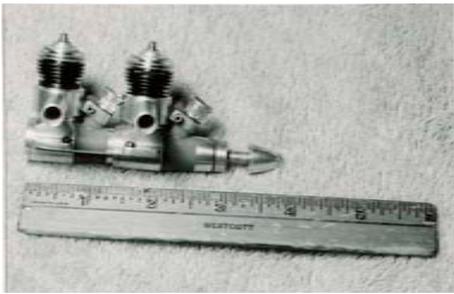


Wheel fix. Tear off paper after soldering.

Notch the music wire first, so that when wrapped with clean .005 ± copper wire it drops down into the groove, providing a mechanical lock also. Snug up brass washer on axle via light pliers crimp before soldering.

VIBRATION, ANOTHER APPROACH (Part II): Part One showed the application of a boxer-type simu-firing .30 twin in an Old Time stunter to allow a lighter nose/air frame structure due to a smoother running motor. There are other approaches, e.g. the inline twin, or "alternate firing twin," or "monkey motion" twin. This layout has some interesting characteristics: 1) You can't start it easily without a starter - because it's always on compression (if a 2-stroke). 2) You HEAR each firing! This results in a Fox.35 alternate firing twin @ 10,000 rpm giving a firing sound of 20,000 rpm! Want more? Imagine compact, 4-engine stunt bomber with four motors like this (A Doug Dahlke concept built by Frank Bowman.) With 4 such .10 motors, you'd hear the sound of EIGHT FIRING CYLINDERS.

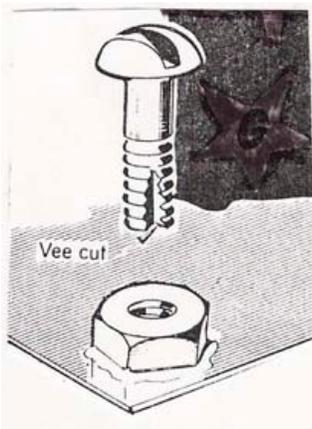




Impossibly rare Cox Model 2-10 (two cylinders, .10 disp) is the result of the two .051 motors used. (Dahlke concept/Bowman construction) If too tightly cowled, extra cooling for aft cylinder via extra NVA click or two. Two engine model with two of these is a "twin-twin" and your ear could try to sort out the individual firing sounds of 60-70K rpm. Can you imagine a small B-17 with four of these twins? What say &rry Boyd?

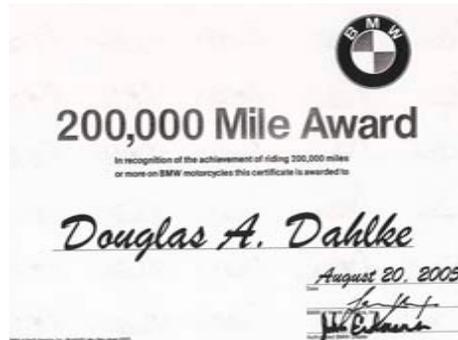
A four engine stunt bomber using four of these engines would span about 55" - 60" (or so) This layout does NOT require that the front and rear cylinder be the same displacement!! 4) And finally, as an impulsive guess, many would say that stunt judges are unlikely to confuse the sound of 8 running cylinders with that of four electric motors.

BUILDING TIP: Ever had threads in a nut plugged with epoxy or nicked up? Here's a fast easy clean up. Notch a same size bolt with a Dremel or file as shown, and run it through the nut a couple times.



Here's how to quickly and simply clean out threads in a nut via notched bolt.

A NON-MODEL THING: As mentioned before, I know a number of you also bike as a second hobby. During '06, I got my 200,000 mile ticket. (Gotta be very modest here, there's a MILLION-MILE-MAN 14 miles from here, and a Kansas female teacher with 800,000 miles



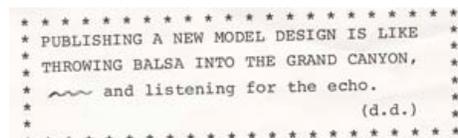
For those who've never seen one of these. Am currently at 275K. (There's them that drive - and there's them that talk.

FORGOTTEN CLASSIC STUNT TWIN FOUND: The Brit Mercury "Monarch" was a popular mid-'50's design, not unlike the Yank Barnstormer. The Monarch even won a few US meets. A number of lads naturally produced twin-engined versions. Version shown packs 2, .21 cu. in. diesels. Any .19 to light .29 glos would work, there being 75 zillion to pick from.



Here's another twin conversion of the popular Mercury "Monarch", this one by John Robinson, from Hayes, England. Urge's from twin AM 35 diesels 1.21 cu.in. each). Span is 51" and weight is a light 49 ozs. Flying speed is a brisk 70 mph for this blue and red cutie. If Mr Robinson's still around, maybe he would share info with us?

FICTION 'N FACT - FROM DOUG'S ALMANAC:



In a highly secret, secluded test area near Vancouver, B.C. hard-core members of the mighty Pacific Aero Club relentlessly test lesser-known designs for potential advantage in catching the judge's eye during next years FUN FLY!

CARTOON : This month's cartoon is in honor of P.A. Club's Fun Fly!



M.O.M. This month's model is a way for those without a driver's license to move their stunter out to the field. Also fine for those with a moped or those with a car, but long walk from parking area. This could give the Beginner independent travel, if you're not able to pick him up. It's not only easier on models, but safer than trying to carry needed things and steer. Another approach is to have the club build one and loan it out (after refundable deposit) until Beginner gets a driver's license. Paint and decorate with club logo for free advertising. Most parks won't let cars drive on grass, but a trailer pulled by a bicycle should be fine.

-Doug Dahlke

LEE MACHINE SHOP
Quality Products for the Discriminating Modeler

Propeller Scribes

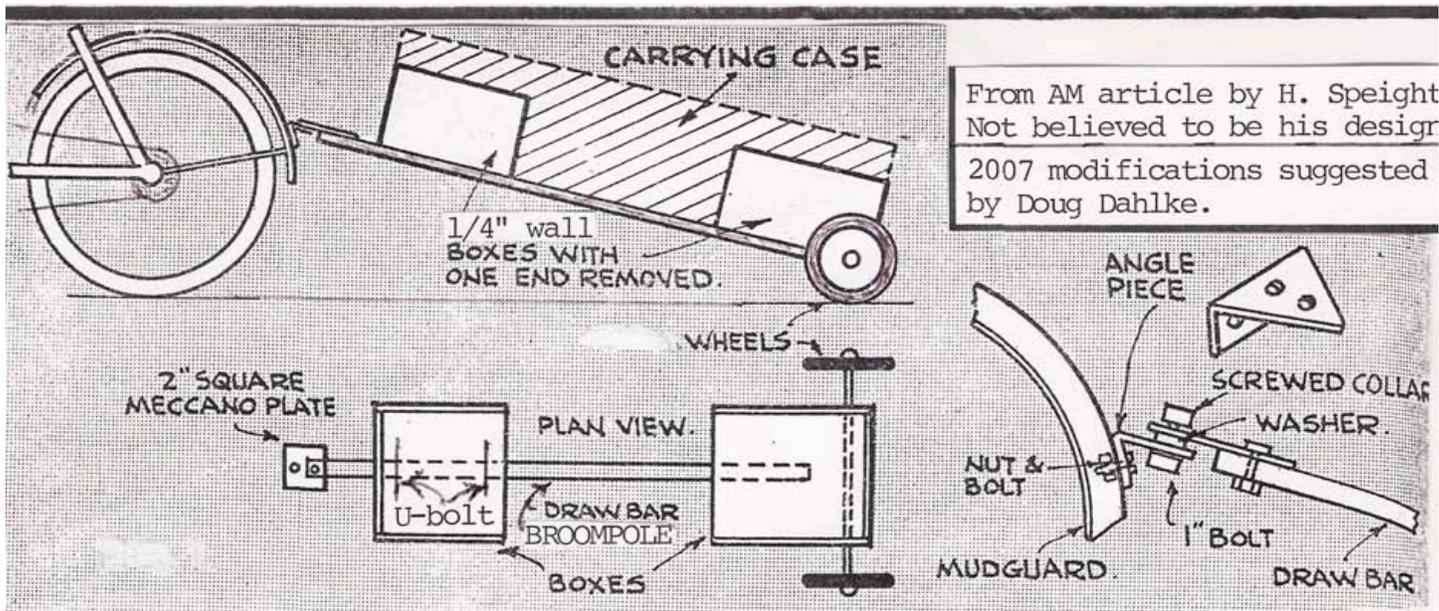
2 oz and 5 oz fuel syringes
With o-ring plunger

Venturies for OS FP, LA 20 - 46

Ball Drivers and Finger Drills

Gasket Cutters, Line Wrappers
Demo video available
Write or email for prices

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



From AM article by H. Speight
 Not believed to be his design
 2007 modifications suggested
 by Doug Dahlke.

SOME TRAILER BUILDING TIPS

1. Original used baby buggy wheels. Today, 16" or larger bike wheels are cheap and easy to get. Biggest diameter rides smoother, pulls easier.
2. Widest possible track reduces sway. Could be built as single wheel?!
3. Use small ball joint if desired, but method shown works fine.
4. Styrofoam and sponge rubber weren't around when trailer was designed. They are used as model padding here and are free at local appliance/TV stores.
5. Pack model nose down, let spinner/prop/engine and wing l.e. carry weight.
6. Two thin U-bolts with wing nuts hold front box down and allow it to slide on the draw bar to adjust for wing spans from 2' to 6'.
7. A simple stunt model torsion bar suspension's made from 3/16" to 1/4" rod and used for the axle shown. You'll need shim, tubing and a bit of brazing to adjust to wheel axle hole size.
8. Figure a 50 lb load: trailer/ model/ toolbox/ and hitting a pothole with one wheel during downhill run - at speed.
9. Once material's gathered, figure 4-6 hours assembly. Rake, broom handle or conduit pipe works for a draw bar.
10. Cool too is to add a simple, battery flashing strobe tail light.



BUILDING

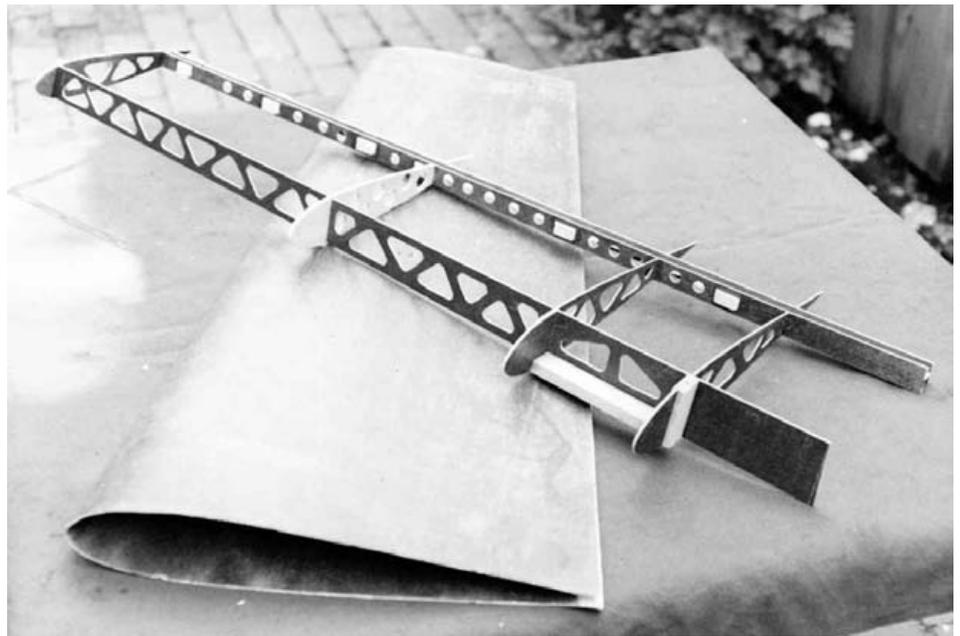


Ron Burn

1987 10th Street
Los Osos, CA 93402
(805) 528-5432
ronburnaircraft@charter.net

Hi, Ron Burn here. Some of you know me, many do not, so first, a little background:

My main claim to fame, or infamy, is from an incident at the '88 NATs. I entered my F4F-3 Wildcat in advanced stunt and at the appearance venue it became apparent, I was in trouble. The event director insisted my airplane wasn't a stunter, and I should take it over to the scale area! After some discussion I was allowed to bring it inside. I set it down and went outside to await the outcome of the appearance judging. When we were allowed to return, I was "somewhat surprised" to find my Wildcat setting in the last row! My appearance score was 6, count'em six, points. The explanation being that my finish wasn't shiny



enough and my markings were poorly done. This is the same plane that, later in the day, came within one point of winning the pilot's choice concours.

In defense of the judges, they were going by the accepted standards of the day. The Wildcat was a scale model. The outline was very near to exact scale and the finish and markings were that of #17 of VF6 in CV6 Enterprise in May 1942. It was weathered to look like a very war weary fighter.

In addition to putting my name in context, this is a prime example of my approach to modeling in general, and stunt in particular. I don't like being in a rut. I don't like airplanes that don't look like full-scale airplanes, and I really do like pre and early WWII airplanes. I'll take the "hit" if it costs me points, I'm really not that interested in winning, so much as pushing my personal envelope.

New approaches to materials,

structures, design, fabrication methods, and offbeat airplanes for stunt, are my ways of pursuing my hobby/art. The planes I model can get really heavy really fast unless steps are taken to reduce weight and, at the same time, retain structural integrity. This often forces the use of non-traditional methods and materials.

Although I may build several models of the same type airplane, I seldom do the same thing the same way twice, not because there was anything wrong with the old way, but because I had another idea. I do have one major rule; anything I do is done with the idea that the average, mid skill level modeler (me) can do it. Major expenditures on equipment or tooling are verboten (this is, at least partially, because I'm cheap).

My machine tools are limited. I have (in order of importance) a Dremel with a flex drive, and most of the accessories, such as drill press, router, right angle drive, and shaper table. Almost as often used, is a Craftsman variable speed scroll saw, and an old, well-used, Craftsman three-wheel band saw. Also in the shop are a vertical belt / disc sander, a Micro table saw, and a Shereline lathe and mill, and a Craftsman 5HP compressor. As I said, I'm cheap, all the above except the Dremel stuff were well used when I got them. Most of the jobs where I use machines can be accomplished with simple hand tools, just not quite as fast.





I'm always looking for a way to improvise "around" a problem. I

RSM DISTRIBUTION PRESENTS IT'S

NEWEST KITS



HAWKER HUNTER

By Bob Whitely
1969 Classic Legal

* Span 58.875" * Area 660Sq. In.
* Length 47.5" * Engine .61
Price.....\$179.95



BLUE BIRD

By Charles A. Mackey
Classic Legal

* Span 42.6" * Area 374 Sq. In.
* Length 26.5" * Engine .25—.35
Price.....\$109.95



VENUS

By Jim Ebejar
OTS Legal

* Span 50" * Area 520 Sq. In.
* Length 38.8" * Engine .35—.40
Price.....\$129.95

PROFESSIONAL WEB SITE

- DOWNLOADABLE CATALOG
- SECURE ON-LINE ORDERING
- BUILDING GUIDES

WWW.RSMDISTRIBUTION.COM

Phone: 951-678-1406

Email: rsm1rule@rsmdistribution.com



know I can pay someone to do it, or I can buy it. Where's the fun in that?

I don't expect everyone to "do it my way", but I know it works for me. That's not to say I don't keep some of the things that worked well, but I'm not averse to throwing something away if I think there's a better or lighter or stronger way to do it.

As we go on I hope to show you some of my ways, but I'd much prefer to see what you're doing and pass it on to the rest of your fellow flyers. In the meantime, if I can fumble my way through the picture loading process, I'd like to show you some of the projects I've done in the past, and some of the ones presently on the bench.

