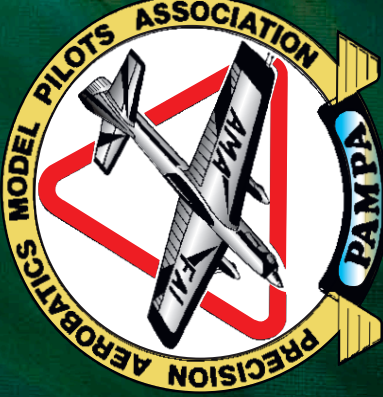


# STUNT NEWS



May/Jun 2006



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3 Gierke Marvels; Marvin Denny, Novi IV, Bob Lipscomb, Novi III, Grady Widener, Novi, photo by Elwyn Aud



Allen Goff's Petra 6, photo by Allen Goff



Lou Wolgast's Dragonfly, photo by Rickii Pyatt



Tom McClain's Bellanca Flash, photo by Rickii Pyatt

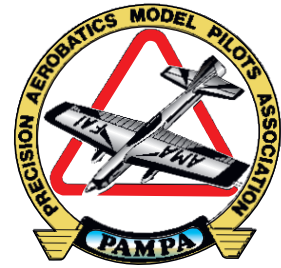
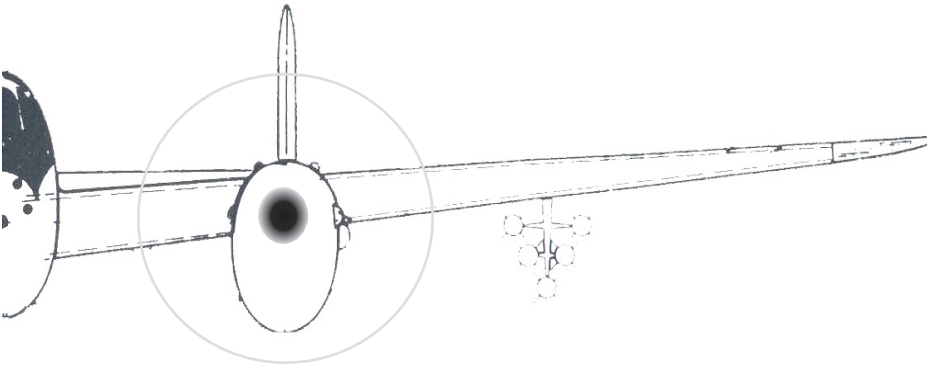


Jim Tichy's Ares, photo by Rickii Pyatt



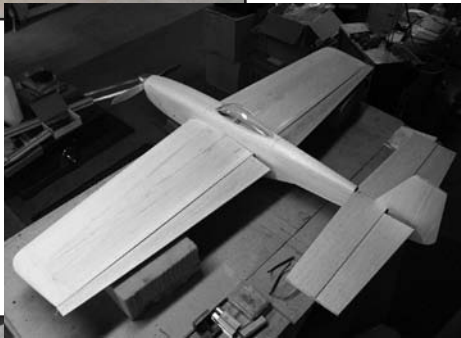
Ares, photo by Rickii Pyatt





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COVER:

Keith Trostle's Rabe Bearcat in Gulfhawk livery has numerous wins to its credit, including Classic at 2005's VSC-17 and Las Vegas SAM Champs. Also flown to many wins in Open/Expert P.A. Mike Keville's original acrylic-and-ink on 16x20 canvas resides in Keith and Barbara's home.

CENTERFOLD:

"Hawk Speed Six at Old Warden", 16x20 oil on canvas by Mike Keville. Full-scale 1930s Miles product makes a low pass at a UK aero 'rallye' c.1997. Delightful design could serve as the basis for a semi-scale Stunter despite the short nose moment. Jack Sheeks flies a profile scale version.

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## President's Report by

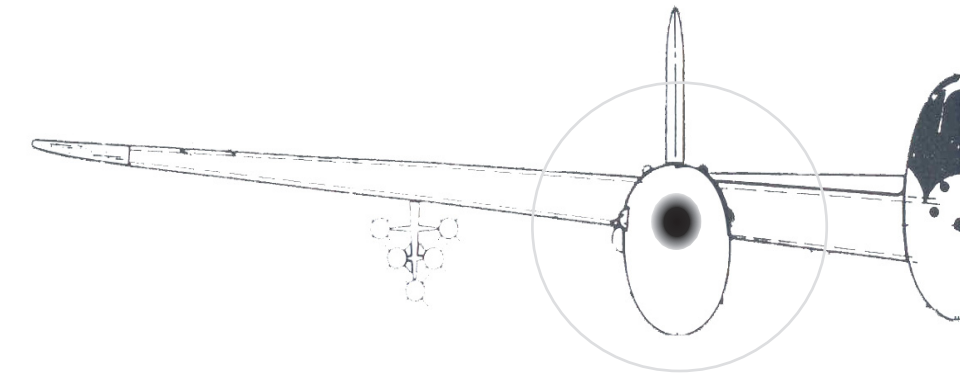


**Paul Walker**

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I just returned from the party known as VSC 18. It was a great time! The beauty was that while down there, nothing else mattered, the past was forgotten, and only the current moment mattered. We were all surrounded by good friends and great competition. It doesn't get any better than this! I sure understand the attraction of this competition, and why so many people attend. I appreciate seeing all the old designs, the beautiful finishes on these planes, and the low key competition.

One day while basking in the sun, sitting in my chair, waiting for my turn for a practice flight, I started thinking about why I fly stunt, and more precisely, competition flying. Watching the beautiful planes scribe their paths through the sky brought back my memories of when I was just starting in this event. I started thinking about the reasons I had come to love this event. Back in my beginning, I would visit the "experts" flying field to watch them fly. I was in total wonderment as to how they could do that, how beautiful their planes were, and the incredible skill of the pilots putting them through their paces. That feeling, now nearly 40 years old, is still very strong, and the memory is very clear. It wasn't long until I was attempting to do the same thing, build a beautiful



plane, fly it within inches of disaster every flight, and still do a good looking pattern. Time moved on, and I improved. The time came for my first competition. That first flight was "safe", and I only did what I felt safe with. However, on the second flight I let it all hang out and attempted every maneuver. Was I ever pumped, as I finally completed a full pattern in my first competition. That's a memory that hasn't diminished over the many years. At this competition, I remember Gordon Delaney's twin, Tom Wardens Continental, and a Formula S by someone I can't remember. The beauty of those planes certainly drew me in. I was in awe of the flying on that day, as everyone seemed to be perfect in their patterns.

Once buoyed with that success I progressed past the point of "just hanging on" to the point of trying to improve my flying skills to a higher level. At the same time, I also recognized that my building skills had to improve as well. As a teen, that was one of the major issues I had to deal with. At that time there were no skill classes to "work your way up" the ladder. I had to compete against any and all fliers, and at first, I flew in the Jr. and then Sr. classes. Back then, there was still the BOM rule, however, there were numerous "daddy built" planes that I had to compete against. My father was not into this hobby, and thus I had to learn all of this myself, as we didn't live "near" any of the experts. At this point I knew that it was going to be a LONG time until I could compete with the experts in terms of having a "pretty" plane. I knew my only way to compete was to out fly the others, and that is what I focused on. It was several years later that another very clear memory of stunt occurred for me. It was at a contest in a mall parking lot, somewhere northeast of San Diego. It was my turn to fly, I started up the engine and as I went to the handle I slipped into

a "trance like" state of mind. Focus was an understatement. My concentration was so high, time and the outside world stopped. There was nothing except my plane and I. Nothing bothered me, and I was so focused I could see every bottom, every intersection, and every shape to the fraction of an inch. Low bottoms didn't faze me as I was in complete control and there was ZERO risk to the plane, at least in my head. After the landing, the adrenaline wore off and I came back to reality. Never before had that happened to me and I really enjoyed it.

Since then, it has always been my quest to find the method to re-produce that day. It happened once again in 1992 at the World Championships in the Czech Republic. Fortunately for me, it was in the finals, and I was already very close to that nirvana for the entire competition. During one flight in the finals I was in the square eight, and I all of a sudden I started listening to the PA announcer calling out the Team Race final race. I actually focused on that, and that only, completely forgetting about what I was doing. Fortunately, I had been trained to such a peak by thousands of flights that it was absolutely automatic to fly that plane, and that was what was happening. As that maneuver was completing, I snapped out of it and realized what I was doing. My concentration instantly shifted back to the flight. Luckily, things worked out that day! It seems that every now and then, I find that "perfect storm" of concentration that allows great flights to occur. It becomes a drug, and I'm addicted to that drug. When this happens, there's no losing!

That's not all that attracts me to stunt. I earn a living as an engineer, specifically, I work on the structural design, analysis and testing of aircraft. It's a good living, however on jobs as big and significant





as some of the aircraft I have worked on, many levels of oversight and review are required to be sure there are no problems in these complex and expensive craft. This leaves one less than fully responsible for some actions. What I find exciting about stunt competition is that I am in complete control of the design and manufacture of my competition craft. I design them, build and finish them myself. I then take that significant investment of time and thought and fly it within fractions of a second of its total destruction, every flight, every time. Some how, it wouldn't be quite the same if I hadn't spent the time to make it myself, and risk it every flight.

As I leaned back in the chair on that sunny day, watching these magnificent planes go through their paces, I noticed it's taken me a long time to realize that I take great pride in designing and constructing my planes. It certainly is a part of the attraction for me. I also enjoy the hunt for the perfect flight, and the adrenaline rush that sometimes makes it all happen. Yes, it's an elusive goal, but I know I will continue on that hunt until I can no longer fly. It may be at the Nats, the World Champs, or even VSC, but when it happens it's worth it all, and the memory lasts for a long time. Sometimes in the cold winter, I will pull out an old video tape of one of "those" flights and watch it over and over. It warms the cold inside.

This is why I still fly stunt. Now, what's your reason? Why do you still fly stunt? What is your philosophy of stunt? It sounds like a great idea for a column in Stunt News. This has been discussed with Tom McClain, and he also thinks it's a great idea. While we do have volunteers for the next few articles, I'd like to hear what others thoughts are out there. If you'd like to put your philosophy of stunt into your own words for inclusion in Stunt News, please send them to Tom McClain. I anxiously wait to hear about YOUR philosophy of stunt!

I am in the process of reviewing the committees that exist within PAMPA to see if we need any updates. I intend to develop a charter for each and every committee so that they know their function and responsibilities. A new committee has been added, and it's

purpose is to oversee the content and "functionality" of the PAMPA website. The committee members are: Brett Buck, Steve Yampolsky, Bill Jacklin, and Howard Rush, with Brett being the Chairman. If you have any suggestions for what you thing the PAMPA web site should be or do, please drop one of these members an e-mail.

Enjoy your flights, and remember to focus!

-Paul Walker

## Vice President's Report by



**Ted Fancher**

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I've just returned from a wonderful week in Arizona. Yup, you guessed it. That week was spent in Tucson visiting friends, enjoying great hospitality and ... oh, yes ... flying stunt at Silverbell Park. It was the occasion of the 18th annual Vintage Stunt Championships, a near miracle in the middle of the desert which attracts stunt flyers from around the globe to revisit the thrills of the 1940s, '50s, and '60s.

The turnout once again set records as nearly 100 entries participated in Classic Stunt, almost ninety flew in OTS, and seventeen gluttons for punishment tinkered, flipped and flew spark ignition

powered OTS ships. It was a glorious affair from beginning to end, including the final wrap-up banquet Saturday night at which the numerous annual awards and trophies were presented.

I had entered both OTS and Classic but was unable to complete construction of the OTS ship and thus arrived with only a brand new, unflown Lew McFarland designed Ruffy built from a fine RSM kit. I eventually did fly OTS, nonetheless, thanks to the generosity of Ray Firkins (whose 16th wedding anniversary to lovely Becky was celebrated at the banquet). Ray graciously allowed me to fly his Saito .30 four stroke powered Ringmaster. The airplane was fine; the pilot a little rusty. A ninth place finish resulted which was probably a little better than I deserved. Nevertheless it was fun to participate in the event. Thanks, Ray!

The Ruffy got its first flights on Tuesday, three days before the first Classic round was to be flown. A capable assist was provided by good friend Bob Hazle who patiently monitored and collaborated on the process. Specifically for this article, the airplane was first flown "off the board" with one to one controls and a CG known only to be safe for first flights, i.e. nose heavy, primarily due to the use of an engine and muffler heavier than the usual unmuffled Fox .35 most common to the era.

To be generous, those first flights were less than stellar. Yet, by the end of the week the little bird earned a pretty well deserved third place overall against some pretty talented competition. The trimming process was fun and ultimately satisfying. I thought I'd spend a bit of this month's column discussing the process which changed the Ruffy from a frog to a fledgling Princess. It was a classic trimming exercise crammed into just a few flights per day thanks to the large numbers of flyers tuning up their own ships and the limited number of circles available to do so. The cramped conditions demanded that the normal "one change at a time" trim process be expedited so as to accomplish all that needed to be done.

Here's how the metamorphosis took place.





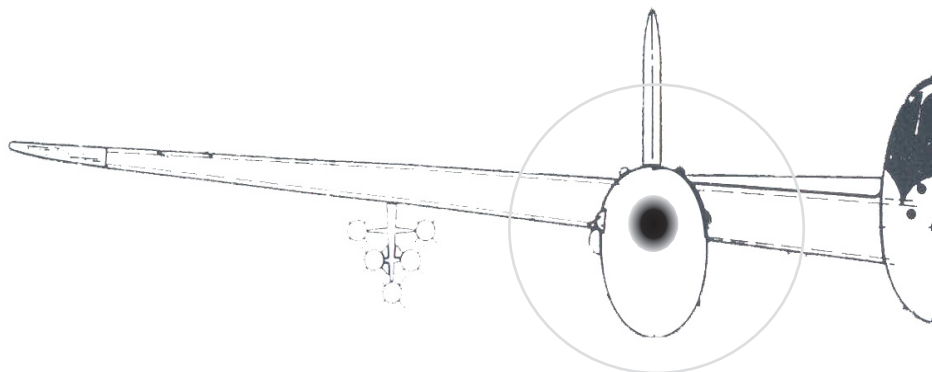
The Ruffy is a pretty clean, Randolph dope finished ship which came out weighing right at 40 oz off the bench. It is powered by the same Merco Rustler .40 which was previously very successful in my late, lamented, "run over by a Lincoln Continental" original Nobler from a couple of years back. It's a light weight, steady running plain bearing engine with a novel side or aft mounted muffler option which allows the builder to use the aft mounted option in order to minimize the adverse CG effects on these early designs whose prototypes used very light engines as previously mentioned..

To simplify the trim process in light of the known problem of limited flight opportunities and little or no practice time, I decided to use a practical minimum line length so as to minimize the need to optimize power train requirements. Shorter lines demand less of the engine so I chose to use a set of .015 X 57'-6" stranded cables. Such short lines would likely produce adequate line tension with no problem but would also result in fairly fast lap times. Shouldn't be a problem since I'm comfortable flying at the sub 5.0 second lap times which would likely be dictated by the short lines.

This turned out to be an important decision when early test flights showed a tendency for the airplane to slow in maneuvers to an unacceptable degree. I was able to make up for the deficit by adding a little liquid "punch" to the fuel in the form of raw nitro methane. More on this later.

As stated, we arrived in Tucson with the ship in a very rough "bench trimmed state". The Ruffy has a very small tail in relation to the wing, only 80 square inches or about 16% of the 550 square inch wing. This would dictate a more forward CG than my personal preference for ships of my own design, which generally have tails in at least the 25% range. For this reason the CG was left as it came off the bench for first flights, somewhere between 10 and 15% of the MAC (Mean Aerodynamic Chord).

I expected this to be too far forward but left it that way to develop a benchmark for further refinement and to provide grist for this article.



I also expected the initial one to one flap/elevator relationship to be less than optimum given the size of the flaps relative to the elevators. Nonetheless, I opted to make first flights at one to one to, once again, establish a known benchmark from which to begin.

Don McClave said I was wasting my time.

Don was right.

I knew that!

First flights were pretty much wasted fuel due to the lack of response in maneuvers. Great big loops were about the extent of the tricks. Cornered maneuvers were pretty much a figment of the pilot's imagination. The only valuable trim issue learned from the first flight was the need for a flap tweak to bring the outboard wing down upright and up inverted. In addition, of course, to the obvious need to improve the turning capability.

It was immediately obvious that adjustments were necessary to both the CG location and the flap/elevator ratio in order to achieve any semblance of a corner. Over the period of two or three flights the CG was moved progressively aft by the addition of tail weight and the elevators sped up

relative to the flaps. A total of 3/4 oz of lead was added to the tail and the pushrod arm on the elevator horn was shortened by nearly 1/4" (from an initial arm of 1-1/4" or so).

As the CG was moved aft I absent-mindedly moved the leadout guide aft in deference to the need to keep them in a proper "aft of the CG" location. This was done in "WAG" fashion which would come back to haunt us prior to the start of competition.

The corner was considerably improved

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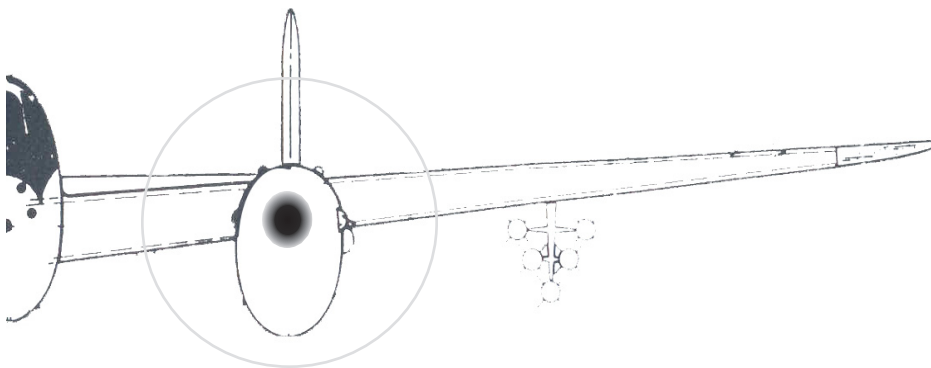
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with these changes but required a great deal more control input in outsides. This differential was enough to make consistent sized inside vice outside maneuvers impossible. The next couple of flights were spent flight testing progressively greater changes in the elevator deflection with neutral flaps. Ultimately, the flap to elevator pushrod was shortened three full turns on the 4-40 adjustable rod. This resulted in a noticeable amount of down elevator with neutral flaps; a full five degrees measured after the event.

That's more than I've ever used in any other stunt ship. (Note: Had the hinge lines not already been sealed [full span cloth hinges were used on all moveable surfaces] sealing them would have been the first priority. Since they were sealed the only viable option was to droop the elevators relative to the flaps. This is a very common trim adjustment and flyers should never be afraid to employ it when trimming a new airplane for equal inside/outside turn rates).

Now the turn was feeling pretty symmetrical but flying good maneuvers was still elusive. In particular, wingover pullouts were totally unpredictable. One might be at shoe top level and the next at fifteen or twenty feet. In addition, turns in square loops and triangles felt harsh and the top and bottom of the wing would often present themselves to the pilot when doing so. Finally, the transition from inside to outsides in the figure eights was difficult to accomplish precisely. Pretty disconcerting.

These enigmas led me to the first of two final trim solutions that made the ship come alive and become reasonably competitive with its peers. Past experience has shown that harsh feeling corners can often be tracked down to the relationship

of the leadout exit to the Center of Gravity. Thinking of this reminded me about the haphazard manner in which I had moved the lead outs aft as the tail weight was added. It occurred to me I had never measured the distance between the two since bench trimming was conducted back home in Foster City.