-Ron Burn



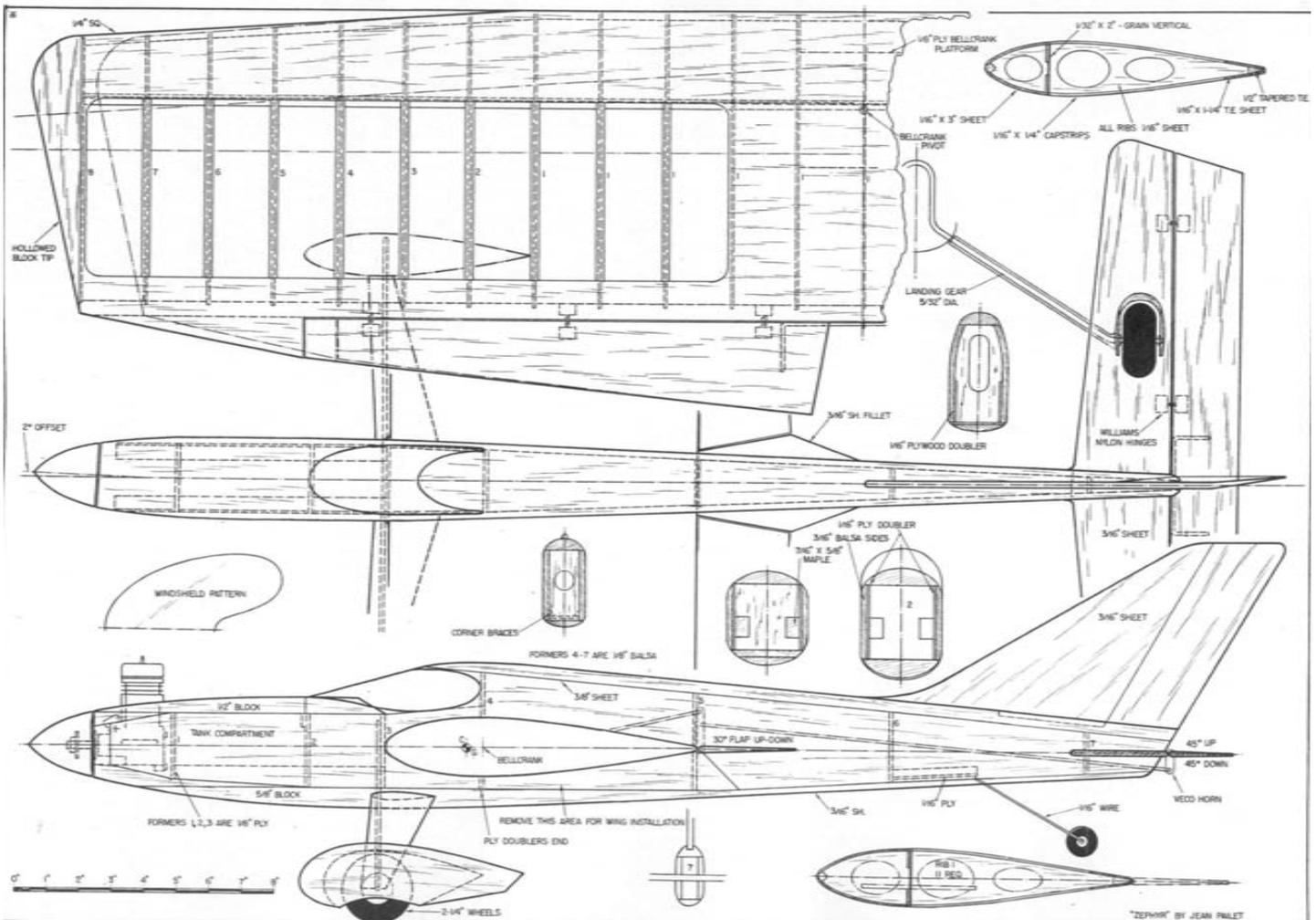
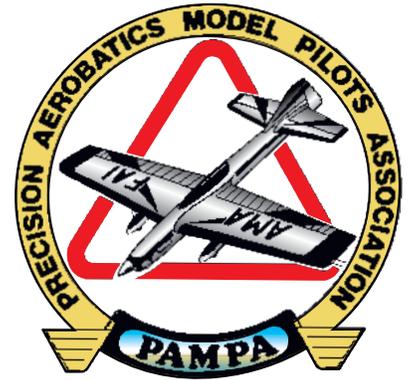
CLASSIC PLANS



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

Classic Era stunt ships that I believe deserve to be built, flown, and admired again for their beauty, simplicity, and charisma. If you know of an unknown or little known Classic Era stunt ship that fits the above criteria, let me know and we will get it in these pages.

-Tom McClain



Zephyr by Jean Paillet, April 1964 Flying Models

CLUBS



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

THE CHOLLA CHOPPERS

The Cholla Choppers Model Airplane Club first chartered with AMA in 1947, Club Charter #100. The Cholla Choppers became an organization in 1947 because of a man named Frank Townsend. Frank owned a hobby shop that was located on the corner of Glen and Campbell, Tucson Arizona. The name 'Cholla Choppers' was the name of choice after club members carved two flying circles out of the Tucson Desert where Campbell Plaza is today (Glen and Campbell). Cholla was one of the cacti removed and flown over after the circles were completed.

During the 1960's and 70's AMA total membership fell severely. Lou Crane recalls a total of about 17,000 in the Viet Nam era, when the big modeling hobby was slot car racing. But, CL gradually revived. Racing and Combat became very active around Tucson. For a while, local flyers went by the name Tucson Area Model Racing Association, or TAMRA. TAMRA ultimately dissolved. Somewhere about then, the Cholla Choppers' original charter lapsed. Robin Sizemore and Bob Reynolds, long-time AMA AVP in Tucson, revived the Cholla Choppers, but the original Charter number had been reassigned.

The Cholla Choppers are a



Here are the Cholla Choppers in 1962 with their models – courtesy of Jose' Parodi via Robin Sizemore and Lou Crane.

vibrant club because they have enjoyed the help of great good friends and fellow modelers from the very beginning.....

--The Cholla Choppers January Contest continues the CL side of the legendary South West Regional Championships (the Buckeye). The original site, Buckeye, Arizona airport had become in turn, unusable and then unavailable for contests, in the early 1980's. Their traditional September contest, the Karl Marschinke Memorial CL Contest, was renamed to honor a Scale and Racing member they lost several years ago. Karl assisted at meets where none of his favored events were offered, so that others had an opportunity to fly "their" events. His selflessness was genuine and remarkable.

--Ted Snow helped innumerable new guys get into CL flying over many, many years. Among his many sport, scale, racing and stunt designs, is the Humungous from about 1949. Ted flew CL as long as he was able, before he slipped away on the first morning of a VSC, a few years back.

--Ed Hagerlin organized the preparation of their flying site for contests, sometimes with less help than he should have had. He was so good at it, that, apparently, a few just stepped back to watch the master at work. On

retirement, Ed moved to New Mexico where he is an active flier, and most likely, a strong back supporting local activities.

--The paperwork for our AMA Gold Leader Club application was a personal crusade for Paul Garrison, who flew just about everything in our hobby. He, too, is no longer among us.

After Racing had faded a bit, interest in CLPA reawakened, due in large part to the formation of PAMPA. Things we take for granted, Skill Classes, OTS, Classic, the VSC, all became popular over PAMPA's first 10 years or so. By the way, the Cholla Choppers submitted the AMA Rules Proposal that made Skill Classes official.

Lou Crane notes that he is just a newby Cholla Choppers member - a bit over 20 years. The US Army brought him to Arizona in the late 1970's and, after a final overseas tour, he's been there ever since. The Cholla Choppers, including a recent wave of Californians who've moved to Tucson, and several "snowbirds" from the far Northwest, and even from Switzerland(!), are good friends who contribute to the survival of the club and share a passion for Control-Line and CLPA.

Through the efforts of Robin Sizemore, Bob Reynolds, Ted Snow, Ed Hagerlin, among many others, the club maintains a great relationship



Recent photo of the Cholla Choppers courtesy of Lou Crane

with Tucson Parks and Recreation Department. The City of Tucson Parks and Recreation management has worked with the club for over 50 years to provide flying sites for control line activities. The club has had four flying sites since being formed in 1947. They have included the desert just north and east of Townsend's hobby shop, Reed Park, Rodeo Park and Christopher Columbus (Silverbell) Park. Sometime in the early 50's, the club gained permission to fly at Reed (formerly Randolph) Park until the Zoo was added. When this happened in the mid 60's, Parks and Recreation provided the club with Rodeo Park as the new flying site. In the 70's flying was at Rodeo Park. In 1977, the facilities at Christopher Columbus Park were made available to the club; a facility dedicated to control line flying. In 1977, only the grass circles were completed. The first of two asphalt circles was added in 1986 and the second circle was added January of 1990.

You may recognize the name Christopher Columbus Park because it is the site of all Vintage Stunt Championships contests since 1990. The VSC came to Tucson in 1990 due to two rather remarkable events. The first event was the arrival of Lou Wolgast to

Tucson. Lou moved from New Jersey to Tucson in August of 1988 and was a contestant at VSC #1 held February 1989 in California. While there he met Mike and JoAnn Keville, and Ed and Helen Southwick, just to name a few. Lou's presence at VSC #1 brought Ed and Helen Southwick to Tucson for the September 1989 contest. The second event was Mike Keville's move to Phoenix, Arizona in November of 1989. These two events set the stage for the VSC contest to take place in March for what will be its umpteenth year. Who would have thought, back in 1947, that the Cholla Choppers would host at its flying site a contest that has grown to include flyers from across the USA as well as flyers from Japan, Switzerland, Germany, Australia, England, and other countries around the world?

Christopher Columbus Park is also the site for the Southwest Regionals, Top Gun (Combat) and a September (fall) contest that dates back to the 1950's. The Cholla Choppers has in its long history run every control line event in the rulebook. It is one of the most active clubs in the USA and achieved Gold Leader Member status in late 1998.

Robin Sizemore thinks Frank Townsend would be very pleased at the accomplishments the club has made

since its beginnings in 1947. The club has three former National Champions (Bart Klapinski, Keith Trostle, and Bob Whitely.) The club newsletter (Hanger Talk) has been recognized by AMA for its length of service as a local club newsletter. A gentleman named Matt McCloskey started 'Hanger Talk' in the 60's nearly 40 years ago. Robin has had the privilege of publishing 'Hanger Talk' for more than 10 years now.

Robin Sizemore: "I can't imagine life without control line in it. It has taken me to almost every state in the USA. I know and have friends from coast to coast. VSC has added new friends from places (countries) around the world. Lou told me at VSC #2 that as good as that was, the best was yet to come. He was right. A lot has happened over the past 30 years that I have been a member of the Cholla Choppers Model Airplane Club. For me the events of the past 19 years have been magical and I believe that there are many more magical moments yet to come."

(A special thanks to Robin Sizemore, Lou Crane and Uncle Mikey for the information on the Cholla Choppers Club).

-Scott Richlen



CRASH REPAIRS



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

This summer I did some development work for Rich Oliver on his RO-Jett .90 prototype stunt motors. I needed a test model, but because this motor was wider and heavier than traditional motors, not every old stunter was a good candidate. After considering several possibilities, Jose Modesto's Patternmaster seemed the best available candidate because it had solid nose construction and a "Big Jim" type motor mount crutch. When Jose built the ship, he named it The J Factor as a tribute to the late Joe Ortiz.

Shoehorning in an oversized motor isn't as easy as it may seem, especially with a prototype where you have no idea how big the tank needs to be or how the final tank shim will work out. I knew the ship weighed about 75 ounces when built originally and had custom 4:5 ratio controls—that meant for sure that the flaps and elevators would need to be sealed as job #1. I seal flaps and elevators on everything: bombers, ARFs, heavy ships, light ships—big or small, they all get hinge line tape before ever going airborne. That minimizes asymmetry that comes from slight variations in hinge gaps, where even a few thousandths of an inch can cause elusive trim

problems.

But the biggest challenge was to get as much weight off the ship as possible. I made a special tool to remove plywood in the tank box to fit a carbon fiber tank. That knocked off over two ounces when I added up the old tank and shim assembly as compared to the new carbon fiber items. It was critical to get rid of as much weight forward of the CG as possible, and eliminating the cowl saved another ounce where it mattered the most.

The old aluminum fuselage-mount gear assembly weighed over five ounces, but a new carbon fiber replacement and two custom bomber wheels were less than 1.5 ounces total, so I was really getting somewhere. I was gaining confidence that I could make this test ship as light as when it originally took to the air with just a .60.

A Gator four-blade prop right out of the mold without any pitch changes was very close to the motor's power curve, and along with several test props, became yet another challenge. Dorin Morisanu provided all the props we used in the test program—his Gator props have worked well, even in Mike Palko's electric development program.

I had to repair a wing tip, top block, and rudder, as the ship had been landed inverted on a "sanding belt" paved surface. Brodak Aeropoxy Lite worked perfectly, and the next day I did a quick and dirty touch up of the areas repaired. A good tip on repairing these types of scuffs: block sand out about 1" past the repair, use a playing card to apply Aeropoxy Lite to maintain the curve of the original part, let the material cure fully in a warm car parked in the sun, sand with 320, then prime with Brodak primer, and you're ready to refinish the area in minimum time.

It took several sessions to convert, but that allowed us to build a real test database on this new stunt motor. I had the first .90-size motor in a Walker Fly-Off when I flew my Typhoon. Now that the rules have changed to allow anything up to .90, I look forward to the challenge of fine-tuning this new "big block" motor.

A quick story about "big blocks": When most pilots were using .35 and .40-size motors, I was already using a .60. I took a lot of heat over always wanting more displacement. Now I assume I hear the same voices, but it doesn't matter. I remember when all Corvettes had small blocks, and when big blocks first became available, many used to say "a small block is enough." Within a short time, though, everyone wanted a big block or a Hemi. I think it's safe to say not many pilots rip out a .65 or a .76 to install a .40 these days.

Props are a real challenge. On the Typhoon with a .90, a 14" or 15" prop worked on an 8" nose moment, and the ship cornered exactly like a ship with a 12" prop on a 10" nose. Another big factor is RPM—big props at lower RPM give corners exactly like smaller props do at high rpm. Engineers like Bill Netzeband can explain why, but I know that from the side of having done it, and the answer is the same.

So if diversity to our sport intrigues you, then "big blocks" will add some new possibilities in design choice once they are developed. Looking at the designs developed in Europe and Asia, I'd say we've just scratched the surface of what's possible. At the 2004 World Champs and looking at video of the 2006 World Champs, I see a lot of diversity in design and power choices.

But it all starts with the first step: a repaired ship to be a test bed and to head down the road to making it happen. Jose's ship gave us the opportunity to explore new areas and new possibilities, and to share what we learn as it all unfolds...both the good and the not so good.

Ten years ago I could never have imagined the diversity that was coming to our sport: the Yetshenko models, ARFs, twins, four-engine stunters, electrics, four strokes, and more. I'm not sure what the next ten years will have in store for us, but I know it will be very challenging... and a lot of fun.

-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

Some thoughts on designing structure.

I see a lot of discussion of the control line web sites about the "best" method for this or that. Wing structure, fuselage structure, control systems, whatever. I suppose I get a chuckle out of assigning "the best" title to a lot of these issues. It's been my experience that there is not a best method. There are a lot of very good methods and methods that are less than good but no real best approach. For instance, Bob Hunt's Lost Foam method is clearly a very good method to construct a wing. But it has advantages and limitations like any method. Given a flat surface, it will result in a very straight and very

light wing with a minimum of hassle. The draw back (if you can call it that) is that with a given set of forms you can build a single type of wing. In other words, if Bob (or I) cut a lost foam jig for, say, a Genesis wing, then I can only build a Genesis wing with that set of forms. If I want to build a Trivial Pursuit or my own design or whatever, I'll need to cut another lost foam jig for the new wing. Not a big deal other than perhaps accumulated storage space but it does present a limitation. I have been building planes with a variation of Tom Morris's Millennium Wing construction using an adjustable jig. It also has the advantage of producing a light, straight wing. It's doesn't rely on an absolutely flat surface and has the advantage that it's adjustable so you can use it to build most any wing design. One size can, to some extent, fit all. The drawback is, wings built in it can be much more labor intensive than the lost foam method and quality control needs to be more stringent. In other words, it's easier to screw things up. There should be a picture of my jig along here somewhere. I've also tried a number of other approaches from vertical jigs to tube style jigs. They all have their place and some love using them. But in the end, they are just a different approach.

improvements to the process. I've adjusted the details of the method as I've learned how previous planes have reacted in flight. I've learned what works using this approach and what definitely doesn't. This is an evolving process of improvement made possible because I've stuck with the same, basic method over a reasonable span of time. So, whether you use the tube method, a lost foam layout or whatever, make yourself comfortable with it and learn the ins and outs of the process. Don't be afraid to make adjustments as you go along to improve (hopefully) the overall outcome. But whatever you do, once you find an approach that works for you, stick with it and your outcomes will improve as you get better with it.

Sorry it's short this time. If you have ideas you'd like discussed, please feel free to contact me. I'm just one voice and will probably continue to ramble on endlessly unless others send me some material. Save yourselves from that fate and contribute.

---Fly Stunt

-Randy Powell



The point of all this is, you have to find a method that you are comfortable with. A method that will produce repeatable results and that you can become very comfortable with. As I've continued to use my current method, plane after plane, I've made small



ELECTRIC FLIGHT



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

Watt's Up ?

Hi Everyone;

We have been using electric power in precision aerobatic competition approaching four years now, so I thought I would offer some comments and reflections on its progression. I would also like to respond to some topics of conversation that have been mentioned somewhat on the various forums on the net.

How is Electric Doing Now?

I really believe electric has secured a place in the stunt circle. Electric at the NATs and the Worlds have demonstrated the seriousness of it all. The technology available today is enough to go to the top, in the right hands. The power available now can take you from sport profile flying all the way to size 60 engine equivalent, in a medium to slightly heavier weight configuration as compared to glow. Weight is still an issue, but with the right airfoil, structure and power, it can be executed competitively. We just have to learn to build with those considerations.

How About the Batteries?

Battery technology has been a little stagnant. It does not seem to be moving in the direction of more power with less weight. As Mike

Palko mentioned in his interview, and I agree, Li-Pol batteries are being built with more density - to allow greater instantaneous amp draw, but CL stunt ships don't need that. We need to be able to constantly draw controlled moderate amperage - like the 25 to 35 amp range, depending on what you are flying. Batteries that are built with more density are unfortunately heavier - and we want less weight for stunt, not more. That's OK for R/C pilots who are sucking amps for 3D flight and verticals, but CL pilots need consistency amp draw for our maneuvers.

Electric Brushless Motors

Electric outrunners have a little size problem right now. There seems to be a slight void jumping from a equivalent size 40 in glow to a size 60 in glow. For instance, everyone knows about the popular AXI 2826/10 brushless outrunner. It has become the Fox 35 of the electric world. (But it has a much wider power curve) It is a powerful high torque motor, very efficient (about 80-83% at the battery) which can easily swing a 12/6 prop. It offers more than enough power to fly just about any serious stunt ship between 500 sq. in. to anything about 640 sq. in. So that would cover any Classic 35 to 40 powered ship out there. But when we jump to about 660 to 740 sq. in., it might not cut it. I'm talking about this because to jump to the next size requires a serious jump in weight. The Axi 2826/10 weighs about 6.5 oz. The battery required for exceptional power and flight time, would require using a 4000mamp 4 cell Li-Pol battery, which weighs in at about 11 oz. So now we are up to about 17.5 oz. in power plant weight. Throw in another 3 oz for an ESC , wiring and connectors and we've got 20 oz here. In a normal flight of 6.5 minutes, you would use about 2400 to 2500 mamps of power for the flight, if your airplane was like mine - a 640 sq. in. Cavalier 650 weighing 65 oz. That is where you want the power consumption to be. You do not want to suck 2400mamps out of a 3300mamp battery for instance. That will not give you enough reserve to protect the battery from serious discharge stress levels. Also the voltage may start to

drop off more rapidly. That would be a lot to ask of a battery, time and time again and not get it fatigued so as to start charging with less capacity. To play it safe, and to get 300 or more charges out of these things, you need to keep the consumption down to a little more that half way but not close to three fourths during each flight. By the way, on the web it was mentioned that the Axi 2826/10 would probably smoke if you used a 5 cell battery (17volts) Well, the AXI manual says it can take 5 cells. Stay below 45 amps and it should run all day long on 17 volts. That is what a Rep. told me.