I took out the tape measure, balanced the ship by my fingers at the wingtips and then measured the distance between the mid point of the lead outs (they're about  $\frac{1}{2}$ " apart) and the Center of Gravity. I was interested to learn that the lead outs were a full one and a half inches aft of the CG, about one half inch behind the theoretical ideal location relative to the CG (now at 15% of the MAC). Clearly, I had overestimated the amount of "WAG" aft movement I applied to the lead outs as the tail weight was added.

On a ship of this weight and wingspan the distance between the CG and the mid point of the lead outs should fall in the range of  $\frac{3}{4}$ " to about one inch. I was at 1-1/2". Hmmm, that doesn't sound right, does it?

The lead outs were moved forward to a

nominal one inch aft location and another flight was put up. It was night and day! The ship now was very predictable in wingover pullouts and the harsh feel in turns and the associated hinging (abrupt rolls during hard cornering) had almost completely disappeared. Lastly, the figure eight transitions cleaned up nicely.

Now we were getting somewhere. Time for some refinements. It had been obvious from the start that the powertrain was lacking for some reason. I was using the same Tornado 10 X 4 three blade prop that had been so successful in the old Nobler, but it just wasn't cutting the mustard. The ship wanted to slow down in maneuvers and was unable to recover the speed until after the maneuver was complete. Not good.

The Ruffy differs aerodynamically from the Nobler in that the wing is a much lower aspect ratio (a larger average chord in relation to the wing span). Lower aspect ratios develop more drag for a given amount of lift. At the relatively high density altitude of a warm day in Tucson the combination of the Rustler, 15% nitro fuel and the little four pitch three blade simply weren't enough to generate the energy needed to maintain a functional airspeed throughout the maneuver.

To counteract that problem we did two things. First we went to more pitch in the prop to drive the ship a little faster and then we bumped up the nitro to provide the chemical energy to keep things spinning. We eventually settled on a 10 X 5  $\frac{1}{4}$ " Brian Eather flat back three blader liberated from the prop barrel at Keith Trostle's shop. We bought a quart of nitro

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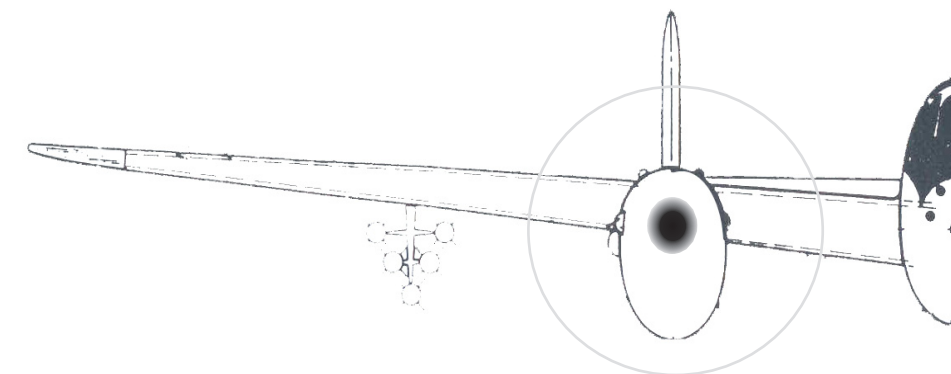
and started to experiment with individual tank loads. We eventually settled on about 22% nitro.

This combination provided the inertial energy (airspeed) and the chemical energy (nitro) to mitigate the speed loss to a negligible amount. The airplane now flew pretty darn well.

This was a good thing because it had to fly official the next day. The results speak more or less for themselves. In the course of three days and about 15 trim flights it went from pretty much a dog to a contender; all as a result of conscientious and informed trimming techniques.

P.S. Other less dramatic changes were also made. The initial wheel position was a little too far aft and the ship was very light on its feet until the CG was moved aft and the landing gear arms bent a bit forward relative to the CG. A small amount of additional tip weight was added early on and about half of that was later removed in the final trimming process. The tank was shimmed about 1/16th "off the mounts to equalize the engine run inside versus outside.

Line spacing at the handle was altered a couple of times. This is my first classic ship with a "modern" large sized control system and I had purposely made the controls slow in response to handle



movement. This was intended to allow greater line spacing for my preferred airplane response to control inputs. This worked out very well and the line spacing is just under four inches versus around three to three and a quarter inches on my PAMPA sized big ships. The larger spacing at the handle provides a better "feel" to the pilot for a given amount of aircraft response. The response itself is, of course, the same; it's just that the pilot receives more feedback because he has reduced his leverage over the control loads.

The final configuration of the state of trim and powertrain was as follows:

- CG at 16% of the Mean Aerodynamic Chord (think average chord half way out the wing from the fuse).
- Mid point of the lead outs 7/8" aft of the CG at the wingtip.
- Elevators droop three turns on a 4-40 screw on an elevator arm of about 7/8"

This is an angular droop of five degrees.

•Flap/elevator ratio now roughly four to three, elevator to flap.

•Handle line spacing just less than four inches with equal arms up and down.

•Airborne control system is "Modern" with a four inch crank and long adjustable control horns.

•The engine was a box stock Merco Rustler Metamorph .40 with the aft muffler option.

•Fuel was Sig Champion 15% doctored with straight nitro to 22%.

•The prop was a 10 x 5-1/4" flat backed Eather three blade.

•The glow plug was a Thunderbolt four cycle.

•RPM at Launch 9.5 to 9.6K breaking between a two and four stroke on the ground and backing off to a four in level flight and lots of two stroke in maneuvers.

•Lap times were 4.9 to 5.0 on 57 1/2' eyelet to eyelet.

•There is no rudder offset.

•The engine is offset 1.5 degrees (sorry, Brett. Former Boy Scouts can't tell a lie)

•Tip weight is enough to keep the wings level. No idea the actual amount (you shouldn't care about the latter either).

•Flaps are tweaked about 3/32" to level the wings.

That's it, guys and gals. From a bow-wow to a beauty queen in a few easy steps. It was pretty much all there from the start, it just had to be massaged.

Fly Stunt.  
-Ted Fancher

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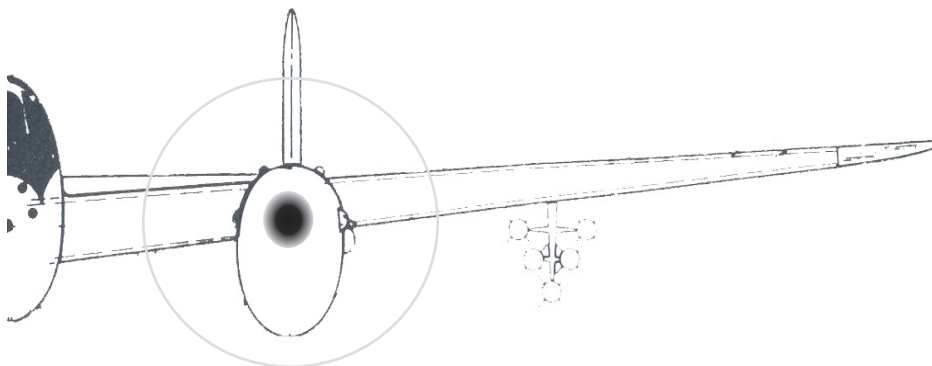
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The March/April 2006 issue of PAMPA Stunt News is finished and has been delivered. We hope all of you have enjoyed it. Initial reviews are pretty good with some comments. With those comments in mind, we of the Stunt News staff are working to make the May/June 2006 issue even better. Constructive criticism can only help.

Many of you have received your March/April 2006 issue of Stunt News, but it arrived rather late. The March/April 2006 issue of Stunt News was delivered to the USPS in Merrifield VA on 27 Feb 2006 for First Class and 28 Feb 2006 for Periodical. I received my issue (First Class) on 7 March 2006, which is less than a 5 mile trip taking 7 working days. I investigated why First Class magazines are slower than First Class mail and found out that the USPS has implemented a policy to deliver all periodicals on a flow managed basis. Subsequently First Class magazines are not guaranteed delivery in 3-4 days as First Class letters are. That is why your Jan/Feb 2006 issue was late and why we are suffering the same fate with the March/April 2006 issue. If you signed up for the regular membership, ie. "Periodical Delivery," you can expect the USPS to deliver no earlier than 30 days

after mailing. That could mean the end of March 2006.

I am contemplating several solutions to this problem with my Arlington VA printer/publisher and may have a way to get the newsletter delivered on a more timely basis. But, I cannot do anything about the USPS periodical policy on my end in Virginia.

If you have a problem with tardy USPS delivery service, I recommend you talk to your local Post Office, explain your problem and ask them how they are going to improve. If enough PAMPA members make known their dissatisfaction with the tardy state of periodical delivery, the USPS may listen and improve their service. If you do not inform the USPS of your problem, they will not have the opportunity to improve.

The March/April issue had some changes such as a different font, layout and improved resolution of most of the graphics. The increased resolution did cause some interesting anomalies such as ragged and blurred pictures and graphics. If a picture or graphic has a resolution of less than 1 Meg, there is a risk of that picture or graphic becoming

## Editor's Report



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fuzzy or blurred. Because Stunt News is now assembled digitally, we require everyone to submit high quality pictures and graphics for scanning or send us digital pictures and graphics of 1 Meg or greater. The printer/publisher requests the increased resolution because it will yield sharper and better contrast pictures

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Thursday evening at the Rodeway Inn. The aircraft were awe inspiring, especially Bob Lipscomb's rendition of Dave Gierke's Novi III. It justifiably won the "Pilots' Choice" award.

This is the third VSC Sheryl and I have attended and the hospitality was overwhelming. The willingness of the Cholla Choppers to open up their homes for fellowship and food was wonderful. I thank Bill and Elaine Heyworth, Rickii Pyatt, and Barbara and Keith Trostle for their willingness to do this. Barbara Trostle had over 110 people sign her guest book on Friday night.

The Saturday evening Banquet, MC'd by the effervescent Ted Fancher, was a time of warm memories and joy and thoroughly enjoyed by all. I especially liked the awarding of the VSC Purple Hearts to the walking wounded Ted Fancher, Bob Whitely and Dale Gleason. Mike Keville had several outstanding original paintings to present to Bob Hunt, De Hill and Doug Taffinder.

All in all it was a great time and if you haven't been to the VSC, make the time.

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## Guidance for 'Stunt News' Submissions

Thank you for making Stunt News one of the best magazines on the market. The Officers, Directors, Associate Editors and other contributors work hard at keeping Stunt News informative and entertaining. We try to publish everything submitted with minimum editing, but please try to keep submissions brief. If someone submits something you disagree with, it is your responsibility to respectfully respond. You don't have to be a big name competitive flyer to contribute. So, don't be bashful about sending in your ideas or photos of yourself just because you're not a top twenty national competitor. We have over 1250 US members and 253 members from other nations. Stunt News is truly an international forum. We covet and appreciate your contributions.

1. Deadlines. Meeting the deadlines is the single most important issue in submitting items for publication to Stunt News. For all issues the deadline is the

20th of the month preceding the issue date (about 40 days before the mailing date). Deadlines are printed on the last page of each issue. Late submissions are difficult to accommodate! Mark your calendar and be on time!

2. File Names. Each text article must have a unique file name. Use your last name or if your last name is long, the first couple of syllables of your last name. For example: BRICK.rtf, RUTHER.rtf, and SUNDER.rtf. If you are submitting multiple stories add 01 to the first file name and 02 to the second, etc. Each photo must also have a unique file name. Using a ballpoint pen, write the file name on the back of each photo. Let the ink dry before you stack the photos. Again, use your last name or part of your last name as a file name, for example, BRICK01.tif, BRICK02.tif. If you have more than 10 photos be sure to use 01, 02, 03, etc. instead of just 1, 2, 3, etc. for the first nine photos. This keeps them in order in the computer.

3. Text. Send text to the Desk/Text Editor, Robert Storick, 8816 Manchester Rd, #170, St. Louis MO, 63144-2602, or e-mail text to [deskeditor@stuntnews.org](mailto:deskeditor@stuntnews.org). The best way is to submit text on a CD in Rich Text Format (.rtf). Avoid using tabs. Do not have a bunch of old files on the CD. Body text should use Times New Roman font, size 10 point, fully justified. Photo captions should be included right in the text where you want the photos to appear. Photo captions should be in Arial, bold, italicized font, size 8 point, fully justified. Make it very clear where you want each photo to be placed in the text. Leave a couple of blank lines before and after each photo location. Type in the file name of the photo. For example: Photo BRICK01.tif here. Text can also be submitted as an attachment to an e-mail.

4. Photos. Send photos to the Photo Editor, Ken Budensiek, c/o Star Photo, 2522 E Milwaukee St, Janesville, WI 53545, or e-mail to [kennyb@tds.net](mailto:kennyb@tds.net). The best way to submit photos is to send the negatives or put them on a compact disk. Most photo services will now put photos on a CD. The printer can handle 1 to 4 Meg photos up to 11x17 inches in size. If you send photos, you must put a piece of masking tape on the edge of each negative with the filename, or relate each

negative to a file name by the negative's number. If you send photos by e-mail, send them in a compressed .tif or .jpg format. Strive for quality and not quantity in your photos. Treat tables, sketches and drawings as if they were photos. Better yet, take digital pictures of your tables, sketches, and drawings and put them on a CD with individual file names just like photos. Don't imbed tables, sketches and drawings in text. It makes it very difficult during page layout. Next best is to send hard copy of tables, sketches and drawings so they can be scanned just like photos. If you send a batch of photos with no article, such as a bunch of photos taken at a contest, give each photo a file name and type the captions as a single separate text file. Use your name as a file name for the photos and the captions. Hand written captions on post it notes, stuck to the back of the photos, won't cut it. Please don't send entire rolls of film. You should do the culling before you send it to us.

5. Personal photos. If we do not have it, send us a good photo of you to use at the beginning of your article. If you have a new one or you are unhappy with the one we are using, send us the photo of you that you wish to use at the beginning of your article.

### 6. Stunt New Staff

- Desk/Text Editor - Robert Storick
- Photo Editor - Ken Budensiek
- Advertising - Floyd Layton
- PAMPA Products - Curt Nixon
- Contest Calendar - Howard Rush and Jim Snelson
- Contest Reports - James Mills
- PAMPA Rules - Alice Cotton-Royer
- Competition/Judging - Gary McClellan
- Historian - Wynn Paul
- OTS/Classic Stunt - Mike Keville
- Designing/Finishing - Brett Buck and Randy Powell
- Building - Robert Storick
- Crash Repairs - Windy Urtnowski
- Safety - Ron King
- Clubs - Scott Richlen
- Beginning - Doug Dahlke
- Power Train - Randy Smith
- Ball Diamond Flyer - Jim Harris
- Personalities - Louis Rankin
- Flying - Owen Richards
- Sport Flying - John Ashford





- We Have the Technology - Noel Drindak
- Bad Boy Stunt - Dan Rutherford
- Classic Plans - Tom McClain

7. Finally, in order that Stunt News provides you with the best information and entertainment possible suitable for all ages and audiences, we have a few rules of the road to inform all of you about. Here they are:

- Input from the membership is what makes Stunt News great. You are the source and the reason for Stunt News' success. Without your input, Stunt News will wither and die.
- Suggestions on how to improve the content and appearance of the newsletter are welcome.
- Anything control line aerobatics related is welcome.
- Please work through the assistant editors. If you have a doubt of which assistant editor to contact, send your input to either the managing editor or the desk editor.
- Deadlines are important. They give the staff adequate time to do their job and provide a quality product to the membership. Please make every attempt to provide your input on time.
- Constructive criticism is allowed, but it has to address an obvious problem, be positive in nature, and must offer a reasonable solution.
- No profanity and personal attacks are allowed. If the editorial staff deems a submission to be a violation of this policy, the author will be contacted to amend his/her submission to make it acceptable.
- Finally, the mission of Stunt News is to promote and facilitate the flow of information that will benefit all Control Line Precision Aerobatics enthusiasts, regardless of skill level or their interest and participation in competition. This will be adhered to so that Stunt News will serve all of you in the furtherance of the PAMPA charter, which is to "Improve the Control Line Precision Aerobatics event."

- Tom McClain  
Managing Editor  
Stunt News

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




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Two weeks ago I was returning from a trip to New Jersey, and I pulled into the garage at almost midnight only to be met by my soon to be driving son DJ. As he helped me unload my new plane, I realized that 16 years ago, I brought my new baby boy past the flying field on the way home from the hospital. Yep....we stopped by the field before the boy made it home for the first time. I remember my Dad, Leonard Harding, Rick Campbell, Dave Eyskens and Doug Cook all sitting under the only tree on the flying field in Sudbury, MA as we pulled in for a "Brief pit stop" on the way home. It is a memory that is etched in my mind (or what is left of it) as if it only happened yesterday. Watching DJ with the plane made me realize that I have had these friends for almost twenty years....We've gotten older, Doug has lost his hair, while Rick has managed to keep his pony tail. Dave, "The Ice man" Eyskens and Woody are like Oscar Madison and Felix Unger....They just belong together. Leonard and his sidekick "Big Sidney" have both officially retired (Sidney hasn't worked in years). Dave Cook, Dick Carville, and Dick Woolsey, have also been part of the New England landscape for all of my modeling life as well. The point is that model airplanes brought us together almost 20 years ago, and our little group up here in New England has remained intact. The group has grown over the years and people from Maine, Connecticut, and

## District 1 Report

Western Mass have become part of our "family". People Like Nat Gifford, Dave Eyskens, Doug Cook, Rick Campbell, have all left the hobby or the area at some point, but they are back, and 2006 looks like it will be a great summer for New England. In a time where people are arguing with each other, where long time friendships have evaporated, the stunt community in New England has remained as healthy as it was twenty years ago. I remember sitting at a NEST dinner just last year, and Bick Brannen mentioned that "If it wasn't for the friends he has made in this hobby, he would have been dead long ago" That is a pretty strong statement about the friendships that are part of the hobby, and it is a compliment to the close friends he has. Thinking back to my son, I only hope he will be blessed with a handful of lifelong friends like I have.

This summer in August, we will mark the 10th anniversary of the Hampton Beach fly in, and even though we didn't have the fly in for a few years, it will be happening again this year. The Fly In is really a celebration of the friendships that are created as a result of the hobby, and has very little to do with a stunt contest. Last year we added Jose Modesto, Bob Champione, and Rich "Tent Boy" Peabody to the list of people who have attended. Hopefully we will have even more people this summer....By the way, planes are optional!

I mentioned that I had returned from a trip to New Jersey recently. I had business in New York City, and had originally decided to stop in and replenish my Gorhams Silver Polish supply for Sharon, but he conned me into spending a few extra days in Rutherford in the hopes of getting my new plane in some kind of color.... You just know that if Windy and I collaborate on a paint job, the plane will have some form of crazy candy purple (Thank you Dave) and toxic avenger green (Thank you Windy). When you add the calming influence of "Uncle" Les Demmett into the mix, there may be a normal color like white or silver in there as well. A variation of the Tradition trim scheme (Thank you Walt) and there you have it....A plane that will give Jose and



Lampione a run for their money in the "Concourse de Bodega".


In other breaking news from New England, you can now be the very first guy on the block to have a balsa fuel tank, courtesy of Boris Yampolski. Boris and his twin Brother Steve have been working for months, and have developed a proprietary method of fabricating a balsa wood box and coating it with a fuel proof resin resulting in a tank that, according to Steve "Can be assembled by anyone who has absolutely no idea how to use a soldering iron"

The Second issue of Rick Campbell's on line NEST newsletter is out, and all I can say is it is great work! This month, Rick describes how to make realistic Banner wheels out of the bottom of an aluminum soda can (That's pop for you guys in the mid-west). I have heard that Dick Woolsey is promising Victoria Secret models for the cover shots of the next five issues, so if you want to get your plane on the cover of "The Handle" give him a call to find out where the next exotic cover shoot is being held.

In other news, there is once again activity in Maine.....Yep.....Maine. It seems like there might be life North of the Portsmouth Traffic Circle after all. Look for things like composite planes, and hopefully the resurgence of the Pine Tree Aeromodelers summer contest this year.