So, case in point, if you ran 30 amps @ 17 volts, nominal, your wattage at the battery would be about 500 watts. (voltage times amperage = wattage) At 80 % efficiency, you loose 100 watts, which translates to about 400 watts at the prop (if it were 100 % efficient). My Gieseke Nobler uses about 260 watts at the battery for level flight - 5.1 lap speeds using 66 foot lines eye to eye. Stunts drew no more than 315 watts at the battery. So, what would 200 more watts do? Could it move a 660 to 700 sq. in. stunt ship? Most says no. But no one has thought much about increasing voltage beyond 4 cells.

Voltage is our friend because it keeps amperage in check. More amperage equals more heat, and we do not want to go where heat takes us - it is our enemy. It becomes an enemy of everything in the power train; motor, battery, and ESC. Cool is Cool !

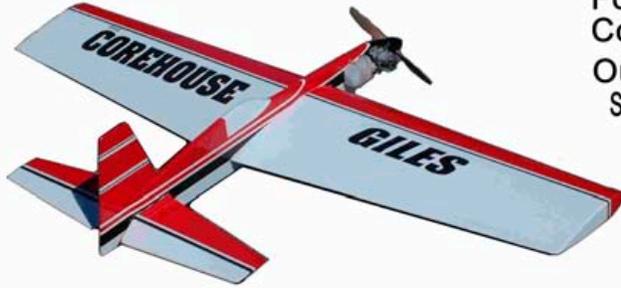
The next size AXI is a 40 series which is huge in diameter and almost twice the weight - about 12 oz.

To run this outrunner, which has massive potential to surpass a size 60 engine in power, would require the same amperage, namely 4000mamps, maybe 4200mamps, but to bump up the voltage to five cell (about 17 volts instead of 14 - I'm rounding everything off) That battery weighs about 16 oz, so now we would be up to about 26 -28 oz in power train weight. And with the ESC, wires and connectors we are pushing 30 oz. Now there are other motors out there that fill in the void. But in the AXI line there is that jump. It would be

GILES SUPER STUNTER

Build It!(tm) Guarantee

If the wing cores are damaged during construction return them to us and we will ship a replacement free of charge.



Foam Fuselage Core << >>

Outstanding C/L Stunt Trainer

<< >>
Easy to Build and Fly

<< >>
Computer Cut Foam Wing



features TrueBeam Self-Jigging Construction

WGT-45oz. typ. AREA- 740 sq. in. SPAN- 60 in.

include \$10 per order for shipping and handling
On the Web at <http://home.earthlink.net/~philcartier>

\$99.95

THE COREHOUSE

1249 JILL DRIVE
HUMMELSTOWN, PA. 17036



nice if AXI came out with something in the middle, between their "28" series (which is the measurement of the outside casing in metric) and their "40 series."

I-Care carries the Plettenburg line of out runners. Check out their site @ www.icare-rc.com. Very refined motors from Germany. They are twice as expensive, \$200 plus, but then for a serious system, that is not outrageous. They are efficient - 78 to 85% which is important when considering that a low efficient motor may require you to jump into the next size larger battery - which, of course, means more weight. Our goal is lighter, not heavier. Every little bit helps. Their Orbit 25 weighs about 8.8 ounces, and pumps out about 540 watts at 18 volts and 30 amps. Their web site says you can put 24 volts through them and get enormous static thrust of 166 ounces - that's ten pounds, folks, and over 1000 watts at the battery.! So there is a good candidate for size 60 equivalent.

Kim Doherty is using an Orbit 30-12 and gets massive power from this next size up Plenttenburg out runner. It is about 11 oz in weight, but using 5 cells there is no question about it's power. These out runners are about the only other motors I see available that are efficient enough to do the job. The E-flite out runners introduced

recently in sizes to match equivalent glow engines, namely 35, 45, 60 are interesting, but efficiency ratings are much lower than 80%, which in my opinion, would not qualify them for serious competition use.

How About Timers, Sequencers?

Well we have been waiting for the new promised ones still. So far, what is the available ones are the Zigras timers and the JMP timers. I prefer the JMP's for several reasons that I have expressed in previous issues. The main advantage is that you have fine throttle adjustments you can actually calibrate with the JMP. The Zigras has a tiny pot for throttle adjustment and you cannot calibrate the throttle settings on it. That is a serious drawback and unacceptable in competition use. For sport flying it is O.K. In contest work, the only way you can use a Zigras timer is if you keep the throttle open to the maximum position. When you do that you can only adjust motor trim by using different props to control speed. I prefer a broader spectrum by using motor speed as well as prop selection for trim. That just makes sense. Throttle sequencers from Schulze, are promised this Spring. And we will just have to wait and see if that happens. Dean Pappas has asked Castle Creations to come out

with a CL ESC so we can use their governor mode with prop brake. Governor mode tries to keep the prop rpm at the same speed regardless of load. That would be nice for us. Maybe they will throw in a sequencer/timer with that special ESC - If they were smart, they would !

How About Expense?

It is not as much as you think, if you add it all up. It's just that you are paying for everything up front. Yes, it is true, some things you will buy and then not like and perhaps not use. But has that not happened to you when using glow. Electric motors are less expensive than Glow engines. But batteries seem more expensive than fuel, until you look at the long run. Rudy Taube has already explained this on the electric part of the Stunt Hanger web site. At \$200 for a battery, you get about 350 flights before there is serious deterioration in charge capacity. That is variable depending on how hard you are using the batteries as we earlier discussed. That comes to about 57 cents per flight. Fuel costs about \$19.00 per Gal. That comes out to 67 cents per 4.5 oz of fuel, according to Rudy's calculations. Other stuff you buy is one time stuff, like chargers, ESC's Timers, etc. Hey you buy pipes tubing, pumps, syringes, starting batteries for the glow plug, oh, and the glow plug. How about the wrenches, the dc power starter when you don't want to use your finger. Hey how about the glove for the finger,? How about the chicken stick? How about.....? Get the picture. It's very comparable. Stop already. And, electric is not that hard to learn. Go to an R/C field and ask to see the electric set-ups. They are very similar. Once you understand the package, everything will click into place, in your mind. It is really not hard.

Hey , I can do it !!

See you on the flying field this Spring !

-Will Moore



FLY ON THE WALL



Hoyt Hawkins

34 Arledge Dr.

Attalla, AL 35954

(256) 538-0110

hothawkins@bellsouth.net

My Love Affair with the P-40 Warhawk.

Chapter Three

Sunny beaches, gentle breezes, beautiful women, and time on my hands for a week. Hawaii was truly a paradise just like the stories I had read. It was enough to make a man want to re-enlist. And at that point in my life I was not going to re-enlist.

The 12 hour flight from Japan to Hawaii in the lumbering C124 was uneventful. But un-be-knowing to the team members the Loadmaster had cut all the ropes on the outside of the boxes that we had so cleverly used to tie the models and smaller boxes inside. USAF Flight Regulations required that all cargo to be free of any straps or ties that might hang up if it had to be jettisoned in an emergency.

For 12 hours our models, and the smaller boxes we had laced down, had been bouncing around inside the bigger boxes. Our boxes were labeled code 5 or "Blue Light." Back then that meant they were considered to be the remains of deceased. So that went straight thru to the states. But the Team had to wait in Hawaii for a week for a flight to Shaw AFB, South Carolina, while our models were on their way to Shaw AFB. Finally, after

a week of not being manifested on a military aircraft, the team manager bought commercial airline tickets to the states.

Only when we arrived at Shaw AFB did we discover that most of our models were damaged so badly that they could not be repaired in time to compete. The team from the Far East was down for the count. But I didn't mind because my wife of one year joined me in Atlanta and you know I did not do much model building for the next week.

This was my first time to attend the USAF Model Airplane Championships. Teams from every Major Air Command were there: SAC, ADC, ATC, TAC, FEAF, and Hqs Command. I met Lew McFarland for the first time, and watched him win Stunt, flying his original Ruffy. It was kitted by Sterling the following year. Bill Kessler from the Los Angeles area was there flying a beautiful take apart Class B Team Race designed by Les McBreyer. This Team Race model getting nearly 100 laps on an ounce of fuel with a McCoy .29 for power, and averaged speeds over 120 mph.

This event was the forerunner for Class B Proto Speed. For the first time I saw a jet speed model complete a flight. These noisy rascals really drew a crowd. This event later became my favorite speed entry. The competition continued for five days. I did not make the USAF Team to go to AMA Nationals that year. I vowed that I would someday. The chances of my re-enlisting looked good and I did just that in 1958.

I succeeded making the team for the first time in 1960. The AMA Nationals were held at Dallas Naval Air Station. That was the year I flew my P40N design. Ambroid Manufacturing Company was very interested in kitting the P40N and I was to fly a demonstration for a photographer. They had just signed with Don Still and Billy Werwage to kit their airplanes. Up jumped the devil and I hit an old spectator in the leg on takeoff before the photographer arrived. Bill Dean was an Englishman and did a lot of photo coverage for Flying Models. He arrived as I was landing the P40 with only the inboard

wing. He walked over to the airplane and in his thick English accent he said, "I cawn't very well photograph that can I." Win some, lose some. I did win 5th place in Rocket Free Flight in a field of 20 plus entries.

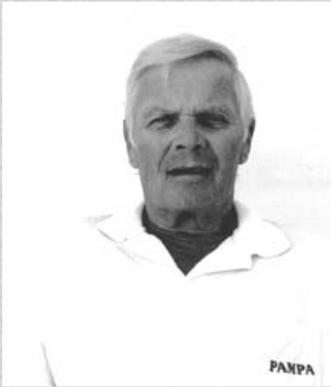
I did not have to returned to Korea and complete my remote tour. Instead I was assigned to Lackland AFB, San Antonio, Texas. George Aldrich lived there and I looked forward to meeting him. I spent 12 years in San Antonio and got to know George and his family well. He was the Contest Director for the Air Training Command Contest and the USAF Championship Contest several times. He helped Air Force team members with his knowledge and skill as a professional modeler.

I made the USAF Champions Team several times afterwards, flying just about every class of free-flight, speed, and of course my first love, Precision Aerobatics. As I attained higher rank it became increasingly difficult to leave my assigned duties and play with toy airplanes for 8 to 10 weeks. The last one I attended was 1970 at NAS Glenview in Chicago. In 1974 the USAF discontinued the program. Funny thing, several years we had a Navy Seaman named Billy Howard on the USAF Team. The Navy hosted the AMA Nationals but never fielded a team that I knew of.

The Air Force sure got a lot of recruiting miles out of the USAF Model Air Plane Champions appearing, and winning the Team Champions Trophy at the Navy Sponsored AMA Nationals for over 13 years in a row.

-Hoyt Hawkins

FLYING THE MANEUVERS



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

Well, you've spent the whole winter building up the new weapon for the up coming season. Hopefully it will do what you dreamed it would do. Before you even get it out of the shop, there are many things you can do to be sure it's going to fly the way it's supposed to. You can get the balance point (center of gravity) close to where it is supposed to be. The wing and stabilizer at "0" and "0" or +1° the engine at -1° (down thrust) and/or 1° or 2° offset, the rudder at 2° or 3° offset. This should get it off the ground and through the first flight and back on the ground.

After that first flight, the long, long journey of what we call trimming will begin. Trimming probably will not end until the plane is in a heap or retired to a permanent place on the wall. This is a process that you will never know enough about and can always learn of different ways and means of doing things. Some information can be picked up in articles or from fellow flyers or even groups of flyers. I don't think you will ever know it all.

I recently had a plane called the "Avanti" which I built from a Tom Dixon kit and continued to make little changes in it over a three year period. It finally met its end last year

with over 500 flights on it. My Avanti definitely flew much better towards the end than when it was new. Now not everything you will try will work the way you want it to. If it doesn't work, just go back to where it was and try another way.

I have a plane now that is giving me fits. It is a .60 size Time Machine. I recommend this plane to anyone who is trying to learn the pattern and to improve their maneuvers. This is the third TM 60 I have built. It is now three years old and still not flying the way I would like it to. While doing any maneuver where the plane is coming straight down, you had better be pulling out at about 20 feet. The plane will rotate 90° immediately and proceed to drop eight feet. This will cause a big gulp and a few extra pumps of the heart. This plane does everything else in fine style. It is rock solid on the end of the lines both upright and inverted (no hunting), it has good corners and maneuvers can be flown smoothly.

I have changed the balance point forward (losing corners) and moved it backwards (now hunting), moved the leadouts forward and back (no help). I built the plane with larger area flaps and elevators (always looking for better corners) so I cut the outboard flap back (no help). Then cut the inboard flap (still no help), then cut back the elevators (no good), then added more elevators (cut off ¼" first, then added ½") and that's not working. The flaps and elevators have equal action. The plane weighs 72 ounces (I know, heavy) powered with a Super Tigre .60 with an APC 12-6 prop. I don't care for the looks of the Time Machine but that is not hard to change. I put a canopy with pilot over where the flaps are and changed the shape of the rudder; otherwise, it is a stock TM. I would like to have less flap movement but changing it would be a major operation. I just don't know what else to try, this plane is fast becoming a hanger queen. If anyone has any suggestions or ideas, I would like to hear from you.

My winter project so far this season is a 10% oversized Gypsy (.60 size). It is going together very well and looking good. I hope to have it in

the air by mid February. This will be my third Gypsy. The first one I built three years ago from Tom Dixon plans. It flies very well and is powered with a ST .51. I liked it so much, I thought I'd better have a backup. So I built another one powered with a ST .46 with a 10¼ by 3¾ APC prop. This one doesn't fly as well as the first one but I'm still trimming on it.

I have another interesting plane that is a lot of fun to fly. I took the plans for Tom Dixon's 38 Special and blew them up by 20%. I built up the body on it (plans are for a profile) and it ended up at 750 sq. in. and 64 ounces. It is powered with a Double Star .60 with a 12 - 6 BYO prop. It will do the whole pattern, however not in competition size. Everything has to be done a little bigger (no flaps you know); but you should see a large double four-leaf clover! It also flies pretty good in the wind (surprise). Anytime a biplane flies, it draws a lot of attention. The vertical eights are a little past 90° but are very smooth. However, the hourglass leaves a lot to be desired.

It's time to go flying so that will be all for this time. Remember, if you get the chance - practice.

-Owen Richards

BURAN'S ANTIQUES COLLECTIBLES AND HOBBIES

Primitive Americana & Control
Line Our Specialty
Contact us for ALL your Control
Line needs.

WE STOCK

BRODAK, RSM, FOX, O.S.
KITS, MOTORS, SUPPLIES
Send .75 cents S.A.S.E. for cata-
log

Wayne and Donna Buran
5430 Treetop Circle
Medina, Ohio 44256
Phone: 330-722-4374
wburan@zoominternet.net



PERSONALITIES



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

Featuring:
Mike Donovan
Vicksburg, Mississippi



Mike Donovan with his RSM Tucker Special and scratch built Galloping Comedian.

Way back in June of 2004 I attended an R/C fun-fly held by the R/C club in Grenada Mississippi. Now I love C/L, especially stunt; however, I also fly and enjoy R/C. Whenever I go to an R/C event I always take a couple of C/L stunters and ask the CD if I can perform a demo. I encourage everyone to do the same. You will be amazed at the interest you can generate. Anyway, after performing my demo a grinning gentleman walked up and eagerly wanted to know who I was and where I lived. The grinning gentleman was Mike Donovan from Vicksburg Mississippi. Mike, like many of us, lives in an area where there is little to no C/L interest. He was hoping that we lived close

enough to become flying partners. "I live in the Memphis area". I told him. Well, while that is too far to get together on a regular basis. Mike and I do have the chance to see each other at local contest in Districts 5 and 8.

Mike loves C/L modeling and has been building and flying models for 65 plus years. He is now 73; however, he is far from being over the hill. His major aeromodeling goal is to eventually compete in the Expert class. Mike practices almost everyday, so I imagine he will soon reach that goal.



Joan fully supports Mike's hobby and travels to all the contests with him.

Mike is retired and he and his wife, Joan, live in Vicksburg Mississippi. He has 5 grown children, Mike, Sharon, Theresa, Paul, and Susan. Mike's wife fully supports his hobby and travels to all the contests with him. She seems to have as much or more fun than he does.

His modeling inspiration came from the late Jimmy Bragg. Seems many of us have modeling mentors that have passed away. Let us not forget those who inspired us. And, let us all strive to pass on our interest and knowledge before we depart.

The type of flying that he enjoys most is Precision Aerobatics. He flies OTS, Classic, and Intermediate. I hope to see him move up to Advanced this year. While he claims that the Vector 40 is his favorite model, all I ever see him fly is his SIG Mustang Stunter. If you are at a contest and Mike arrives with his Mustang Stunter, don't even bother to enter. He proves that the old SIG Mustang is very capable in the right hands. Mike has quite a collection of models in his inventory and currently he is building Harold Reinhart's International Stunt Winner. The RO-Jett 40 is his favorite power plant.