-Dave Midgley

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Mike Ostella always seems to have Myet another new ship to add to his "Ostella Air Force." His Brodak .40-powered Jamison is a jewel and flies great, with that classic, nostalgic growl we old guys just love. It also has a bad habit of "oiling" the cars parked on the edge of the circle. The muffler outlet is large—make that huge!—and one nasty side effect is that tiny droplets of castor oil rain down all through the flight. I launched for Mike last fall, and my glasses had tiny droplets all over them, like riding a motorcycle in the rain. At day's end, Brian Manuet commented that he'd have to Windex his windshield before driving home. My Windstar may be old, but now it will never rust! Reminds me of the old Sweeper days with no mufflers—nothing ever rusted back then, shoes, pants, and hats got covered, and the oilier you got, the more macho you thought you were. Then mufflers came along and spoiled everything—what a shame. Do young guys even know how much fun it is to be covered in castor oil for a whole flying day? Mike, you really brought back memories I'd long forgotten. Thanks—and I mean thanks a lot!

Bill Hummel built several new ships last year—he's a "buildaholic" of sorts. I got to fly a Cardinal he built in 2005, a great performer, and I was really sad that family

## District 2 Report

obligations forced me to miss his contest, which is always a great get together. Bill did a great job of filling in for me when my mom passed away—he's one of District II's true gentlemen.

Dave Eyskens is back on the east coast. He got to fly my Miss Ashley at the Midgley meet and showed us all how quickly he can work into a new ship, and he's busy building a new ship for 2006. Dave's stories of his adventures out west are great—if you're in need of a good story, ask Dave about his "timing belt" adventure driving across country.

Peter Mical did lots of the work on my "Midgley wing" at the "Midgley Buildathon," and he's also shot footage for me at previous Nats. He was a key player in the Buildathon, and it was so popular that we're already planning one for next year.

Dorin Morisanu has been making super props for some time now. I use his props on virtually everything in my air force. He now has a "reverse" prop available if you're making a counter-rotating twin. Rich Oliver made me reverse-turning .35 and .40 motors for my twins. Counter-rotation was a huge performance upgrade on the A-26, and I'm now setting up the Tigercat for counter-rotation. Should be lots of fun as soon as spring gets here.

Mike Cooper and Reuben MacBride both added Stregas to their air forces in 2005—expect to see a bunch on the contest scene in the coming year. Strega owner Bob Brookins got me real "Ferrari Testarossa" red paint for my new ship... believe it or not, called the Testarossa. (What a coincidence!)

I think everyone in District II has at least one of ARF, and the popularity is still growing now that most meets have ARF classes. Several District II people, including Les Demmet, are going to have Yetshenko Sharks, too. More diversity, more choices—it's really a great time to be a stunt pilot. Remember when the only choices you had were kits and scratch building? Today it takes a lot less effort to get airborne or have a really world-class ship to compete with. I was



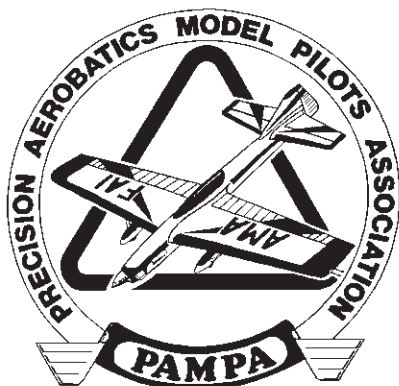


very impressed with the Sharks from Yetshenko and will finally get to "road test" one this spring. (Les has promised me a flight.)

The last two years several District II pilots went to Houston and stayed with Rich and Edie Oliver. The hospitality was unbelievable, and some of us are already planning a third trip. We stayed at Al Rabe's one night, and John Gunn was our host, also. There was so much to see: Bill Rutherford took us all for a ride in his RV6 homebuilt, and Dub Jett gave us a full tour of his shop. We watched Rich Oliver hand fit and hand assemble every part on his RO-Jett motor, even to the point of making his own castings. It's wonderful to see this hand fitting and assembly first hand, and I hope he'll make a video to show everyone who cannot see it in real time. Al Rabe showed us his latest ships, and this year I think we'll get to see the Critical Mass flying. Texas is one special place, the meets were great, and what they say about Texas hospitality is true.

We stayed at Warren Walker's a few years ago, and now he'll be driving his motorhome to New Jersey and sharing a few days at Windy's shop, then we're all off to the biggest control line contest in the world: the Brodak 2006 Fly-In. This year promises to be even bigger if pre-entries are an indicator. John and Buzz host flyers who come from all over the world to share the good times and friendships. We'll be cooking on the barbecue pit and flying after dark, and Derek Berry promises to fly the Sweeper again. Don't forget to pre-enters!

- Windy Urtnowski



Ohio, Pennsylvania, West Virginia



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Didn't we have a perfectly delightful January and early February 2006? Much to my surprise and joy I was able to put up 44 full Stunt Patterns in January and followed that up with 9 more in early February! Many of these were with my trusty USN colored Mono-Coated Tutor. I am chagrined to say that this fine flying plane (improved by the addition of wing tips) is no more to be enjoyed! I insisted on going flying in a recent gale force wind that we had and the wind had its way with my pretty plane. Darn the luck or should I say impetuous stupidity on my part. The lesson learned here is that no matter how

## District 3 Report

hard up one might be to go flying use one's best judgment when choosing not to do battle with Mother Nature!

Well I feel quite relieved to have gotten the past paragraph off my conscience! Moving on to much more pleasant things I am humbled to say that I have received an e-mail picture of Joe Adamusko's new magnificent Seafire Stunter! Joe told me that he spent most of the preceding three (3) years building and finishing this plane.



Joe Adamusko took three (3) years to build this beautiful Seafire Stunter. Will receive a feature article here soon.

He told me that he custom mixed the colors to precisely match the full-scale plane after extensive research. Joe in my opinion is a true master builder and painter. He is in a class where few are to be found. Joe and Tom McClain both have told me that Joe will be doing a complete



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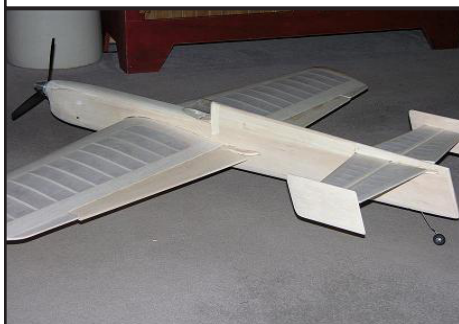
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article on the plane in the near future and that plans may be made available at that time. District 3 is certainly fortunate to have a resident of Joe's caliber on its roster.

Earlier in the winter I heard from Ken Armish of Hershey who has almost completed the construction of an Olympic Mark VI. This beauty is to be powered by a Randy Smith .40 and should be ready for the Brodak Fly-In come June 2006.

Ken Armish of Hershey has produced what should be a splendid Olympic Mark VI the following are pictures from Ken.



Ken Armish is another truly gifted builder and finisher of model planes, having learned his skills in constructing Giant Scale planes for RC customers several years ago. I have previously reported on Ken's shop in his basement at his home, which is part of the Milton Hershey School in Hershey, PA. Ken is another man who I am proud to refer to as friend!



John Connelly, past President of the Philly Flyers MAC ( L ) and Jack Weston.



Randy Holcroft (R) new President of the Philly Flyers and Dennis Moritz (L) enjoy lunch.



John Connelly, Jack Weston, CFP Dan Banjock, and John Cocking enjoy lunch.

Well the Swap Meet and Flea Market Season is coming to an end. This is the period of time enjoyed by those of us who happen to live in the part of the world fortunate enough to have to live through "Building Season" a/k/a winter! As is my custom of late I make an annual pilgrimage to Lebanon, PA to enjoy one of the largest Flea Markets in the World! This year the federation of Clubs, which puts on this event, produced a show of 600+ tables! Imagine being able to wonder around at will and just pick over all manner of model airplane goodies of all types to be imagined? All I can say is save up your pennies until next year it's bound to be larger!



Gail Finlayson opposite John Cocking, Mrs. Bill Muzonni, and Bill Muzonni share the long table.

One of the side benefits of Flea Market Season is the many friends you meet while wondering around the tables. Since I live in what might be referred to as the "Early Mid-West" I am always happy to encounter friends from the eastern part of the USA! This year was absolutely no exception. I was grateful to see and to chat with Doug Benneditti from the GSCB Club. Doug shared with me a most interesting tip, which he and his eastern friends are incorporating in some of the ARF's they are building. It seems that the guys are solving the problem of difficult push rod adjustment on these planes, by installing the control horns for their elevators outside the fuselage directly on to their flaps; and running the push rod directly to their elevator horn also mounted outside the fuselage directly on the elevator! Viola! You have the rigidity of a built up fuselage with the flexibility and adjustability of a profile! How clever and simple! Naturally you fans of the "pretty plane" would never do this but those of us who really could care less will find this quite helpful!

For the past several years I have been a welcome guest at the Philly Flyers/Phlyers luncheon following traipsing around the Lebanon Flea Market! This year was another happy reunion with a wild and crazy bunch from the City of Brotherly Love!







Phil Cartier, Henry Werner, Clayton Barry, John Saunders, and Gill Reedy join the Philly Flyers luncheon

Of particular note this year was the joiner of two lovely ladies, Bill Muzoni's wife and Gail Finlayson, special friend of John Cocking. We all met at the Diner in Quenton, PA and were joined by several other friends from out of town, including: Phil Cartier, Gil Reedy, Clayton Barry and Henry Werner from Virginia.



Phil Cartier prepares his newest Spitfire Stunter, with Magnum .36 using RC throttle, for flight



Gil Reedy relaxes after an successful flight with his Brodak P-40, LA .46 for power.

Several months ago Jerry Tarnofsky sent me an e-mail picture showing a method to turn on and easily turn off muffler pressure. It's a two way "Tee" attached to his muffler, which enables the easy transition.



After the Swap Meet and lunch, 3 of us flew: L to R : Reedy's P-40, Spillman's late Tutor in monocoat flat blue and gray, Spillman's surviving old Tutor with LA .40 and 10.5 X 4.5 APC prop.



These pictures are courtesy of Jerry Tarnofsky who with Joe Reinhard developed this method to switch from muffler pressure to no muffler pressure.

Finally I was sorry that my 45 or so pictures didn't make this column last issue. The editor has told me that he regrets this omission and has promised that he will rerun that column with all

pictures included. I thank him in advance for this courtesy.

Bad news is seldom relished and so I am with heavy heart when I report that one of my all time best friends has contracted lung cancer. Gil Reedy is now fighting a phase 3 tumor in one of his lungs. He like me was once a heavy user of cigarettes. I pray that Gill and his medical team beat this affliction soundly. I grew up in a home whose head, my Dad, was a chest physician; a pulmonary specialist no less! Imagine the heat I took for using those #@%!!! Things! Well I finally did quit after 31 years of use at no less than 2 packs per diem. Gill quit too but some how the weed has got him. To those of you who have finally given up this addiction CONGRATULATIONS! To those of you who haven't as yet quite made it ..go get some serious help! Your local hospitals would be great places to start. Enroll in a program pay the price what ever it is and kiss those butts goodbye forever. To this day, after 16 years of being cigarette free I still say a prayer of thanks for having had the good luck to quit.

As always, I am most grateful for all communication I receive from all of you in District 3 and beyond! Please keep up this flow of really neat chit chats!

Best of Flying Conditions to All until next time!

-Phil Spillman

Editor's Note:

The following pictures were missing from the March/April 2006 issue. We provide them now for your viewing pleasure.



Dave Evar's Smoothie ARF, LA .40 power good looking fine flyer.







Dave Heinzman and his Sig Magnum powered by an LA .46. Not much paint flies great!



Bub Reese and his Flying Flounder at the HAMS November Fun Fly.



Close up of Tom's Ringmaster with Daffy Duck's hands through the canopy.



Tom Hampshire, PAMPA'S Attorney (L) and Gay Lutz with Gary's beautiful plane at a Fun Fly of the HAMS, 11-12-05.



Bub Reese's compact pit box prop side.



Keith Marks, M/D, and his profile stunter at the HAMS.



Bub's pit box tool and fuel side.



Ken Armish prepares to take another flight on his profile Cardinal. LA .40 power 3-blade prop.



Tom Hampshire and his Williamson Ringmaster. Vintage Fox .25 for power.



Phil Spillman with the Nobler built by Jerry Tarnofsky. Powered by Saito .40 4C.







Chip Smith, Gil Reedy, holding P40 ARF. A1 Peters. Chuck Holtrappie, and Tom Harbman, pause for a pose at the HAMS November Fun Fly.



CD John Jordan, Bill Reynolds, and Eric Williams early one morning at the Dayton, OH stunt contest.



Curt Nixon holds Crossfire for Will Hinton. Jordan photo.



Bob Whiteman and Phil Artier pose at the Hams in November '05.



Kenny Stevens holds for Eric Taylor's Legacy as Eric prepares for an official advanced flight. Jordan photo.



Bill Werwage's ARES, now kitted by Brodak, Eiben photo.



Gary Lutz prepares to start his classy PA Stunter while Frank Paskovich holds.



Roger Wildman and his Force profile killer at Dayton, OH Jordan photo.



Steve Wooley's ARGUS, Eiben photo.



Pilots meeting at the Dayton, OH Western Ohio Stunt Championships October '05 (L to R) are: Curt Nixon, Rich Malich, Ron Lutz, Paul Lutz, Will Hinton, Kenny Stevens, Wes Dick, Wes Eakin, Eric Taylor, and two unknowns. Jordan photo.



Larry Robertson launches Ares for Wes Dick.



Eddie Kemmerer's Thor, Eiben photo.





Team Racers seen at the Junior Cleveland Air Races in September, 1959, Joe Eiben photo.



Stunt pits in Cleveland, OH 9159. Eiben photo.



Pat Rowan's Katana, PA .61 power.



Phil Spillman's ARF Nobler, B-40 power.



John Jordan's beautiful Bearcat Stunter.



Larry Roberson and his ARGUS.



John Jordan's MusStunt 1.



John Sunderland and his profile Magician OS 35s.



Bob Campbell and Jack Sunderland. Classic Judges.



Mark Messmer and Jerry Tarnofsky, profile Stunt Judge.



George Mitchell with his Katana Stunter; Expert flyer.



Joe Reinhard and Jack Sunderland PA Advanced and Expert Judges.







Paisley, the mascot, Sue Tamofsky and Leona Renhard worked the entire weekend selling tickets, tabulating scores, being all round good people!.



Joe Reinhard and Keith Bryant, CD doing all the little things needed to be done!



Bill Stuntz the all-important Pull Test Guy.



Don Sopka, Intermediate and Frank Zabutski, Beginner, pause to pose.





Kenny Stevens SV-22 Expert Plane for an Expert Flyer.



Pat Rowan's starter and aux. Pit box featuring a control panel.

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

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**G**reetings to everyone in PAMPA land!

My son Aaron who is also a member of District 4 helped some with writing this and with getting it formatted and off to the editors, we are working on getting me the right software to get it all done.

## District 4 Report

The weather here in NC just hasn't been very cooperative early in 2006. When time has been available for yours truly to go out and burn some fuel it has been rainy or windy. Monday rolls around and it is 72 degrees with a light "stunt heaven" breeze. Today is the first day of Spring and there is some light sleet coming down! Things will get better, or we are moving to Arizona!

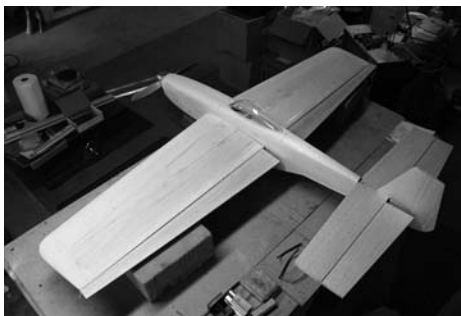
A C/L Fly In was held in Aurora, NC (near Greenville, NC) on Saturday March 18th. Work commitments for me and Aaron kept us away, but several members from Dist. 4 attended and it sounds like everyone had a lot of fun. An added benefit was a Pig Pickin' at the end of the flying. Eating pig and flying models, doesn't get much better than that. I know that Bill Sawyer from New Bern, NC and Willis Swindell and John Tate attended from the Tidewater area of Virginia, along with John Rakes from the Lynchburg area. I am unsure of several others. Thanks for the pictures Willis! Mike Patterson was responsible for getting the fun-fly together. This is



the first large activity of C/L flying in the Eastern part of NC in quite a while. Maybe we can get a contest together there in the near future! There will be some pictures at the end of the column of some of the planes and flyers. I know it wasn't a "stunt contest", but stunt was flown! One shot is of Everett Shoemaker and his "Flirt" which he designed when he was 16. I was told that he didn't know of anyone around still flying C/L until the Fly In.

Tom McClain was in attendance at VSC with his B-26, which I am sure brought a lot of attention. I hope to see this one in person soon. Tom always does a great job of building and finishing. The sight of these big bombers flying the pattern is





awesome!

Ron King is finishing up a semi scale P-51 which I hear will have a RoJett 76 in it.

Speaking of Steve Fitton, last word has him working on a Stunt Wagon for the club building contest. He commented on how cool it looked with the low canopy so far back, and he is right; the old planes have a special look! One of my earliest CL memories is a Stunt Wagon and a McCoy Red Head 60, that was fun! Steve is a good builder and is a new expert who is moving up quickly. Steve mentioned he might have to get local legend Tom Luper to give the Stunt Wagon a once over. If anyone can get ANY plane to fly it is Mr. Luper. Steve is a one of a kind guy and I don't think the local contests would be the same if people like him were not around.

Also from Virginia is John Rakes. Word is John has a Vector in the works for this year! John is progressing and getting better quickly. John is a fun guy to hang out with and we look forward to seeing him at the local contests.

Another local guy who is fun to hang out with and has some great stories is William Davis. Now we need to get William to build a new plane! Aaron and I both have some good memories of staying at the "stunt hotel" which was William's house, those were some fun nights! Staying up until 2-3AM then like clockwork around 6:15AM

William banging doors, turning on lights in the rooms, making breakfast and off we go. Well that part was not as fun!

The Metroliners club of the Charlotte, NC area has its monthly meetings at the David Waymer Flying Field in Huntersville the 4th Saturday of each month. This is an opportunity for anyone in the area to get in some good flying at a good site. It's one of only two C/L dedicated sites that I know of in North Carolina. Contact William Davis or Bill Francis for information. The other is Hobby Park in Winston Salem. There is a small, but hardcore group of flyers that frequent Hobby Park including past Dist 4 Director, and Advanced NATS Champ, Kent Tysor. Contact Kent, Phillip Bailey, or Terry McDowell about flying there.

Speaking of Kent, what a great guy, we have known Kent for a few years now and he is another one that we look forward to seeing at the local contests and the local meets would not be the same if he was not there. At Brodaks one year, Aaron decided to fly his plane into the side of the hill on one of the sloped circles on take-off (another story for another time). Kent was there with glue, epoxy, and help even though he was still competing in Expert. Kent is a giving person of time and resources and he makes this hobby a little more fun!

The Tidewater area of VA keeps rolling along with Willis Swindell and John Tate heading up things there it seems. Willis submitted the Fly in pictures. These fellows are always fun to fly with and another group of guys who if they were not at the local stuff it just would not be the same!

On the home front, we are still plugging away at a few new planes, but things are going slow. Golf season has me tied up at the moment, but that should end soon and allow

more time to build. Aaron took his family to Disney and they had a great time, but the time gone and the time catching up has taken him out of building some. Aaron is building a new SV series plane to use the PA-65 and pipe combo. I'll have to probably start the season with my 8 year old Geo Juno!