In 2005 Mike took his granddaughter,



Mike's contest proven SIG Mustang Stunter.



Mike's Fleet!

Jennifer, to the Brodak Fly-In. She was his helper and they both enjoyed the Fly-In immensely. The time spent with Jennifer at Brodak's is Mike's most memorable moment in aeromodeling.

What Mike likes most about aeromodeling are all the wonderful people that he gets to meet. I agree with Mike. Whether you are going to a contest or just sport flying with friends, the social aspect of our sport is relaxing and enjoyable.

Mike also enjoys photography and says it is his other passion. I have found that many C/L fliers enjoy photography. I do not know the connection; however, there are many fliers who like to snap photos.

Although Mike is in District 5 he is an honorary member of District 8's "Texas Wrecking Crew". Mike and Joan enjoy meeting people, so when you meet them go ahead and consider them among your best of friends.



Mike and the "Texas Wrecking Crew".

-Louis Rankin

SAFETY



Ron King
4220 Lawnvale Dr.
Gainsville, VA 20155
(703) 754-1608
rak@mitre.org

Happy New Year to you and your family! I hope you had a safe and happy holiday season and I hope Santa brought you all the hobby goodies you wanted.

It's the cold season here in Virginia and every year it seems to affect me more. I know they are talking about "global warming", but it cannot come fast enough for my tired, arthritic hands.

There's not much new to report this time, but I thought I would cover the basics one more time. First, let's look at shop safety:

What are your two most important possessions in order to build and fly model airplanes? My answer has always been: YOUR EYES. Protect your eyes at all times. The last time I glanced around my shop area, I counted three sets of safety glasses, two sets of goggles, one Magnivisor, and one full face shield. Safety glasses are cheap insurance and I have a set by each piece of machinery simply because.... I'm sorry if you think I'm repeating myself, but I have now visited the ophthalmologist twice in the past few years to have metal flecks picked out of my eye. It sounds worse than it is, but it's very, very annoying. Safety glasses are not enough in some situations; goggles and/or a full face shield are needed. Live and learn....

I also have several sets of hearing

protectors and wear them when using the belt sander, table saw, or when running engines on the test stand. I have dust protectors and a good NIOSH paint respirator with replaceable vapor filters to protect my lungs when I'm painting my models. Finally, I also have a box of latex gloves, plus some heavier rubber chemical gloves that I wear when using some of those finishing products. There are a lot of products we used many years ago with little afterthought. Now, we are learning some of these may not have been very good for us. I know we can go overboard sometimes, but if you have a sensitivity for some of the products we use (I have trouble with fiberglass particles, for instance), it makes sense to protect yourself.

Just remember, more accidents happen in the home than anywhere else. We are too complacent and careless in our comfortable surroundings. Be careful.

For those lucky enough to be flying right now, let's review a couple of field safety issues:

Grass fields - I have only heard three horror stories this year dealing with lines snagged in the grass. I'm sure there are more, but the tally so far is three carbon props destroyed, one plane destroyed and one severely damaged. Isn't it amazing just how destructive one dandelion can be?

I fly off a grass field (ex-horse paddock) and I have to mow the field at least once per week during the season. It's even more important to keep up with this chore in the early spring when the weeds seem to pop up every day. I also make it a point to walk the weeds in front of the lines at the start of each flying session. It's a royal pain in the rear, but I've seen it happen first hand and don't want to become a horror statistic. For those of you who fly at school fields or other fields where you cannot mow the grass, you should

make a closer inspection because the grass at these sites is usually longer and line snagging is more likely to occur.

Another important safety issue is crowd control. How many times have you started a model airplane engine and discovered you had attracted spectators after the flight? A good thing, yes? Only if you have a plan for crowd control. As mentioned, I fly in an empty paddock on a horse farm. The only spectators I get are curious horses looking over the fence. (I'm sure they are pretty tough judges, too - but that's another story!)

If you fly at any site accessible to the public, I would recommend you fly with at least one buddy, preferably two. Somebody has to watch for spectators and be prepared to guard their safety and yours. Back "in the day", the general public understood and often encouraged control line model aviation. Now with the advent of small, light RC Park Flyers, most people have never seen a tethered model airplane and don't realize that you have no throttle control. You cannot simply shut off the engine and land. Guard yourself, guard your models, and guard the innocent bystander, too. Be careful out there.

That's about it for this time. Please build and fly safe.

-Ron King



**SINCE 1980, TRANSISTOR
SPARK IGNITION SYSTEMS**

At Prices You Can Afford.

Over 500 in use today.

⚡ SASE for catalog. ⚡

AERO PLY RESEARCH

Floyd Carter

87211 Louvring Lane, Eugene OR 97402

(541) 338-4255

AeroPlyCo@aol.com



THE LIGHTER SIDE



Mike Keville

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

Looking at photos of Allana Perry's 'Aviatrix' it occurred to me that she builds better than I do. (Pause while local guys yell, "We know.") Oh sure, I can draw a reasonably decent picture of an eighteen-pointer but when trying to actually build one I'm about as effective as...well, picture John Kerry at a VFW meeting.

When it comes to engines (those noisy metal things that go up front) I'm even worse. Anything mechanical has always baffled me. Car won't start? Open the hood...yep, engine's still there. People say things like, "Modify your Belchfire .35 by reducing the framemis of the widget then transfer the ports on the flux capacitor" or something like that. They may as well be speaking Farsi. I once tried to re-plumb a metal tank. Ended up with five ounces of solder blobs all over the thing and it still leaked. Pressure test produced more bubbles than Lawrence Welk. Picked it up and the vent line fell out.

Because of this innate inability to understand how things work, I've always admired folks with mechanical ability, especially those who can do a complete tune-up or brake job on their cars in less than 60 minutes.

It takes me that long to find the hood latch.

One local flyer builds and finishes NATs-level models in less time than it takes me to cut out a set of ribs. He also restores old cars and could probably re-wire his house in a couple of hours—while I might be able to glue-up a Ringmaster in five or six months and need the instruction manual in order to operate the garbage disposal. He probably framed-up a new model while I was writing this. To protect his identity I won't reveal his name here, okay Alfadawg?

-Mike Keville



Bill's Hobby Shop

CONTROL LINE ONLY PRODUCTS

800 Different Items in Stock!

Kits by – SIG-GOLDBERG-STERLING/ESTES: 20% OFF

Kits by: GOLDEN STATE MODELS-RSM-HOBBY FASTENERS: 15% OFF

SPECIAL FOX 35 STUNT - \$84.99 SUPER TIGRE G51 - \$127.99

COX BLACK WIDOW - \$24.25 THUNDER TIGER Motors – 46% OFF

ST46 and 60 Needle Valve Assemblies and Needles

McDANIELS Metered Ni-Starter - \$27.50

Hobbico and Thunder Tiger Tach w/battery - \$31.50

FOX R/C LONG & SHORT K&B R/C LONG THUNDERBOLT LONG
1@ \$2.50 3 FOR \$6.75 1@ \$2.80 3/\$7.65 1@ \$2.75 3 FOR \$7.50

GRW and SMITH TANKS: Snub Nose Uniflow–Profile Uniflow–Large Square Wedge
With all tubes out front – Large Square Wedge with feed and uniflow out front and overflow out bottom

We Carry Products by: BRODAK, SIG, GOLDBERG, HOBBY FASTENERS, RSM, DUBRO, PRATHER, COX-ESTES, SULLIVAN, FOX, GRW, STERLING, ADAMISIN, HOBBICO, TAFFINDER, DAVE BROWN, BRU-LINE, P.S.P., C.S.C., REV-UP, BY&O, ZINGER, MASTER AIRSCREW, TOP FLIGHT, APC, McDANIELS, FUEL WIZZARDS, MODEL PRODUCTS, SUPER TIGRE, OS MAX, GREAT PLANES, TRU-TURN, AERO PRODUCTS, HAYES, CUSTOM ELECTRONICS, THUNDER TIGER, THUNDERBOLT, K&B

LOW PRICES – GREAT DEALS

CATALOG #17 (60 pages) \$4.50 includes shipping

\$3.00 refundable with first purchase over \$25.00

BILL'S HOBBY SHOP

53 Wenonah Avenue
Oakland, NJ 07436-3009
Voice and Fax (201) 337-8368

THE TRAILING EDGE



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

‘Nostalgia is basically the ability to forget the things that sucked.’ – Nelson DeMille, ‘Up Country’, Warner Books Inc., NY, 2002. That’s pretty much true for those of us whose modeling interests remain firmly stuck in the ‘Fifties.

Here is the second installment of “Guess who?” This time the names appear in the captions. Saves a little space that way. Your old photos are welcome here. They’ll be safely returned if you so request. Or you can e-mail them (500kb minimum preferred but please compress them so they don’t fill the entire screen).



Gene Molnar (L) presents trophy in this staged view for a 1968 magazine ad. Who’s that dashing young fellow holding the Sterling Spitfire? If you guessed Bob (Alfadawg) Whitely you’d be right.



In the striped shirt, wearing his game face at the ‘62 NATs, NAS Glenview: the late Jim Kostecky. Photo: Hoyt Hawkins.



Youthful Airman Dale Kirn (L) examines the business end of a French competitor’s Speed entry at a long-ago World Champs. Kirn photo.



This one won’t fool anyone. ‘Tell ‘em I’m Italian’, she said. The doll has since been exchanged for a clipboard in the hands of Rickii Pyatt.



We printed this one before, but newer members may not have seen it. Soon after it was taken, the little guy ditched the Free Flight and began flying Stunt, eventually with electrifying results. Bob Hunt, of course.



‘Can I fly it, Dad? Can I, huh?’ Seen at the ‘68 NATs, the kid would later fly for a major airline plus tool around in his own aerobatic biplane, explaining, ‘It’s the Pitts.’ Jerry (L) and Chris McMillin.



Sad little guy with mom and sisters was about to board a National Airlines Lodestar, Daytona Beach, Jan. ‘50. (Bummed because he was headed back to Philly in mid-winter.) Uh-huh, ‘yours truly’.



That Lockheed Lodestar, by the way, took us only to Jacksonville, where we switched to a DC-4 for the six-hour (!) flight to Philly, mostly at 9,000 feet through some pretty nasty weather. Being a 'bear of very little brain' I chose to sit next to the number 3 engine's exhaust stacks, thus becoming somewhat hearing-impaired for hours. And you know what? Given the chance I'd do it again, disregarding the quote at the top of this page. Now let's fast-forward to 2006 for some views from the local flying site:

See you at VSC-19, March 14-17. If you're reading this after March 7 it's too late to enter, but spectators and shutterbugs are always welcome.

-Mike Keville



How many Cholla Choppers does it take to start a McCoy .40? L-R: Bill Heyworth, Barbara Trostle (behind Bill), Randy Cuberly, Michael Duffy, Bart Klapinski and a somewhat older Bob Whitely.

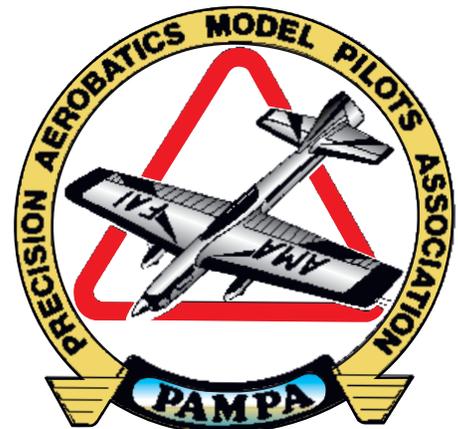


Australia's Jeff Reeves was one of three "Purple Heart" awardees at VSC-18. Those props can be vicious! Background, L-R: Jim Rhodes (Utah); Masuro Hiki (Japan); Jenni Reeves (Australia); unidentified.

DISCOVER...

We cover everything from Control Line to Giant RC Plans, how-to articles, construction articles, product reviews, and more.

Subscribe today!
800-474-6995
www.flying-models.com
 P.O. Box 700, Newton, NJ 07860



WE HAVE THE TECHNOLOGY



Noel Drindak
180 Lake Hill Rd
Burnt Hills, NY 12027
(518) 399-5939

Building Tips -- We all have construction tricks that we use to build our world-class stunt ships. I've shared my favorites in a couple of columns, but it's been six years since the last time. It's time for an update, so I'm going to share more of my favorites. These tips come from different sources. Some I invented and some I stole from others (in the best tradition of stunt). A couple of the best tricks are repeated from last time. What they all have in common is that they really work. I hope that they will help you build better planes.

1) Higgins Fadeproof Ink Finishes -- I've always loved the look of a good dyed-silkspan finish. There's nothing that shows off beautiful wood work like a see-through finish. The effect can be spectacular. Unfortunately, dyed silkspan is tedious to apply and the commonly used Rit dye fades in sunlight. Using Higgins Fadeproof Ink is a great way to achieve a see-through finish. It's easy, it's good looking, it's light (no pigment), and it will not fade.

The first step is to apply a clear dope base finish. The surface doesn't need to be completely filled, but it should be close. I mix the dyed dope in a quart jar. For my red finish I've been mixing a one ounce bottle of Higgins Fadeproof Ink with four ounces of dope (I've been using SIG) and nine ounces of thinner.

This gives about a 70/30 ratio of thinner to dope. I like this ratio for spraying, but you can adjust it to suit your personal preference.

I try to do the color with three sprayed coats. Inspect the plane after each coat. If an area needs more or less color, adjust your spraying as necessary. It's relatively easy to get an even tint. When you have the color the way you want it, spray a couple of clear coats. Sand lightly with 400 or 600-grit sandpaper. Be careful not to sand into the color. Spray four or five clear coats to finish the job.

Higgins Fadeproof Ink is a great way to achieve a see-through finish. I buy it on line from Discount Art Supplies. It's also found at most art supply stores. It comes in red, brown, carmine, green, lemon, magenta, violet, and yellow.

2) Making Great Hinges -- If you hold one half of a hinge horizontal, the other half should swing freely. If it doesn't it's because of friction in the hinge. What's a little friction you ask? When you multiply it by 16 to 20 (the number of hinges in a typical stunt ship) it's a lot of friction. With the ball link control systems we're using today it's the major source of friction. I don't want friction in my control systems. Control force is limited (by line tension) and I don't want to waste it to overcome friction.

Many will tell you not to worry about a little friction in the hinges -- that they'll loosen up after a few flights. Wrong! Nylon is very tough. The barrel of a nylon hinge rubbing against another barrel or against the hinge pin will not wear. That's why it's a good bearing material. The friction in the hinges you use is there for keeps. It won't go away.

I've been using large Klett hinges, reworking them and replacing the pins with SIG pins. I'm switching over to Du-Bro Heavy Duty Hinges. They come already disassembled and there is lots of clearance between the barrels. The only reworking necessary is to remove a little flashing and shorten the tab (you don't need a 3/4-inch tab in a 3/8-inch trailing edge). I reassemble them with a SIG #20 pin. The Du-Bro hinges are slightly narrower than the Klett hinges (3/4-inch instead of 7/8-inch). That's ok because I'm using more hinges now. I'll explain:

When Randy Smith reviewed my draft plans for the Berserker, he insisted I needed more hinges. Randy has observed that the flaps on many stunt ships flex under load to the extent that there are visible gaps between the flaps and the trailing edge of the wing. I listen to Randy. The Berserker used six hinges per flap and my new plane, the Ghost, will have seven.

3) Use Scotch 230 Drafting Tape to protect soft balsa during construction. - When there's an area I want to protect from sanding while I'm sanding an adjacent area, I cover it with Scotch 230 drafting tape. For instance, when I'm sanding a wing tip to the shape of the wing I'll cover the adjacent sheeting and cap strips with tape. With the tip tack glued in place, I'll sand it down until the sanding bar is flat on the tape. This will leave the tip slightly oversize (by the thickness of the tape). The tape prevents inadvertently sanding the sheeting and cap strips. After removal and hollowing, the tip is glued back on the wing and sanded flush with the sheeting.

Another use for the tape is to protect soft balsa from accidental gouging. When I'm sanding on the fuse near the wing, I protect the wing sheeting with a layer of tape in case I bump the sheeting with my sanding bar.

Scotch 230 Drafting Tape works well because its low-tack adhesive won't lift the grain of the balsa. Also, it's thick and tough enough to stand up to even 100 grit sandpaper.

4) Make hard spots with plywood. There are places on our models that want to have a hard surface -- places where a balsa surface would eventually get dinged up... Some examples are the spot where the horn bolts onto the rudder, the mating edges of the cowl and fuselage, and the edges of the opening in a wing tip where the leadouts go through to a recessed leadout guide. All of these places should have plywood linings or inserts (make linings from 1/64-inch plywood). When I make an engine crutch I face the balsa block between the motor mounts with 1/64-inch plywood. That way my tank compartment has plywood on all sides (I use plywood doublers), and balsa doesn't get dented from the tank bouncing around.

5) Use sanding bars. I'd be lost without my sanding bars. I find them



essential for keeping surfaces true and straight. I recommend Great Planes Easy-Touch Bar Sanders. They are easy to hold and your hand doesn't get cramped like it does with T-bar sanders. They come in 5 1/2, 11, 22, 33, and 44-inch lengths. I use all but the 44-inch size. The 33-inch size is great -- it lets me sand an entire wing panel at once. I have several sets with different grits of sandpaper on them, usually 100, 220, 320, and 400-grit.

Don't waste time with the stick-on sandpaper sold for these bars. Buy premium sandpaper and put it on yourself. After cutting a sheet into strips, put a thin coating of Elmer's Rubber Cement on the back of the sandpaper and let it dry. Then put a thicker coat on the bar and stick the sand paper on. Let it dry (maybe with a little weight on it) and you're ready to go.

6) Laminating with Carbon Fiber Mat -- Many builders are using carbon-fiber mat to add strength to their models. The most common method is to cover the outside of balsa surfaces using carbon-fiber mat much like silkspan. The mat is held in place with dope and the dope finish is applied directly over the mat. My problem with this method is that during finishing, we sand into the mat and sometimes all the way through it. It seems to me that the strength contribution of the mat is highly variable when we sand part of it away. Instead of doping carbon-fiber mat to the outside of a model, I use balsa cut from sheets that are laminated with carbon-fiber mat. I put the matted side on the inside surfaces, so it doesn't get sanded and contributes full strength.

I've used matting laminated between two sheets of balsa and matting laminated to one side of the sheet. Applications have included fuse sides, top and bottom sheeting, ribs, formers and spar webs. I find that laminating with carbon-fiber mat adds great strength with only a small increase in weight. Laminating 0.2-ounce carbon-fiber mat between two sheets of 1/16-inch balsa adds about 1 pound. That is, if you start with two sheets of 5-pound balsa the resulting 1/8-inch sheet will weigh the same as 6-pound balsa. Carbon-fiber mat is available from Aerospace Composite Products in two weights - 0.2 ounce and 0.5 ounce. I use

0.2-ounce mat for most applications and 0.5-ounce mat in doublers.

The technique I use for laminating with carbon fiber mat is straightforward and gives consistent results. I can't claim credit for developing the technique -- I learned it from Vic Macaluso (Thanks Vic). The materials you'll need are balsa (preferably 4 to 6 lb), carbon-fiber mat, Saran Wrap, and Anchor Bond 30-150 epoxy resin (available from Anchor Seal). Do not try to substitute a different brand of plastic wrap or resin unless you're prepared to waste time and materials.

I'll describe the technique for laminating two sheets of 3" by 36" balsa together. Start by selecting the balsa sheets and cutting a piece of carbon-fiber mat slightly oversize (a #11 blade works fine for cutting the mat). Stretch a piece of Saran Wrap (about a foot longer than your carbon-fiber mat) out on a flat surface, pulling it taut with masking tape. Lay the carbon-fiber mat on top of the Saran Wrap. Next, mix up some Anchor Bond (about 3/4 of an oz). Pour the resin evenly over the mat -- I usually do this with three beads running the length of the mat. Lay a second piece of Saran Wrap on top of the mat and stretch it taut with masking tape. Now use a scrap piece of dowel (about 1" by 6" long) to roll the resin out evenly on the mat. When the mat is completely saturated with resin, start rolling the excess resin off the edges of the mat. What you want is an absolute minimum of resin in the mat, so you'll have to go over it several times until all the excess is rolled away from the mat. Be careful not to use too much pressure. If you overdo it the mat starts to separate.

Almost done now. Remove the tape from the top sheet of Saran Wrap and gently pull it away from the mat. Trash the Saran Wrap (it'll be messy). Gently lift the carbon fiber mat away from the bottom sheet of Saran Wrap and lay it on top of one of the balsa sheets (prepositioned on a flat surface). Lay the second sheet of balsa on top of the carbon fiber mat to complete the sandwich. Protect the soft balsa in the sandwich by laying a piece of harder balsa stock (we all have lots of this) on top of it. Now stack weight evenly across the top. I use lead bricks, but cinder blocks or magazines work fine. I use a

pound of weight for each square inch. A 3" by 36" sheet is 108 square inches, so you'll need about a hundred pounds of weight. Let the laminated sandwich sit over night and it's ready to use.

After mixing the resin you have about 25 minutes, so you'll want to have every thing you need ready before you mix. I even save time by cutting pieces of masking tape ahead of time. Be careful with the Saran Wrap after you lift it off. It'll be covered with excess resin. Getting it on your hands or clothes is not a good idea. I keep a paper towel soaked with lacquer thinner handy in case I need to clean up. The completed laminate can be cut with a sharp #11 blade. If you want to do a single sided laminate, use a piece of wax paper in place of the second piece of balsa. Place the hard balsa stock on top of the wax paper and add weight as before.

7) Fill small gaps with baking soda and regular CA. This is one of my favorite tricks. I always try to make tight joints, but sometimes I need to fill a gap. Baking soda and CA is my choice. I first work the baking soda into the gap. A drop of CA hardens the baking soda filler instantly. This method produces a filler that is both strong and light. I use this technique in building, and I've used it very successfully for crash repairs. I once used it to bridge a gap in a cowl where a piece was missing after a nose-over. The repair outlasted the plane.

8) A great way to mount the bellcrank -- By far the best way I know to mount a bellcrank (in a C or D-tube wing) I learned from Bob Hunt. It provides a strong mount for the bellcrank by spreading the load from the bellcrank to the main spars and also to the center sheeting, and in the process reinforces the main spar joint. He uses basswood (1/8 or 3/32-inch) to make what he calls tension-compression spars. They look like very elongated diamonds (about 8 inches long and 3/4-inch wide. A 1/8-inch hole in the center of the diamond will mount the bellcrank post. One angle of the diamond matches the angle where the main spars (usually 1/4-inch square balsa) join. The tension-compression spars are glued to the back of the main spar joint. The top of the tension/compression spar is even with the top of the main spars. When the center sheeting goes on, it lays on top



of the main spars and also the tension-compression spars. The length of the tension-compression spars is usually the same as the width of the center four rib bays.

The bellcrank with its post is best installed at the same time as tension-compression spars. Be sure to make the post long enough to protrude through the center sheeting. After the wing is assembled trim the posts even with the sheeting and glue a circular plywood cap over the ends. This is very important. You want to ensure that the post can not move up or down in the wing. If it does, disaster awaits.

This method provides a solid mount for the bellcrank, greatly strengthens the wing, and adds very little weight. Could it be any better? I think not.

9) Making neat fuel tube penetrations -- I usually have two fuel tubes penetrating the finished surface of my fuselage. My uniflow tube comes out the top of the fuselage and the overflow exits through the side (and then bends down). I've always had a hard time making and keeping the exit points neat. I used to make the holes after the plane was finished. I was able to make a neat hole, but sealing around the tube after it was installed was difficult. I would try to do the job with a tiny drop of CA, but I always seemed to get some on the finish and mess it up. I considered installing the tube before painting the plane, but that approach seemed to have a whole set of problems.

If you have had the same problem, here's a solution that works great. Basically I use 5/32-inch tubing to make a sleeve for the 1/8-inch tubing. I drill the holes before finishing the plane, and install with the 5/32-inch tubing, being sure to glue it solidly in place. On the outside of the fuse I sand the 5/32-inch tubing even with the surface of the fuse. As I glass the nose I put fiberglass over the hole. Later I use a needle file to open the holes, but leave the glass over the end of the tubing wall. I then finish the plane normally.

When it's time to install the 1/8-inch uniflow and overflow tubing, I clean out the holes with the needle file as before, taking care to make a sharp edge where the paint meets the hole. I install the tubes and line them up carefully, taping them in position. Then

I go inside the tank compartment and put a drop of CA on each piece of 1/8-inch tubing where it comes through the 5/32-inch tubing. The tubing is locked in place and the exit point is perfect. When I say locked I really mean it. After applying the CA the 1/8-inch tubing is permanently locked. You can't move it and it won't come out.

10) Central Hobbies' Pushrods - If you aren't using Central Hobbies pushrods in your stunt ships, you should be. They are stronger, lighter, and easier to assemble than any other option. Whether you use ball links or clevises they're the best choice. I've been using them for seven years, and I still think they're terrific.

Central Hobbies kits consist of a pair of carbon-fiber tubes with four threaded titanium end fittings. The tubes come in three sizes -- 1/8, 5/32, and 3/16-inch diameters. I would expect most stunt fliers to be interested in the 3/16-inch size. End fittings for the 3/16-inch rods come with 4-40, 6-32, or 8-32 threads. The end fittings are attached to the carbon fiber rods using slow-cure epoxy (JB Weld is recommended). Although end fittings are also available in stainless steel, I recommend against using them. Titanium is both stronger and lighter than stainless steel. Also, I know of a case where a pushrod using ends made from stainless steel bolts failed.

The head of Central Hobbies (Al Comber) told me that they have sold thousands of pushrods without a reported failure. He says that their carbon-fiber tubes are the highest quality available, using the same technology as Olympic arrow shafts. They are required to have holes that are exactly centered in the rod (this makes them less prone to bowing under load). Rejects are used to build stunt kites. No expense is spared -- the titanium ends are made in a Swiss CNC machine. (For those not familiar with titanium, it is extremely difficult to machine). He emphasizes the importance of cleaning the components with alcohol before assembly and strongly recommends using JB Weld.

Making pushrods with the Central Hobbies kit is a piece of cake. All you do is measure, cut, and glue. If you're using Rocket City ball links, the tube should be 2 5/8-inches less than the horn-to-horn

distance. This allows each ball link to be adjusted 1/8-inch in or out and still have 3/8-inches of thread engagement. When cutting the carbon-fiber tube, be careful not to split the ends. Also, after cutting the tube sand the end square so the titanium fitting will fit tight. With JB Weld on them, the end fittings act like little pistons in a cylinder. When you push them into the carbon fiber rod, air pressure wants to push them back out. I place the pushrod between a couple of building weights to keep the ends in place while the epoxy dries.

A set of pushrods, with ball links added, will weigh about 3/4 of an ounce. A set costs \$16.95. Again, they're stronger, lighter, and easier to assemble than any other option - spend the money. Rocket City ball links are available from Don's Hobby Shop.

Again, I hope these tips will help with your next project. Good luck with your next plane.

-Noel Drindrak

Discount Art Supplies
20 Washington Street
Conway, NH 03818
800-547-3264
www.discountart.com

Anchor Seal
18 Riverside Dr.
Danvers, MA
www.anchorseal.com

Central Hobbies
1401 Central Ave.
Billings, MT 59102
800-723-5937
www.centralhobbies.com

Don's Hobby Shop
1819 S Broadway,
Salinas, KS 67401
800-972-6273



WHY DO I FLY STUNT?



Leroy Black
606 South 233rd Drive
Buckeye, AZ 85326
(623) 327-9227
lindyle1@yahoo.com

Tom McClain asked if I would write a one page article on why I fly stunt. The first thought that popped into mind was, "because it's fun." Well that doesn't quite fill a page so I sat down and started pondering the "why" part of the topic.

I have foggy memories of me around the age of four, hanging out the window of a '47 Chevy watching Dad fly. As soon as he felt I was old enough, I had a U-Reely in my hand. Thus began my life long love affair with flying model airplanes. I grew up in a very small town. Dad and I were the only people that participated in the hobby. Kits and all the equipment that go along with building and flying were difficult to come by but we somehow managed. It was not until I returned home from college in the summer of '72 that I decided to learn the pattern and get serious about flying stunt. I asked Dad on one of our Saturday morning flying sessions to help me learn the pattern. From that day forward I have been chasing that all elusive, "perfect pattern."

In the early 70's, there was only one contest within our driving reach, that being the Southwest Regional's held each year in Buckeye Arizona. Watching men like Bob Whitely, Bart

Klapinski, and Jim Armour, only wet my desire to build better airplanes and fly better patterns. At this time PAMPA did not exist thus making it hard to get the answers to building and flying questions. The elite fliers and master builders often times were not willing to share their secrets. Those of you that were not involved with the hobby in the pre PAMPA era have no idea how well kept the secrets of building and fly were.

In '74 Dad and I attended the Riverside NATs. We both flew and both had a good time. Neither however, scored very well. Watching Al Rabe, Lew McFarland, Bob Whitely, Keith Trostle, and the other great fliers put up those beautiful patterns fueled my desire even more. Upon our return home the big question was "How does one climb the ladder when there are no rungs to hold onto?"

More than just a National champion came out of '74 NATs. 1974 was the year Precision Aerobatics Model Pilots Association (PAMPA) was conceived. Now for only five dollars a year you could get several newsletters filled with articles and diagrams describing everything from soldering on tail wheels to rubbing out the finished airplane to a mirror like luster. Secrets that had been kept under wraps for all these years were ours for the taking. We were welcome, even encouraged to call the great fliers on the phone and pick their brains. Things like building a stronger and lighter plane, fly a certain maneuver, trim, mix fuels, hook up controls systems properly, build fuel tanks, etc. were unveiled. It's as if the flood gates to control line stunt technology heaven were opened.

It has been 33 years since I read my first PAMPA newsletter. Am I one of the elite? Not hardly! I can however fly with the elite or with Joe Belcrank. For the most part we are one and the same. Why do I fly stunt? It's a simple answer. Because of the men that make up this great hobby. Because each of us are looked on as an equal. It doesn't matter if it's Joe Belcrank or Mr. World Champion, we can fly side by side. We have

INDEX TO ADVERTISERS

Aero Pipes	15
Aero Ply Research	21, 78
Aero Products	46
Al Rabe's Home Movies	23
Alberto Parra	15
Bill's Hobby Shop	79
Blue Sky Models	55
Buran's Antiques & Hobby	14, 76
CF Slattery	14
Core House	74
Doctor Diesel	21
Doug Dahlke	31, 57
Fellowship of Christian Modelers	61
Flying Models Magazine	10, 19, 81
Lee's Machine Shop	18, 63
Lone Star Models	16
MNT Int./Stalker	60
PAMPA	21, 41
Powermaster Fuels	36
RGGraphix	31
RSM Distribution	66
Sam's Stuff & Hobbies	16
T & L Specialties	4
Virginia Hobby Sport	51
Windancer	28
Windy Urtnowski	23

Dr.'s, airline pilots, professors, truck drivers, trash collectors and others from all walks of life. When we step out on the flying circle we are all just toy airplane builders and flyers. This because a few men back in 74 got together and came up with PAMPA, thus putting each of us on an even playing field. Because of PAMPA, the only thing that holds anyone of us from achieving elite status is our own level of commitment. "PAMPA" is why I am still flying stunt today. Oh yes, and because it's fun!!!

-LeRoy Black

FEATURES

Stunt Pipe Operation
Frank Williams

A-7 Corsair II
Nick Lemack

I-Beam Siletto 660
Darrell Harvin

RSM Hawker Hunter
Bob Whitely

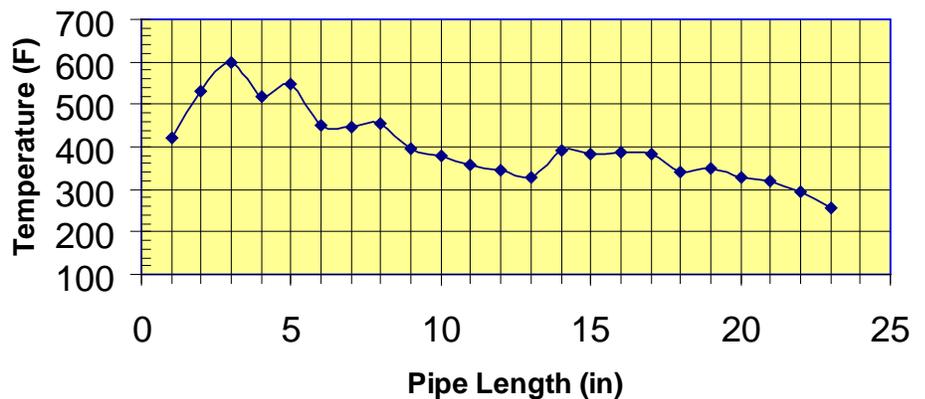
Stunt Pipe Operating Temperature by Frank Williams

The temperature of the gasses in a PA tuned pipe during operation might not be the "hot" topic of discussion at the field on Sunday morning, but I just thought it might be of interest to someone out there in stuntland. I measured the temperature at one inch increments down a pipe from the exhaust face to the end of the pipe. I used a neat little thermocouple device on a thin wire that I rectally inserted into the pipe.

The engine was running with a prop that I have calibrated and measured to absorb 0.5 hp at 11,000 rpm. This is a typical stunt pipe flying setting. The pipe was a carbon pipe with two baffles located as shown in the diagram. The baffle was located at a distance of 17.5 inches from the engine center line. The fuel was typical 10% nitro with $\frac{1}{2}$ and $\frac{1}{2}$ oil content. The engine was a PA 61.

The highest temperature measured was a couple of inches out into the header away from the engine. This might mean that an amount of the combustion is taking place outside the engine, but I wouldn't swear to that. The temperature decreases as the pipe expands and then increases again as the flow "stacks up" in

Tuned Pipe Temperature (11K rpm 0.5hp load)



front of the first baffle. A rise can also be seen as the second baffle is approached. The temperature of the gasses in the pipe help determine the tuning length of the pipe.

I think that there is good reason to leave your aluminum header full length rather than trimming it to save weight. The heat in the first six inches or so of the exhaust is most severe. Charring of the carbon pipe at the header end is always one of the first failure modes of most carbon pipes.

-Frank Williams



MY A-7 CORSAIR II PROJECT



Nick Lemak

5153 West Pontiac Dr.
Glendale, AZ 85308
(623) 572-0956
nlemak@cox.net



It started well over two years ago when I got the whim to do something unique. I started looking for a subject to do as a semi-scale stunter. I looked at many WWII examples of which there were many really prime candidates but a lot of them had already been done. I happened to look through a booklet of jet fighters at the hobby shop. My eye caught the A-7 in that it had some unique features. There was the high wing, the large air intake scoop, the open exhaust at the rear and the main gear at the trailing edge of the wing.

I don't know why the high wing appealed to me except that it provided ample room for the tuned pipe motor that I could use. The large intake scoop promised to provide ample cooling air for the motor. The open rear exhaust gave me the thought that I might be able to pipe the engine exhaust there but I had no insight

as to how I would accomplish that. The main gear was intriguing because I have a habit of bouncing my landings, especially in contests. This main gear arrangement seemed to promise better landings.