I have three more interested flyers near here who I hope to get signed up in PAMPA. Recruit! That is something we can all do and more numbers equals a stronger organization! One of the local guys is just making his recovery from major surgery, so hopefully he will be able to get to some contests this year.

I look forward to hearing from those in Northern VA, Maryland, and Delaware as to what's going on there! So far, I have not had much information from the District as a whole. I really want to tell what everyone is up to. We have a good District and good members so let's show everyone else what's happening. Drop me an email!

Good luck, as Spring is here and I hope to see all of you this year.

-Bill Little



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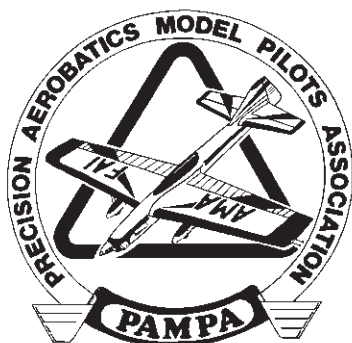
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This month we're going to have a short report, as there really isn't much happening. I've forgotten to mention it before, but if you've got pictures or club activities you'd like to see here, send them my way. I take a few at contests, when I can remember, and Gene Martine has been very helpful with sending copies of the ones he takes, but this is your section of the magazine, don't be shy, send what you've got and I'll use as many as I can.

By the time the next issue of Stunt News is due there will be plenty of information available since the contest season is upon us, but for now I'll just have to use some of the photos I've got left over from earlier this year and last year.

That's all I've got for now, so I'll see you at the field.

-Dale Barry



## District 5 Report



From my shop, Bob Whitely's NATS winning Derringer under construction.



Derek's new Evolution on the stand, one of Randy Smith's newer designs.



From last year's fall contest in Huntersville, Olivia Mills receiving her plaque from Kent Tysor.



Also from Huntersville, Gene Martine with his 3rd place in Expert.



From the 2006 KOI, Toby Acierno.



Oops! I think that says it all.

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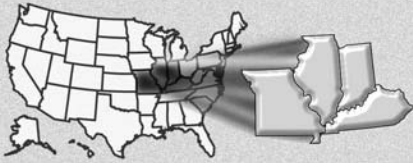
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## District 6 Report

Illinois, Indiana, Kentucky, Missouri



**Allen Brickhaus**

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I must thank Fred Krueger of the "Chicago" area for providing me with these shots from contests in which I could not attend. We are blessed with a multitude of events to choose from and I can afford to attend only so many. I am not a stay-at-home but some weekend to weekend contests are close to each other and I must drive some six and a half to seven hours one way to compete and report on some. District VII Director Crist Rigotti also helps and I do appreciate each friend's support in our column each month.



Alan Hahn likes Jim Renkar's "It's Only a Paper Moon.....er...ah.....Hobby?" A stunt contest is held at the Sandwich, Illinois airport each year. Looks like he has a 1/2A Flite Streak.



Art Johnson can be seen at many swap meets with his .049 collection of engines for sale. He showed me a Cox RR1 at the New Albany, Indiana Swap Meet held on January 21. Here Art is shown with his half A model of choice.



The Barns family endured a nice day at the Fermi Lab contest held on the accelerator grounds just off I-88 west of Chicago. Fred Krueger does a nice job of running the event.



Bill Calkins, the "skinny one" and Floyd Layton judge the Fermi Lab contest. The comment toward Bill is applause for his work to lose and keep the weight off. I should do so well.



Bill Calkins is caught with his wires up and running at the Fermi Lab event.



Bill is now launching a half A model at Renkar's contest in Sandwich.



Mr. Smith used an ARC Cardinal for the basis for his profile weapon of choice in District VI.



Bill Smith has built and flown Bob Baron Barecat half A model for Renkar's contest.





The northern Illinois stunt families surprised Bill and Doris Zimmer at their home in Varna. If you have not stepped in front of Bill's stunt score sheet clipboard, you have missed a wonderful opportunity for a great critique of your flight. Bill no longer judges but has served AMA and PAMPA very well during his active career.



Carol Layton and Karen Meidroth tabulate at the Fermi Lab contest held on or around the Fourth of July each summer.



Rich Tupper launches for Chris Rud. Chris is our Junior FAI F2B Team member to represent our country this summer in Madrid, Spain.



Advanced winners were: Jim Svitko (1st), Michael Schmitt (2nd) and Terry Meidroth (3rd).



Beginner winners were: James Gifford (1st), Jacob Nottingham (2nd), Grace Paris (3rd) and Mike Paris (4th).



Expert winners were: Jim Schuett (1st), Owen Richards (2nd) and John Paris (3rd).



Intermediate winners were: Jay Rud (1st), Aaron Nottingham (2nd) and Mike Ternstrom (3rd).



Jim Schuett also takes the top spot in P-40 with John Paris second and Dennis Vander Kuur in third.

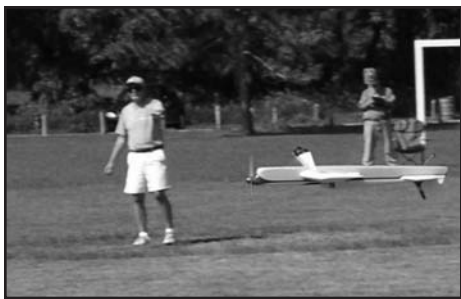


Floyd Layton and Bill Calkins at the surprise party for Bill and Doris Zimmer.









Jim Schuett in level flight between maneuvers with his excellent Raptor stunter.



Jim Schuett inverted with his Raptor.



Jim Schuett "smoozes" with Chris Rud's Strega designed by Windy Urtnowski and kitted by John Brodak.



John Paris is successful in many events with his Brodak profile Oriental, from the original design by Dee Rice. Dee now lives in Texas and flies with plenty of friends down there.



Jordan Miller with his new Olympic Mark VI.



Jordan inverted with his Olympic designed by Bob Gialdini of Milwaukee, Wisconsin.



Grace Paris, Jacob Nottingham and Mike Paris were Junior attendees.



Thought you would never see the evidence of a powered stunt model doing a two-inch corner. Floyd Layton is launching for Larry Lindburg. Jim Renkar assured me that the motor was running at the time of the launch. Great camera, huh?



Jim Schuett's wife Lynn talks shop with Doris Zimmer at their surprise get together at Bill and Doris' Varna, Illinois home.



Thanks to Mike Paris, son of John Paris, for doing the hard work of running score sheets.



Mike Schmitt is currently flying a Randy Smith Vector but is also building my new Encore 50 design. Mike should have that ready by the end of this building year and pumped up for the contest season.





Mike Ternstrom is our former Nats Beginner winner and is steadily improving in the PAMPA ladder of success.





I see Owen all over the place; the last time was at the King Orange International in Starke, Florida. Owen is seen here with his Ted Fancher Trivial Pursuit/Special Edition.



Chris Rud, our new F2B Junior Team representative, launches for Rich Tupper with Chris's older model.

-Allen Brickhaus

Illinois, Indiana, Kentucky, Missouri

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I asked for what was going on in District VII and got a lot of responses. Thank you to all! First off here are some contests in our District.

May 5th and 6th. Mid-Iowa Control Liners Stunt contest at Big Creek State Park in Polk City Iowa. Contact Bob Baldus at 515-255-8025

June 11th is the Milwaukee Circle Masters contest at Pewaukee, WI. Contact Peter Mick at 262-377-6137

June 24th and 25th. SIG Contest at Montezuma, IA. Contact Mike Gretz at 641-623-5154

I can tell you that these are great contests and should not be missed.

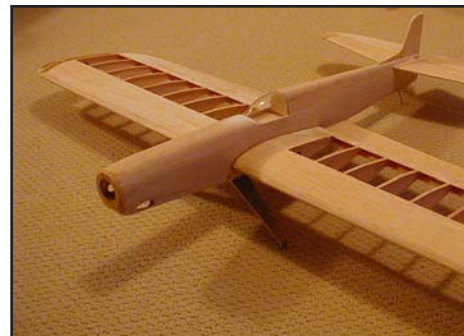
I heard from Rich Kacmarsky who is getting back into control line after a



Rich did a nice job on his profile.

## District 7 Report

multi-decade absence. He's building an Accentor and rebuilt a Ringmaster to resemble a F4-F Wildcat.



Here's one of Rich's Accentor.



A Yak-9 before.....



And after. Really nice looking model.

Chris Sterner is still making progress on his profile T-38. It weighs 26 ounces and has a wingspan of 52 1/4 inches and will be powered by an OS 40FP. He is going to try to hide the controls inside the fuselage. It looks like a winner to me. Please send some photos of the finished ship!

I heard from Bob Gialdini recently. He is enjoying some modeling R/C models and I always look forward to seeing him at the Milwaukee contest. He is always helping out with the judging chores when he can.







Chris Sterner's T-38 Profile class model during construction.



The wing of the T-38 during construction.

Bob Baldus has just finished a Cougar and painted it with Sig dope and orange dye. Weight is 44 ounces and is powered by an OS 46. I'm looking forward to seeing this one at Polk City. Looks like a great weight and with that 46 it'll be a lethal combination. Bob always seems to be in a good mood and can put up a high scoring flight in Advanced.

John Cafaro wrote that he working on a stunt ship which will be powered by a RO-Jett 77. John currently flies a Cardinal ARF with an RO-Jett power plant. He also built a Goldberg profile Shoestring which was a replica of his first stunt ship. Don't worry John, all of us enjoy building models from our past. It helps keeps us young!

I asked Curt Nixon what was going on in Michigan and he sent me a lot of information. Here are parts of that letter.

There are also going to be a couple of other "first time" events. Paul Smith is CDing a couple of CL contests at the old Rouge Park site. It's pretty rough there but it is well known for Combat and Speed. It was the premier site for stunt back in the 60's. Weekend prior to Memorial Day and the weekend after Labor Day I think.

We are having the Michigan CL champs again at the Signal Seekers Site also-- my first gig as a CD. We're doing PAMPA Classes on Sunday and OTS and Classic on Sat. Adding a profile bring-it-and-fly- it-whatever-it-is-and-whoever-built-it.event on Saturday and three Combat classes on Sunday. August 19-20 the weekend After FCM. Same week end as Allen's event down in Paducah but we haven't seen many potential crossovers anyway.