To pursue this project I began to accumulate all the information that I could find. I bought three different booklets at the hobby shop, borrowed one from my friend Jim Hoffman, and, at the 2004 NATs, went to the Air Force Museum in Dayton, Ohio. I took many pictures of the A-7 that they had on display. I did surf the internet but I don't remember finding additional information beyond what I had already accumulated.

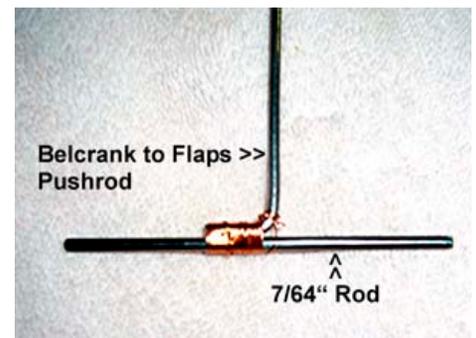
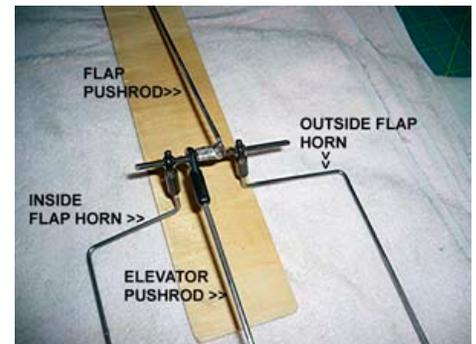
To begin this project I decided not to reinvent the wheel. I had built the "Intrepid" from a Randy Smith kit but I had used the Lost Foam method for the wing. Therefore, I had these perfectly good ribs left over from the kit so I built and used the Intrepid wing. I also took all the important measurements from Randy Smith's Intrepid and designed the A-7 around those numbers. As it turned out, I should have lengthened the nose section to accommodate the extra weight of the tail section as compared to the standard Stunt ship. I ended up having to add lead to the nose in order to balance properly.

POWER I opted for the PA61 rear exhaust with the tuned pipe. I knew that it would provide adequate power and the rear exhaust gave me the possibility to exit the exhaust at the rear of the plane.



THE WING As Previously stated, I used Randy Smith's "Intrepid" wing. I made the wing tips blunt to copy the actual A-7. On the A-7, the wing tips are rather thin but I couldn't duplicate that and maintain a Stunt wing. After the wing was assembled, including the controls, my friend Leroy Black asked where the vertical CG is located. I suddenly realized

that I had forgotten to give the vertical CG any thought or consideration. After some study I decided that something had to be done to get the leadouts closer to the center of the vertical CG. I chose to employ anhedral in the wing. I used my razor saw to slice the top of the wing where the center of the fuselage would be. I placed a $\frac{3}{4}$ " piece of wood stock under the wing directly where the top was cut. I then pushed both wing tips to the table and securely reinforced the top of the wing at that position. This dropped the leadouts that $\frac{3}{4}$ " which may not be perfect but is significantly better.



THE FLAPS The anhedral added some complexity to the control of the flaps. I had no experience with this problem so I devised a system using ball joints. First, the rod diameter needed to just fit the hole of the ball joints is $\frac{7}{64}$ ". I couldn't find a rod of that diameter in the hobby shop or the hardware store. I, therefore, bought a 6" long drill bit of that diameter. I cut a piece off the drill bit to use as the $\frac{7}{64}$ " rod. I wire-wrapped the rod to the bellcrank pushrod as shown in picture (wire-wrapped rods). I soldered the wire-wrapped connection securely and applied the flap horns with ball joints as shown in picture (assembly of pushrods & flap horns with ball joints). This arrangement allowed for some adjustment including allowing more angular movement of the outside flap as compared to the inside flap.



THE FUSELAGE The unique fuselage of the Corsair II added more challenges. The round exhaust nozzle at the rear of the plane was fabricated with carbon fiber and epoxy around the tapered form shown in picture (Two round forms, straight and tapered). The round scoop at the front of the fuselage is 1/16" plywood that was shaped around the straight form shown in picture (Two round forms, straight and tapered). Plywood was used because of the need to attach the nose gear. The forms were made from a 2 1/2" rocket motor and filled with an insulating foam sealant called "GREAT STUFF". The top of the fuselage was formed with 3/32" balsa. The bottom of the fuselage was carved from balsa blocks. Most of the fuselage bottom is removable due to the need to access the exhaust pipe of the PA61 engine. Thin wall 1/2" aluminum tubing was used to extend the exhaust to the rear and just under the scale-like exhaust nozzle. I used 1/2" square motor mounts to widen the fuselage and enhance the scale appearance.

THE STAB The stab was constructed with a styrofoam core and sheeted with 1/16" balsa. The edges were balsa to cover the foam and to add strength where needed. This provided a very stiff and strong result.

THE ELEVATORS The elevators were also made with the Styrofoam core but were sheeted with 1/32" balsa. The result provided adequate strength and stiffness.

THE RUDDER The rudder was constructed in the same manner as the elevators. Since the top of the fuselage is

thin, a section of the rudder went through the fuselage top and was secured to the stab.

THE SPINNER The Corsair had a blunt nose section. Commercially available spinners were not blunt enough. My flying buddy, Leroy Black, saved the day by presenting me with a blunt spinner that he had acquired from Windy Urtinowski. I think it added significantly to the scale-like appearance.

COLOR SCHEME I found some Corsairs with orange paint but the pattern didn't suit me. Then I found a green pattern that I liked. Soooo, I did the green pattern in orange. If you look close, you will notice a mixture of Air Force and Navy details. I copied the Air Force

details from the Corsair II in the Air Force Museum.

PROBLEMS

Balance - nose too short or rear too heavy.

Nose gear strength - Needed significant reinforcement to prevent failure. I think some of the current strength comes from the reinforcing material resting against the exhaust header. (Don't tell Randy.)

Main Gear - Attached to fuselage side and tended to pull the sides apart. Needed wire at exit from fuselage to prevent this.

Exhaust - Problem attaching extension tube to the exhaust pipe.

Weight - At 68 ounces, it is on the high side of acceptable.

FLYING When I started this project I didn't expect much in maneuverability. However, I have been pleasantly surprised with reasonable performance. My limited practice habit precludes any spectacular performance by my hand. The PA61 is more than adequate for most weather conditions. The centrifugal force is substantial and limits me to but a few flights in any one day.

I have considered building another but haven't yet decided to dive in again. A smaller version comes to mind occasionally.

-Nick Lemak



The I Beam Stiletto 660 Part 1 by Darrell Harvin

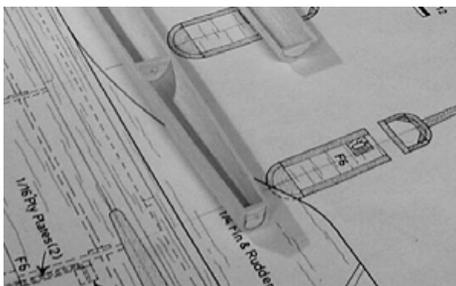
Once upon a time there was this model called the Stiletto by Les McDonald. The look was always so cool I just had to build one (eventually). So while judging at the NATs I got a copy. I've been flying a few Arfs and a Nakke with an LA 46 so I thought I would give it a shot. Looking at the plans I thought of ways to make it lighter. Other than using 4-6 lb wood. (I did & the balsa trees are weeping.)

Lets get started with the fuse:

Here molding top & bottom shells saved weight. Here's where that 14-15 lb balsa comes in handy. After the mold is carved and sanded I apply bowl finish to the mold.

It keeps the ammonia from swelling the mold. Spray the balsa with ammonia and place in a Food saver vacuum bag and seal. Take the balsa with the sealed bag and wrap around the mold. This way you can wrap it around tight corners without splitting the wood.

Take the balsa out of the bag and wrap it around the mold with an ace bandage. (See pictures below.)



After the balsa dries trim the mold and install the bulkhead stations. For the best fit I like to mark off the mould at each bulkhead and cut them with a bandsaw.

Then you can trace cut and glue in



place.

The fuse sides are made per plans except I used 1/32 plywood and light carbon veil. To make the fuse top straight I like to use a router and a device called Jointability (See Picture above).

I use it to edge joint long pieces of wood. It can joint pieces up to eight feet long. This is better than cutting or band sawing because I would experience that the wood sometimes would bow or turn itself into knots. (More trees weeping again.)

Time to prep the wing:

Originally I intended to build the wing as a D-tube but after watching Bill Werwage build an Ares I beam wing about a billion times (yes I did on tape.) I decided to give it a shot. So buy it and watch it a lot!

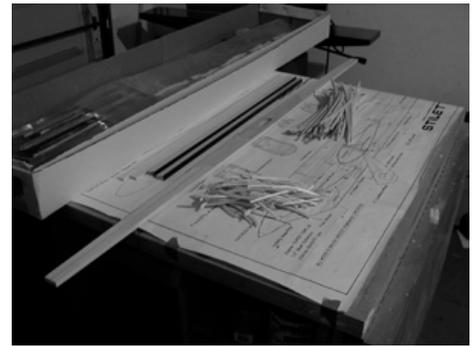
That being said I will go over some highlights and one left handed moment. For the spar Bill recommends 1/16 mahogany plywood. If you can't find it locally you can find it at aircraftspruce.com. A 2X4 sheet should be more than enough although you can use the birch.

The mahogany is a bit lighter though.

The spar caps and trailing edges are glued on with .007 carbon fiber. When making the trailing edges I cut them with a band saw with a fine tooth blade. Here's where the wood grain must be

Totally straight (another tree bit the dust for this one) the spar cap width should be cut after the spars doublers & triplers are done.

Here is the left-handed moment. When cutting the ribs (lots of trees R.I.P here) I used the up-to-date method but I made the jig to cut from left to right. The next I beam project this will be reversed will make life easier so I can use my left hand instead. Also cut at least 10 percent more than you need because I guarantee you will need them! (See picture below.)



And now to bring it all together:

The wing and fuse goes together as per the tape. So on to more highlights. Put the flap horn in place through the T/E cutout BEFORE assembling the fuselage. The trailing and leading edges are tied into their bulkheads.

While putting in the strip ribs use a straight edge to make sure everything is aligned.

This I feel to be a critical step so sanding will be kept to a minimum. The bellcrank is installed at this point. I used the Tom Morris System. This is a far better way to put in a bellcrank because no solder is involved unlike eyelets. I took 1/8 ply and trapped the bellcrank on top of the spar caps and the fuse. The control hookups were done as per the plans but with a twist. Since we have ball links, the flap and the elevator pushrods were tied together at the same point at the flap horn.

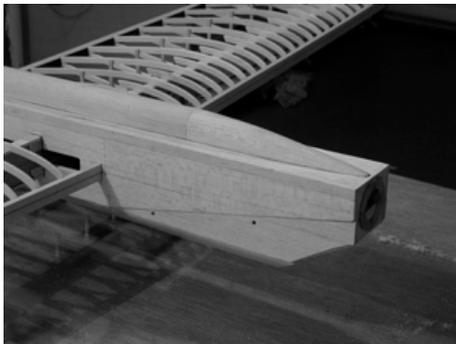


At this point don't forget to put the stab in using your favorite method. And

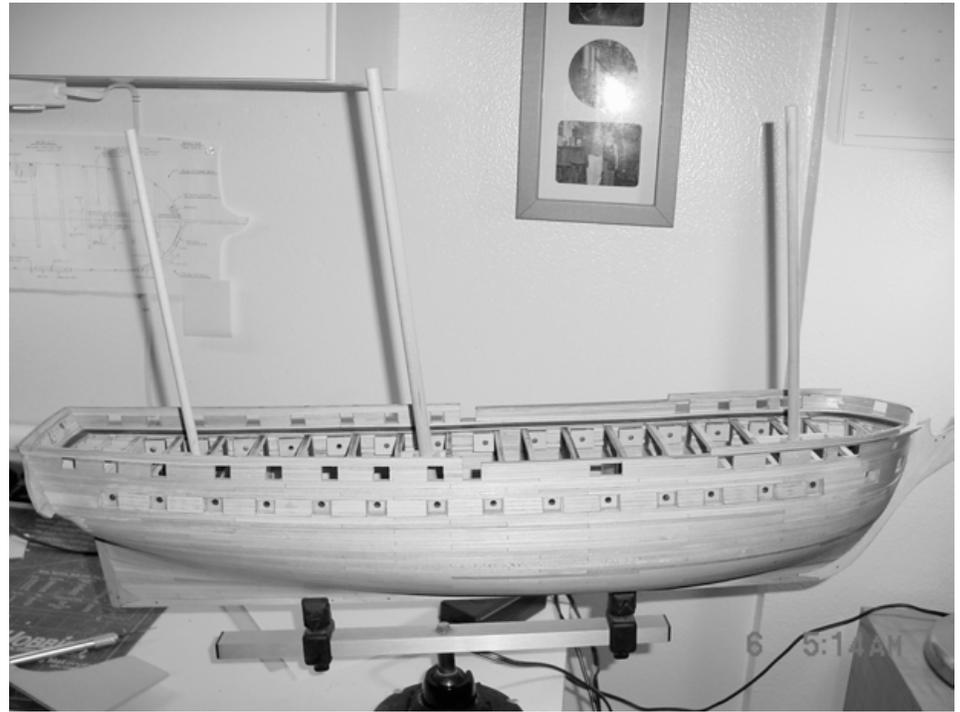
now the real point of no return. Installing top & bottom blocks/shells. Solid balsa is used for the ends of the bottom and the top shell carved and fitted.

The top block is a two-part affair so the lower half is 3/8 balsa carved & hollowed and fitted to the top of the fuse. After the bottom shell/block is fitted the cowl is made. The cowl bottom is molded Balsa also only the front of the cowl is a carved block.

Now the front end is carved and sanded in place with engine and



spinner installed. After that I believe all the parts can be put in place. For the top & bottom blocks they were glued with Titebond 3 wood glue. It can be applied



straight out of the bottle and it sands easily. Now comes the elbow grease necessary to prepare it for finishing. At this point the model weighs 21 ounces, without the elevators and flaps.

Next time we'll cover the way I paint the plane with nitrate dope & Klasskote paint

If there are any questions, I'm at home somewhere if I'm not working on other things while paint is drying as it is on this model of the USS Constitution.

My address is as follows:
Darrell Harvin
813 Busse Circle
Pasadena, TX 77503

Or for a sometimes quicker response email:
dstar_1_stunt@yahoo.com

Later,

-Darrell Harvin



RSM HAWKER HUNTER BY BOB WHITELY



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

In my opinion, one of the most elegant jet fighters ever built!! The flowing lines and sleekness of the Hawker Hunter put it in a class of its own.

I had totally forgotten about this plane until looking through some old pictures and found the one I had built in 1969. Then, a few years ago at the Reno Air Races, an English gentleman put on an airshow routine with his full size Hawker Hunter. I had never seen the real one before and watched in wonder as he put it through its paces. After that, I couldn't wait to get home and build another one. It was then that I realized I could also use it in the Classic Event as it fit the time frame.

The original model was based loosely on Lew's "Shark 45", as it was it was about the right size. After numerous sketches, I finally had a workable plan set.

The finished model turned out very nicely and flies extremely well. I have been told that it captures the flavor of the real aircraft and yet still retains competitive numbers. I will be flying the "Hunter" at the 2007 VSC Contest.

On the more technical side, the "Hunter" is not a small plane with nearly 700 sq. in. of wing. The model has a slender fuse, yet incorporates all the necessary design parameters to be highly competitive. At a flying weight of 60 oz., it will perform with the best

of today's models. Any engine from an ST60 up to a RO JETT 76 will work well.

For those of you who like to paint, there are over 100 scale paint schemes to choose from.

My good friend Eric Rule of RSM Mfg. now has a "Hunter" kit available. This is an outstanding effort, as all of his kits are, and I recommend it to anyone.

If you have always wanted a good looking and great flying semi-scale model, the "Hawker Hunter" will definitely fit your needs.

Regards,

-Bob Whitely



AUSTRALIA



Bruce Hoffman

16A Park Avenue

Woodford, NSW, Australia 02778

bhoffo@gmail.com

Sydney City Championships - 27th & 28th January 2007 by Bruce Hoffmann

At the end of January C.L.A.S (The New South Wales Control Line Society) held its Annual flying event which included Combat, Team Racing, F2B and Classic stunt events.

As in past years the S.A.T. field at Milperra on the outskirts of Sydney was used, the grass was freshly mown and generally beautifully smooth. There were 8 entries each in both the Expert and Advanced classes of F2B including one junior; Michael Smith-Frail.

Our 'permanent' Judge; Joan McIntyre was ably assisted by her husband John who was flying in Advanced this year and Dave Simons an 'expert' flier who elected not to fly in the competition. The Advanced



class was critically observed by 3 pilots from Expert; John Elias, Murray Howell and yours truly.



A wide range of models turned up with many a different power plant. In Expert Saito 4 strokes were represented by 3 fliers - a 72 in Reg Towell's 'Sea Fury' - a derivative of the Beringer 'Sukhoi', 56's in my 'Firecracker' and Tony Bonello's Enigma III - all performed well without missing a beat. Brian Eather was running a new 'Stalker' 66 engine in an older 'Firecracker' whilst Paul Turner continued to use his well used and reliable ST 46 in his 5 year old 'WindWand'. Frank Battam and Murray Howell both flew their 'Retro' powered models from the Ukraine

whilst John Elias used his older model as a test bench for a new 60 engine.

The Advanced group had an equally diverse selection of models and engines - from the older ST46's and 60's that just continue to purr without effort to the more modern 'Stalkers' and 'OS' motors that seem to provide constant power in most conditions. The only person who seemed to have engine problems on the weekend was Steve Masterton who was unable to keep his plug alight in his 'Hot Dog' model with a 'Stalker' 60 screwed in up front. He eventually gave up and reverted back to his beautifully finished 'Impact' with a ST60 which he flew extremely well after a few flights to 'get his eye in'.



Originally the plan was to run two rounds on the Saturday and one on Sunday, however, bad weather became an uninvited visitor shortly after commencement of the competition on Saturday morning. The first of the Expert fliers managed some decent manoeuvres in their flights before the wind attacked and it soon became obvious as the wind steadily increased it's velocity to a near gale that nothing good would be gained by flying. Scores were decreasing as the wind came up! A few of the later Experts opted not to risk their model and in next to no time the Expert round was over.

Then to the Advanced class where some brave souls showed the Experts how it was done; Paul Kenny was only able to attend on Saturday and gave his 'Chisler' model a fast workout - several exciting moments were displayed to the small crowd but luckily nothing was destroyed before the round was over and the wind had reached nothing short of a gale. A measurement of its speed indicated a constant 9 metres/second gusting at





the weather, barely putting a feather wrong in any of his flights resulting in a very good score. 2nd Place went to Brian Eather (who also received the Pacaderm award for forgetting his Triangles in the recent last round of the Australian Nationals – something he probably wishes could be forgotten!!) and Reg Towell in 3rd.

times up to 18 metres/sec – well over the prescribed limit for flying.

After chewing the fat at the flying field in the uncomfortable wind and hot (Mid 30 degree Celsius temperature) some of the group retired to the relative comfort of one of the local hotels and enjoyed a few quiet ales in the beer garden swapping war stories of flying and complaining of the wind and hoping for better flying weather the next day.



ability to change direction at the most inopportune times - sometimes by more than 180 degrees.

Most pilots managed quite respectable scores from their first flight on Sunday morning but quite a few had their flights disrupted by the changing wind direction later in the day. Luck of the draw!

The Advanced results were John McIntyre in 1st place, followed in 2nd place- but not by much by Steve Masterton and 3rd place to Greg Frail – a relative newcomer to the sport – often shadowed closely in his flying and scoring by Michael his 13 year old son who is quickly climbing the flying ladder and improving at each competition.

-Bruce Hoffman

Sunday – an early start for Advanced fliers at 8am for the contest kick off. Some people were up much earlier than that however as a drive of around an hour was required to get to the field, if a practice flight was needed before hand then you were leaving home around 6am! - So much for a sleep in on Sunday!

Due to the poor weather of Saturday it was decided to try and run 2 rounds on Sunday. The weather started out looking much better than Saturday, starting off with light winds that were a little variable in direction. As the day drew on the winds became stronger and often showed their



The Final results were a well deserved 1st place to Murray Howell in Expert who was fairly lucky with



AUSTRALIA



PJ Rowland
Victoria, Australia
ef2b@hotmail.com

2007 Albury 60th Australia Nationals for Control Line Aerobatics by PJ Rowland.

"Time to Turner up the heat"

The 2007 Australian Nationals was the premier event in the Australian Calendar with many top name competitors attending from Victoria, New South Wales, and Queensland.

With temperature reaching upward of 35 degrees C on several days, the event was a test of the fittest. Albury has hosted 4 Nationals with the event again being run at the Alexandra Park facility. The organisers went to great trouble to have the field with the 3 practice circles cut very fine and circles expertly marked out.

One Judge was Joan McIntyre who has judged at many international events including the World Championships. She is very experienced and it is a privilege to have her attending this contest. The 2nd Judge was Keith Graham, an advanced pilot, who under the watchful eye of our head Judge Joan, was a welcome addition to the judging scene.



Contest Director was Peter Rowland, who attended the 2004 World Championship as part of the Australian team, and the US Nationals, and has many years experience running major competitions including performing as contest director at several state championships and past Nationals.

Frank Macpherson provided all the scores on the scoreboard within 5 minutes of each flight being completed. Each flier had his name written on the scoreboard in computer-generated font, which gave the contest a very polished and professional edge. Frank has presided over many state championships and his tabulation was error free.

Computers and software were provided by PJ Rowland. Scores were added without delay, which helped the event run on time.

It's very difficult to get experienced people to help out with these events and many thanks must be given to those people, who without their valuable assistance the event would not have gone as well as the Nationals did.

One thing that is always impossible to control is the weather. We asked for the best weather possible and were blessed with lots of sun, but unfortunately the wind was not as kind. I would say the wind was not unflyable, but for some it was a little much with many not able to fly as well as they would have liked to.

Round one saw the competition heat up. Paul Turner, Joe Parisi, Reg Towell, and defending champion Brian Eather took up early positions on the leader board. Frank Battam and Murray Howell were flying Yatsenko take-apart models that were flying as well as any model at the contest. The light well-trimmed

airframes made good use of the slightly tricky conditions.

Paul Turner, eleven times Australian National Champion, was still flying his old faithful Yellow model with a ST-46. This well proven design in the hands of someone as experienced as Paul is always going to be hard to beat. Doug Grinham took the Nationals Concourse Pilot's choice award with his new model called "Hot-dog" designed by Brian Eather. It is an unusual design based some on the European models, built extremely well, and runs a Stalker .61. Doug flew very well putting up good flights in the early rounds. Many thanks go to Bruce Hoffmann for providing the Concourse award.



Reg Towell is a model of consistency with a Saito engine. Reg flew some of the most beautiful shapes at the contest. When he is flying his Cauldron, Reg is a tough adversary. When the wind picked up, Reg swapped to another model that he called "something that loves wind" and the choice proved successful earning high scores. Reg had luck on his side with one official flight coming close to overtime.

Brian Eather, who has had some problems with his shoulder, was not able to bring a new model to this contest and decided to fly his Firecracker. Brian is tough to beat and he flew with a great running Stalker .61.





Bruce Hoffmann also ran a Firecracker with a formidable Saito 56. This powerful engine always runs well and Bruce has obviously been putting in many practice flights with the scoreboard showing his rise.

PJ Rowland suffered from the flu during most of the contest and was lower key than usual. He decided to fly his 1951 Nobler, which has dominated Classic events in recent years.

Herb Hanna, a past National Champion, flew very well and proved that a well trimmed model with a powerful engine is always a good combination.

Mark Ellins from Victoria was flying his Doug Grinham model Jazzer with Stalker .61 for power. Mark balances flying in racing events and stunt. It is fun to watch him run from circle to circle. Consistency is the key to Mark's performance with a well trimmed model and stable engine run making the minimal practice he gets pay off.

Joe Parisi has an immaculate looking model that was also a take-apart. Joe has been pushing the boundaries of what the Saito 72 can do. Joe's powerful 72 pushed through the wind where many of the lesser models were struggling for penetration.

Tony Bonello proved that he was here to shake up the top boys flying another 4-stroke Saito. Tony has always flown well, but at these Nationals he was out to prove a point. It's great to see some major strides being taken by fliers to push their own capabilities and challenge the

top competitors for the podium spots.

Always there and "having a go" was John Elias who tried hard and flew to the best of his ability while struggling in the adverse conditions with an occasional rich engine run.

Col Collyer juggled free flight with aerobatics and flew a nice pattern with his beautiful Nobler.

Advanced was well represented with many up and coming fliers. Defending Champion Steven Masterton also flew a Brian Eather designed 'Hot Dog' and was the man to beat with consistent manoeuvres and great pull-outs. Steve prevailed with a dominating flight and proved that the next step into Expert is going to be no problem. Steve won Advanced convincingly with his top scores. 2nd place in Advanced went to John McIntyre who flew very well and it won't be too long before he is challenging the experts. 3rd place in Advanced went to Steven Todd who flew good smooth shapes and with some more practice, will be winning at the top level too.

The main event, Expert, was closely fought with many of the top guns vying for top honours. Brian Eather had the event in his grasp with a blinding final flight that had the engravers getting his name ready, but unfortunately he left out his triangles. Brian needed to score a minimum of 5.5 with a K-Factor of 14 to secure victory. But with his costly error, the margin was too steep to make up. Joe Parisi could smell victory and put in one of the top scores of the final round to put him in a strong position. But when

the dust settled, Queensland's Joe Parisi secured 3rd place.

Reg Towell was also at the pointy end of the scoreboard for most of the event. He flew a good final flight, but the early rounds were too much to overcome. Reg Towell ended up in 2nd place.

For the 12th time in his career, Paul Turner took the top spot. Paul earned the victory while spending much of the event judging Advanced and not able to practice as much as his fellow fliers. Paul is always very consistent and proved his many years of experience paid off with the title.

Congratulations to Paul Turner, the 2007 Australian National Champion. Paul now has the most victories by any Australian in the history of the sport.

Many thanks to those who donated their time and efforts during the competition. Special mention goes to Joan McIntyre and Keith Graham for Judging Expert Aerobatics. Thanks goes to Paul Turner, Frank Battam and Joan McIntyre for judging Advanced. Others due recognition are Frank McPherson for tabulation and Peter Rowland, Contest Director, for making the event run as well as any international event. Well done to the all the winners. This is a great start for the 2007 Stunt Calendar.

-PJ Rowland



SOUTH AFRICA



Percy and Rina Attfield
South Africa
PercyAttfield@ThanImmune.com

Hi Tom, Thank you for your note and the kind invitation that Rina and I are welcome to stay with you when we come to VSC next. Most kind of you and highly appreciated, we will keep that in mind. I doubt very much if it will be this year though. There will be an Attfield in AZ though, my eldest son (he lives around the corner here) will be going to Illinois AZ for sky diving the first 2 weeks of March.

I am happy to hear of your new home and looked up the city on the Internet, sounds really cool.

Happy New year to you as well, we hope you are going to enjoy your new home.

We are both well, Rina was not well for a while after she fell and broke her Femur 3 inches below the hip joint in August. They put in a pin and it has taken about 4 months to get to the point where she is moving about without a crutch. First two crutches then one and now none. Her mom also passed away in June at the age of 96, she lived with us since our return. Can you believe it is already 3 and half years that we are back, time flies.

Regarding your question of the state of Control line I include an article and photos. It is a while since I submitted an article so please advise if I do not have the text and photos bit right so that I can fix and know for next

time as well.

We had all the children, a son from Vancouver, a son from George in the Cape Province and the one from around the corner with their wives children and in laws (for the Vancouver couple) here for the 2 weeks from before Christmas to after New Year. We were around 20 people for the period, some times it was a rather busy house with 6 grand children from 13 years to 6 months playing karaoke and pool. The children and grand children would have liked a pool to swim but when we bought this house I had the pool filled in so that I would not have the hassle of the maintenance.

It was a good time, tonight is the first night where we are by ourselves again and could sit on the veranda, barbecue and relax.

Best wishes to you and Sheryl, good job with Stunt News.



Kind regards,

-Percy and Rina.



SPAIN



Editors note: The following two articles on control line in Spain and the Gran Canaria were provided by Will Hubin. Stunt News thanks Will for his assistance.

V&V 2006. Las Palmas de Gran Canaria, Canary Islands, Spain December 14-17, 2006

For the sixth consecutive year, Club Tamaran has brought its "International V&V Gran Canaria" contest to a successful conclusion, with participation by local, national, and international flyers.

Already from December 8, flyers from France, Germany, Barcelona and Madrid began to arrive at the island; they were met at Gran Canaria's airport and driven to their lodgings at the different hotels reserved by the club. A gusty wind with some rain occurred at the end of the week preceding the beginning of the contest, due to the tail end of weather that whipped the peninsula. But Wednesday, December 13, began with good weather, and the contest flights on the 14th and 15th were favored with very good days.

On Wednesday an excursion by car into the center of the island was organized, visiting some places of interest and eating lunch at the well-known "Juanito Falcon" restaurant, tasting the potatoes, cheese, meat and, of course, mashed potatoes with garlic. We were able to climb to the highest

point in the island and photograph the luxuriant pine forests of the central zone.



Dinner at a restaurant-in-a-cave in Aguires



Excursion into the interior of the island

On Thursday a judge's school for F2B was held, with many participants, given by Maria Angels Oller (who traveled from Barcelona, accompanied by Carlos Mas, Spain's 2005 and 2006 champion).

Friday dawned as a splendid day, which permitted stunt practice until almost nightfall. The first events prepared by the club were rounds of Foxberg-like racing, with practice beginning at 5 pm on the same Friday and official rounds beginning about 6 pm. It got dark around 6:15 pm but lights from the soccer field provided sufficient light until the 7:00 pm finish.



Awaiting the countdown to start the race!



Pepe Lopez refuels his model

Two rounds were held with four teams to determine the best times, with the winners competing in a final round on Sunday. Because of work, Sergio Hernandez couldn't make the competition, in spite of having prepared very competitive equipment. "Racing 35S" is derived from the usual Fox .35 racing in the U.S., but adapted to local needs and equipment. The limitations relative to equipment are easy to overcome and flyers quickly catch on. The sounds of Enya .30 motors, with the factory muffler, are impressive, even though ball-bearing motors up to .35 are allowed. The three teams which qualified were: the local team of Javier Aguiar/Alberto Parra with a "Buster", Pepe Lopes/Jose Luis Lopez with the model "Dejà vu", and Nestor Feijo /Ancor Moran with a "Flite Streak". All these used a powerful Enya .30 with a Taipan 9x6 propeller.

Very soon the first round of F2B qualifying began, after a calibration flight for the judges. The flyers from Germany and France immediately stood out. Carlos Mas, the reigning Spanish F2B champion, came to the contest with a take-apart ARF Nobler, powered by a Fox .35, constructed for the contest. He practically tested it and trimmed it on Thursday and Friday but, even so, finished in fourth place.



The judges: Begonya, Maria Angels, and Pepe Alvarez

Christoph Holtermann participated with his "Miura" model, of his own design, which he has used in worldwide competition, with excellent results. The engine he uses is a SuperTigre .51 with a Kuentz silencer. It was a pleasure to watch him fly the stunt pattern with such precision.

Gilbert Beringer also appeared with a take-apart Nobler, but used a Saito .40 for power. He trimmed the model well while on Gran Canaria island. The gentle sound of the four-stroke engine impressed everyone. Veronique flew a Brodak P-40 with a ringed Enya .45. She also trimmed it

while on the island; it was a pleasure to see a "wild" model "tamed" by such a skillful



Pablo Saez assists Alberto Solera



Veronique and Gilbert Beringer

flyer.

From Madrid each year we have had the honor of having among us Jose Lopez Olivares, Jose Luis Lopez, Alberto Solera and Pablo Saez; they arrived Friday morning in order not to miss this edition of V&V, now for the first time being held in December.

Local flyers competed with their usual models: Javier Aguiar with his take-apart, Enya .40 XZS-powered Nobler; Sergio Hernandez, who has made surprising progress since the Spanish championship contest in October, flew a Tutor with a ringed Enya .50 for power; Alberto Parra flew his Discovery Retro .60-powered Yak 55; Ancor Moran flew an Enya .30-powered Flite Streak; Nestor Feijoo and Ricardo Talavera both flew Sukhois with Enya .30 power.

In Basic Stunt, 9-year-old Jorge Feijoo competed with his unbreakable Enya .20-powered Tortuga, Armando Melian with an Enya .50-powered Tutor and Oscar Merino flew his MVVS .28-powered P-51. Oscar has come from the island of Fuerteventura every year to compete, for which we are very grateful.

On Saturday afternoon, after eating at the restaurant near the flying field, the various combat programs began. Speed-limited and noise-limited (to 85 decibels) combat is required because of homes in the area. Nevertheless, the speed restrictions of the models (3.4 seconds per lap with

streamer) did not appreciably subtract from the excitement and color of the event. The planes used included flying wings of the FAI type, used by Alberto Parra, Javier Aguiar and Jose Lopez, to the all-polystyrene of Francisco Jimenez or "without balsa" of Armando Melian. The motors utilized were all MVVS diesel or glow, and even a 1970 Oliver. The



Combat: Sergio and Javier



Combat: Launch

streamers which the models carried were of the FAI (hard paper) type, so the cuts had to be made by the propeller, which made the combat very competitive.

A picnic was organized in the afternoon/evening in the same area as the flying field and was attended by all the competitors; they enjoyed typical local foods such as mashed potatoes with strong garlic, cheese, leg of roast pig (thanks to



Race finalists: Lopez/ Lopez, Aguiar/Parra, and Feijoo/Moran.

Adolfo Bento), etc.



Javier Aguiar assists Alberto Parra, F2B

Saturday picnic: Veronique, Carlos Mas, and Gilbert



Top four in F2B: Christoph, Gilbert, Veronique, and Carlos Mas

Rounds of F2B and Basic Stunt were continued on Sunday. Some gusts of wind hampered the precise execution of the figures. At 12:30 p.m. the end of 200 laps in the hotly-contested team racing 35S found the team of Javier Aguiar (flyer) and Alberto Parra (mechanic) on top. Then Javier Aguiar and Jose Lopez starred in an exciting combat exhibition that earned the applause of the audience.



Sergio and Alberto with the judges Pepe Alvarez, Maria Angels, and Begonya

Granting of trophies and souvenirs is always an emotional ceremony in which we thank all the attendees, above all those who came to our island and put out a great effort in order to share with us some unforgettable days.

Finally, we thank Begonya Aixe for her work in preparing the flags that adorned the flying field. She also provided the identifying cloths and flags for the



combat and race teams and race timers. In addition, she arranged the lodging for all of the competitors. We thank Pepe Alvarez,



Flyers and their planes at V&V 2006

the CD, who is always organized and to the point so that competition proceeds without a problem and to the pleasure of all. We thank Adolfo Bento, who prepared, cooked, and presented to us a delicious leg of pig, which was enjoyed by all at Saturday's picnic, and for sandwiches on Sunday morning. He also checked and verified the results from the competitions. We thank Carlos Aguiar who, as usual, took about 1500 pictures during the weekend. Finally, we thank Goyo, Olga, Irene, Natalia, and Angel, who provided notable assistance.

F2B Stunt

1. Christoph Holtermann	Germany	981.36	935.1	1916.46
2. Gilbert Beringer	France	898.3	791.26	1689.56
3. Veronique Beringer	France	801.83	827.23	1629.06
4. Carlos Mas Vinyola	Barcelona	798.36	747.23	1545.59
5. Alberto Parra Alamo	Tamaran	800.63	710.93	1511.56
6. Jose Lopez Olivares	Madrid	623.1	696.6	1319.7
7. Javier Aguiar Axpe	Tamaran	694.7	581.5	1276.2
8. Ancor Moran Penya	Tamaran	295.86	322.8	618.66
9. Jose Luis Lopez Roman	Madrid	269.8	296.96	566.76
10. Sergio Hernandez Ortega	Tamaran	274.8	281.06	555.86
11. Pablo Saez Fernandez	Madrid	132.9	322.53	455.43
12. Alberto Solera Rico	Madrid	265.16	174.93	440.09
13. Nestor Feijoo Melian	Tamaran	142.1	185.3	327.4
14. Ricardo Talavera	Tamaran	0	0	0

TEAM RACING 35S

		Laps:	100	200
1. Javier Aguiar/ Alberto Parra	Tamaran		7'14"	14'43"
2. Jose L. Lopez/ Jose Lopez	Madrid		8'33"	15'11"
3. Nestor Feijoo/ Ancor Moran	Tamaran		9'20"	77 laps
4. Armando Melian/ Francisco Jimenez,	Las Palmas		90 laps	
5. Ricardo Talavera/ Sergio Hernandez,	Tamaran		0	

Combat

1. Alberto Parra Alamo	Tamaran	1,130 points
2. Francisco Jimenez Gamez	Las Palmas	1,080 points
3. Sergio Hernandez	Tamaran	1,030 points
4. Javier Aguiar Axpe	Tamaran	1,018 points
5. Jose Luis Lopez	Madrid	869 points
6. Jose Lopez Olivares	Madrid	716 points
7. Armando Melian	Tamaran	40 points

Basic Stunt

1. Oscar Merino	Alaventura	95.03 points
2. Armando Melian	Tamaran	91.43 points
3. Kevin Lopez	Tamaran	80.60 points
4. Jorge Feijoo	Tamaran	8.67 points



Registrars and scorekeepers Natalia and Irene

**Aero-aventura (Air Adventure)
Gran Canaria, Canary Islands,
Spain**

Club Tamaran, headed by Alberto Parra, sponsors a two-week, hands-on workshop for young kids (which they call Aero-aventura) every summer. Mentors and instructors for the program are drawn from club members, including kids. The idea is to provide a hands-on introduction to various aspects of the aerospace world. Two important dividends have been (1) the resulting recruitments to the club and (2) financial backing from the community for their interest in, and education of, the city's youth. Each day centers on a different activity, ranging from the construction and flight of rockets and gliders and control-line planes to a visit at a Spanish Air Force base.



Nestor launching his water rocket.



Kids making hand-launch (free-flight) models inside the workshop tent.



Then the kids take a close-up look!



Javier assists in holding the water rocket before launching.



An officer of the Spanish Air Force describes the Air Force F-18 Hornet fighter plane for the kids.



Javier and Nestor teach control-line flying to beginners.



UNITED KINGDOM



Ian Russell

98 Elers Road, Ealing,
London, United Kingdom, W13 9QE
(0181)932-6783
rustler@aero.fslife.co.uk

CLAPA 50th. anniversary Bob Palmer Celebration event



In 1957 the American Bob Palmer, best known for his THUNDERBIRD design, visited England and gave a demonstration of Control Line Stunt Flying at the Duke of Bedford's estate, Woburn Abbey, about 50 miles north of London. In fact, this demonstration is what inspired Bill Morley, and led to the birth of the famous Merco engines.

In 2007, to celebrate the 50th. anniversary, on Friday, August 17 through Sunday, August 19th courtesy of the Duke and Duchess of Bedford and the Trustees of the Bedford Estates, CLAPA, (The Control Line Aerobatic Pilots Association), in association with Milton Keynes Modelers, will be running a C/L Stunt event at the same venue. Although the event will

be judged and winners announced, it is intended to be more of a relaxed celebration of Bob's contribution to our hobby than a cut-throat competition.

For aeronautical and mechanical enthusiasts the weekend will be a veritable feast, as our event will coincide with the DeHavilland Moth Club's annual Fly-In, which will be held at Woburn on August 18 and 19, 2007. Over 100 Moths of all types will attend. There is also a strong presence by the Vintage Sports Car Club.

Friday, August 17th, 2007, will be a practice/fun fly day available for all participants. Separate contests will be run on Saturday and Sunday, 18 and 19 August, 2007 with separate winners being declared each day. This is so as not to disadvantage those who can attend only one day. There will be three classes, viz. "Palmer Designs", "Classic", both flown to British Classic rules, (rules available on the BMFA site, www.bmfa.org <<http://www.bmfa.org>>) and "F2B". No person will be allowed to enter both days, or more than one class, but if spare slots are available on either day, it will be possible to fly as a "Guest Flyer" in any class. Depending on the number of entries, a minimum of two flights will be possible.

• British entries will need to show a valid membership card of their National Body, the BMFA.

• Non-British entrants will need to show a valid F.A.I. Licence.

• These are most important, as these documents confirm the entrant carries valid appropriate insurance. We must have these to satisfy the needs of the Woburn Estate, and there can be NO exceptions.

• Handle safety thongs and pull tests before each flight are also mandatory. Again, there can be NO exceptions.

The event will be pre-entry only, and all entries must be received by July 6th, 2007. The entry fee is £15. This will give free entry to the Estate for participants, their immediate families, and one helper, on all 3 days. All names must be declared on the entry forms.

Spectators will pay the normal Woburn admission fees, details being found on their website, www.discoverwoburn.co.uk <[http://www.](http://www.discoverwoburn.co.uk)

[discoverwoburn.co.uk](http://www.discoverwoburn.co.uk)>. For spectators there are substantial advantages in advance booking through the Woburn website.

At some convenient point during the weekend there will be a presentation. This is when the actual model flown by Bob Palmer in 1957 will be donated to Woburn Abbey for permanent display.

When Bob flew at Woburn in 1957, we were all astounded to see Bob flying consecutive horizontal square 8's "blind," looking 180 degrees away from the model. There will be a prize for the flyer who best repeats this 50 year old manoeuvre, never seen since!!!!

For further information contact Ian Russell, 98 Elers Rd., London W.13. 9QE. ph.020 8932 6783 (Int'l - 044 208 932 6783). rustler@aero.fslife.co.uk <<mailto:rustler@aero.fslife.co.uk>>. For a full information pack containing details of local accommodation, camping, and caravan sites, nearby attractions, and entry forms, send either 90p in stamps (GB) or 3 International Reply Coupons (IRC) (Europe) or 6 IRC's (USA and elsewhere), also to Ian Russell. Sorry about the postal costs, but the information pack weighs 500gm, - over 1lb.! For entry form only, send 32p stamps (GB), 1 IRC for all other destinations.

Remember, the British Nationals is the following weekend.....

Regards,

-Ian Russell

UZBEKISTAN



Team from the city of Khorezm.

Editor's Note: The following article on control line in Uzbekistan was provided by Will Hubin. Stunt News thanks Will for his assistance.

Tashkent's control-line club sponsored the Uzbekistan Control-Line Cup contest on September 20-24, 2006, in Tashkent's Babur park. (Photos and descriptions by Anatoly Alimov.)



One of the stunters flown by the team from the city of Bukhara.



Now it's an official start.



Young aeromodelers work on starting and tuning their engines before they're up.



The best looking and best flying stunter of Tashkent's team, flown by the young Timur.

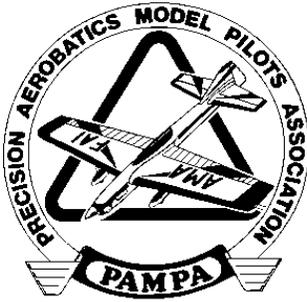


Line-up of flyers before the contest began. The country's oldest flyer, "Uncle Vanya," is fourth from the left. But note all the young flyers on the right, too.



Audio equipment is in the foreground while contest managers confer in the background; CD Kalanov is the one with the black jacket.





PAMPA Membership Form

Please Check One of the Following

- New Member Renewal Family Member address change
 Other: _____

Name: _____ AMA No. _____

Mailing Address: _____ Age: _____

City: _____ State: _____ Nation: _____ Zip Code: _____

Home Phone:(_____) _____ Work Phone:(_____) _____

Email Address: _____ Fax No:(_____) _____

Events Currently Flying: _____

How did you find out about PAMPA? _____

Who got you to join? _____

Comments: _____

Annual Dues Options

Please Check One of the Following

- US Member Periodical Mail \$35
 US Member First Class Mail \$50
 US Family Member \$ 5
 Canada or Mexico Airmail \$40
 Other Nations Airmail \$65
 Other Nations Surface Mail \$40

Mail to: **PAMPA**
158 Flying Cloud Isle
Foster City, CA 94404

Dues Expire December 31st

Method of Payment

- Cash Money Order

Check No. _____ Dated: _____

Note: Checks must be drawn on a US bank

- Credit Card MasterCard Visa

Account No.: _____

Expiration Date: _____

V-Code (on signature line) _____

Amount: _____

Signature: _____

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

Directors

- District 01 - Dave Midgley
- District 02 - Windy Urtnowski
- District 03 - Patrick Rowan
- District 04 - Bill Little
- District 05 - Dale Barry
- District 06 - Allen Brickhaus
- District 07 - Crist Rigotti
- District 08 - John Hill
- District 09 - Carl Shoup
- District 10 - David Fitzgerald
- District 11 - Bruce Hunt

Stunt News

MANAGING EDITOR

Tom McClain

P.O. Box 1955
Sun City, AZ 85372
email: tmccclain8@cox.net
(623) 466-8134

Associate Editors

- Text Editor - Sheryl McClain
- Contests - Howard Rush, Jim Snelson
- OTS/Classic Stunt - Mike Keville
- Beginning - Doug Dahlke
- Power Train - Randy Smith
- Planes - Ball Diamond, Jim Harris
- Personalities - Louis Rankin
- Building - Ron Burn
- Crash Repairs - Windy Urtnowski
- Electrics - Will Moore
- Flying - Owen Richards
- Finishing - Brett Buck, Randy Powell
- Products - Curt Nixon
- Historian - Wynn Paul
- The Lighter Side - Mike Keville
- The Trailing Edge - Mike Keville
- PAMPA Rules - Alice Cotton-Royer
- Competition/Judging - Gary McClellan
- Designing - Brett Buck, Randy Powell
- Safety - Ron King
- "Why We Fly Stunt" - Guest Columnist
- "Fly on the Wall" - Hoyt Hawkins
- Clubs - Scott Richlen
- Technology - Noel Drindak
- Classic Plans - Tom McClain

PAMPA Web Site

www.control-line.org

Disclaimer

Articles printed in *Stunt News* from other sources do not necessarily reflect the opinion of PAMPA nor are these articles intended to be endorsements of particular products by PAMPA. Every effort is made to ensure that the information contained herein is accurate, but PAMPA is not responsible for errors or omissions. No responsibility is assumed, expressed, or implied as to suitability, safety, or approval of ANY material in this newsletter. Any party using ANYTHING expressed herein does so at his or her own risk and discretion without recourse against anyone. Contributions to Stunt News are welcome! Credit will be noted and given when due. PAMPA reserves the right to edit or reject any material submitted for publication. Permission is granted for quoting or reprinting items contained herein, provided attributes accompany the item.

DEADLINES

Ad and Editorial copy

Issue Deadline

- 2-06 Mar/Apr 2007 Jan 20, 2007
- 3-06 May/June 2007 Mar 20, 2007
- 4-06 Jul/Aug 2007 May 20, 2007
- 5-06 Sep/Oct 2007 Jul 20, 2007
- 6-06 Nov/Dec 2007 Sep 20, 2007
- 1-07 Jan/Feb 2008 Nov 20, 2007

Deadlines mean in Editor's hands

Advertising Rates

cost

page size per issue

(H) (W)

1/8 2.25" X 3.50" \$ 10

1/4 4.75" X 3.50" \$ 35

1/2 4.75" X 7.00" \$ 70

Full 9.50" X 7.00" \$ 140

Send Camera Ready ads and payment to:

Howard Rush

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

POSTMASTER

Send address changes to: **Shareen Fancher**, 158 Flying Cloud Isle, Foster City, CA 94404

Stunt News (ISSN 1076-2604) is the official newsletter of the Precision Aerobatics Model Pilots' Association (PAMPA), a not-for-profit hobby association, and is published bi-monthly at P.O. Box 1955, Sun City, AZ 85372. Annual membership dues are \$35 which includes a subscription to *Stunt News*. Periodical postage rate paid at Merrifield, Virginia.





Jim Svitko's Gieseke Nobler, photo by David Russum



Dan Banjock and his Vista, photo by Rich Peabody



Patrick Rowan's Katana, photo by Patrick Rowan



The All American



Wild Bill's Fierce Arrow

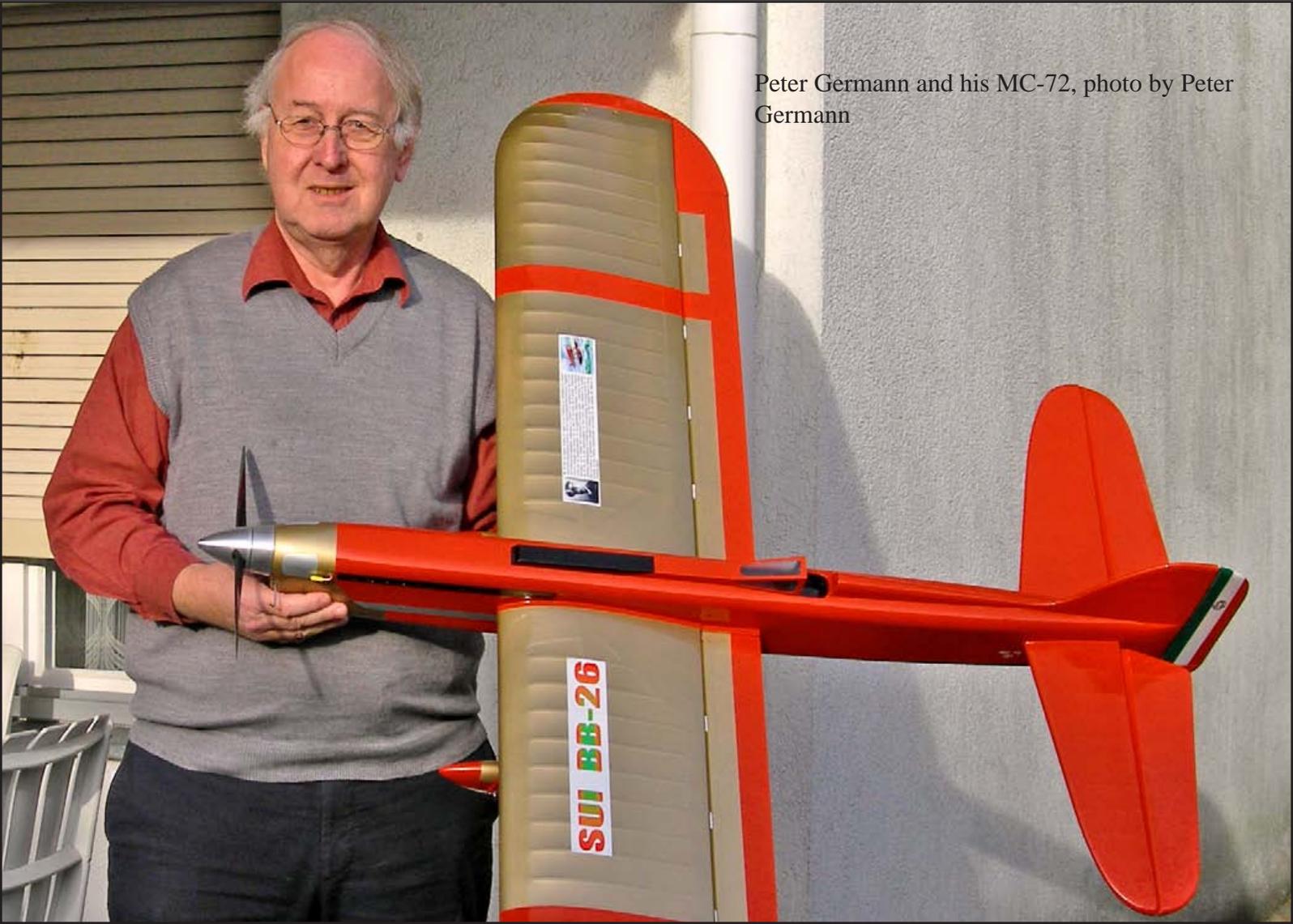


Steve Moon's Hughes XF-11 stunt ship, photo by David Russum

MC-72 by Peter Germann, photo by Peter Germann



Peter Germann and his MC-72, photo by Peter Germann





AMA

420543

Keville '07



KEVILLE



Jim Casale's 1983 Spectrum Mk III

05/24/2006



Bob Whitely's Derringer



Jim Casale's 1985 Spectrum Mk III

11/12/2006



Lew McFarland's Shark 45

05/08/2004



George Aldrich's Nobler

07/04/2004



Bill Werwage's Ares

07/04/2004



Paul Walker's Impact

07/04/20



Bob Hunt's Genesis

10/09/2



Bob Gieseke's Gieseke Nobler

07/04/



Lou Andrew's Trixter Barnstormer

07/04/



Bill Werwage's USA-1

07/04/20



Les McDonald's Stiletto

05/17/200