Big Art always is at ours pending his health and we've had quite a good turnout from Cleveland, Dayton, Indiana, and Canada.

Hope to make Sig this year and then the NATS, FCM, and a few minor events. My best friend just moved to Washington State near Seattle so I'll be making my next ship a take apart. NW regionals?

Curt also states that he is finishing a Katana and it will be about 6 ounces lighter than his previous one. Powered by a PA 65. His ARGUS is covered and ready for paint. A Jim Van Loo Chipmunk is also in the schedule for this Summer. He's looking at making it a take apart

Bob McDonald is out in Tucson with his new Strathmoor. Tom Polk has his third SV-22 under way. Rich Malik, is flying a full pattern pretty well now and will hit the trail with a Mo best or two, a Cardinal profile and a couple of training planes. He'll be moving right along in Intermediate this season I'm sure.

Ray Marlo is finishing up the recover of his early Estrillita. He has come by to give me input on the Argus and the early Strathmoor I=Beam techniques. If Rich and I keep working on Ray, he might end up at the Nats again one of these years!

Some of the regular SE Michigan guys got up to a club in Lansing last summer for one of their fun fly events. We want to engage them all to get more involved in Stunt and come down to Detroit for a Contest or two.

Keith McCrary a pretty little .19 powered classic I-beamer flying now. We're all encouraging him to get back to the Twister and will finally get into a couple beginner events this season. He's ready.

Nice report Curt. How do you find the time to do it all?

John Paris is painting his SV-11 which will be powered by a Stalker 51. Michael is building a Sterling Beginners Cub which will be painted with light colors. John is rebuilding his Oriental and reports that it went back together easily. He says that Jay Williams has his Cardinal in clear and has been working on a 1/2A Pathfinder.

Frank Carlisle has built an electric powered Smoothie. It flies well and is very quiet.



John, the SV-11 is looking good!

Jeff Welliver writes to tell me that the people up North are keeping busy. They had a group building session building Keith Sandberg's Challenger design. It was deemed a success by all. The Piston Poppers had their club's winter gathering at Keith Sandberg's house and really enjoyed the food and conversation. They are still looking for a new flying field and let's hope they find one!

I'm getting the Piston Poppers, The Sky Larks, and the Mid Iowa Control Liners newsletters by email and really appreciate them. Keep them coming.

Floyd Layton and Larry Lindberg went to VSC this year and a great time. The following photos were from that event supplied by Floyd.

And finally here is my progress on profile. Here it is ready to shoot some clear and then the grey blocking coats.

- Crist Rigotti







Jeff readies his RSM Tempest.



Bob Brookins at VSC.



Jeff and Toni Welliver at VSC.



Jeff works the Tempest at VSC.

Arkansas, Louisiana, New Mexico, Oklahoma, Texas



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Things are starting to heat up here in District 8 as the flying and contest season approaches. With the warm weather we've been having in Texas and the surrounding areas I don't think we've ever been out of the flying season. It seems as though it has been in the 60's and sunny for as long as we can remember around here. Well, that is except for the weekend of the annual Profile 40 contest put on by the DMAA on President's Day weekend. Mother Nature rose up to show us that she is still the boss. Sunday (contest day) dawned with freezing rain, sleet and freezing temperatures. Needless to say Mother Nature won out and the contest was postponed one week. District 8 members showed that they would not be deterred and had a good turnout on Feb. 26th for the rescheduled contest. Profile 40 had a total of 14 contestants and Flite Streak Stunt had a total of 8 contestants. Bill Wilson took honors in Flite Streak Stunt. Dale McCord took top honors in Intermediate. Jose Vargas

## District 8 Report

competed in Intermediate and looked good in his first contest flying the full AMA pattern. Mike Greb edged out Mike Finnigan for the victory in Advanced and Larry Oakley just got past Bill Wilson to win Expert. Of course, everyone knows that the real highlight of this contest is the great lunch provided by Linda Gleason and Linda Niebuhr.



Jose Vargas displays his Brodak P-40.



John Ashford stands guard over an impressive lineup of planes for the annual President's Day P-40 contest in Dallas.



Phil Nickles asks the question that is on everyone's mind: Is this really my Flite Streak?







Close up of Bill Wilson's profile Yak 9 with a Forrester 29 for power.



Larry Oakley brought his Valedictorian with him from Oklahoma to show us Texans a thing or two about flying smooth and pretty patterns.



John Ashford shows off his own design 'Que es Eso?', or 'What is That?'. The question is answered before anyone even asks; brilliant. It has a 580 sq in wing, weighs 45 oz and uses a Brodak 40 for power.

In other District 8 ramblings and rumblings Bill Lee has setup a very nice website for the Dallas Model Aircraft Association. Bill has been working hard on this site, and it shows. It is a very nice site with membership info, flying site locations, and an events calendar. Check it out at: [www.DMAA-1902.org](http://www.DMAA-1902.org). Everyone in the district owes Bill a hardy thanks for his hard work and we all appreciate his efforts. Bravo, Bill!!!

As the building season begins to give way to flying season I've started to receive some pics of new projects. Mike Scott sent me a pic of his new Genesis and it looks like a beauty. Mike told me that he decided to build a Genesis after he and Bob Gieseke went to visit Bob Shaw and spent a weekend flying his planes. Mike said that of the approximately 50 planes that he and Bob flew he thought the Genesis was the best. Sounds like good logic to me. Mike's Genesis weighs in at a tidy 53 oz. and has a PA 61 with pipe for power. Mike says he will use either an Eather 2 or 4 blade propeller. Bob G advised Mike throughout the building and finishing process. It is covered with Japanese tissue, painted with dope and hand rubbed. We are all looking forward to seeing this one in the air.



Mike Scott's new Genesis, PA 61 power and only 53 oz.

Speaking of Bob G, he was unable to defend his 2005 VSC OTS victory due to recent back surgery. I spoke with him recently, and he says he is doing well but is getting a little restless and wants to get back out to the flying field. He should be able to get out to Hobby Park by the end of the March. We all look forward to seeing Bob out again and we all wish him well in his recovery. So far in his career Bob is a perfect 1 for 1 in OTS competition at the VSC. That's a tough record to beat!!

I've also got a new plane completed and ready to go. I have finished my latest Saturn and am very happy with the way it turned out. I installed an identical control system to last year's model, the same motor (OS 52 FS), and even went with the same paint scheme; except for a few minor details. The weight even came out the same at 60 oz. Hopefully, it will fly just as good as the last one.



Steve Moon's new Saturn, OS 52 FS.

Dale Gleason also sent me some photos of his newest ship. This is Dale's second Impact built from an Ultra Hobby Products kit. This one looks to be an even better performer than the last. This one weighs in at 63 oz. with an RO Jett 76 for power. That is a very manageable weight for the Impact wing to carry, and the big RO 76 motor should provide plenty of horsepower. Dale also put Rabe shock absorbing landing gear on this plane. Alright Dale, we're expecting 40 point landings from now on. Bill Rutherford does it pretty much every time; watch and learn!!



Dale Gleason's new Impact, RO Jett 76 power came with him from Oklahoma to show us Texans a thing or two about flying.

Speaking of things starting to heat up; Jake and I just returned from VSC XVIII in Tucson and it appears that many of us are already in mid-season form. This time the VSC was bigger and better than ever, with over 80 entries in OTS and over 90 entries in Classic, this was a huge contest. Robin Sizemore and Lou Wolgast did a fantastic job of coordinating the contest, were very well organized, and did a great job of keeping the contest moving along. I would like to say a BIG Thank You to everyone who had a hand in putting



on this contest; the Directors, Judges, Tabulators, Pit Bosses, and Runners. I think it is safe to say that everyone from District 8 that attended had a great time. And, District 8 had quite a turnout (as usual) for the VSC. There were members from every state in the District there.



District 8 members gather poolside at VSC XVIII.

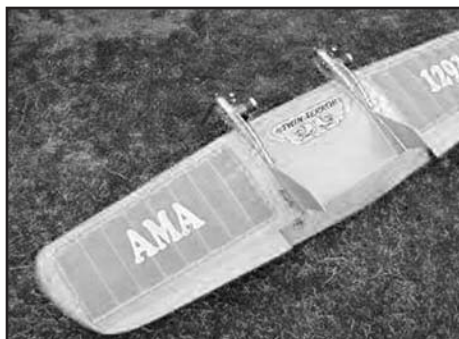
District 8 provided plenty of great flying performances, and plenty of help in running the contest. Linda Gleason and Edie Oliver handled pit boss duties for both circles during the Classic portion of the contest, and Jake Moon ran scores during OTS. After having difficulty completing a full pattern in his first OTS contest at VSC XVII Mike Scott came roaring back this year to finish in 7th place. As I told Mike after it was all over: "Wow, just think Mike, at this time last year you couldn't even remember the whole pattern and now you're in the Top Ten!" Good show Mike. Mike flew Mr. Bob Shaw's Double Star 54 powered Humungous, and had that motor running beautifully.



Mike Scott & Bob Shaw pose with Mr. Shaw's Humungous, which Mike flew to 7th place in OTS at VSC XVIII.

Dale Gleason was tops in 'wow factor' with his Twin Terror. I don't know who was

smiling more, Dale while he was flying it, or those of us who were watching his flight. After struggling to get 2 Fox 25s running Dale and I did a NASCAR quick motor change in the garage, urrr canopy, and put 2 OS 20 FPs on the plane. The FPs ran like champs and Dale was finally able to get in his one practice flight. Dale did prove that a flying wing with 2 motors will fly and will turn; sort of. The plane looked quite stable in the air, but with absolutely no tail moment it had very little corner. Dale did prove to us all that he is a man's man by doing a single engine loop during his official flight; all be it with a touch and go at the bottom, but he did complete it. Dale and Joe Gilbert also did us proud in OTS Ignition. Joe Gilbert finished second and Dale finished third.



Dale Gleason's Twin Terror, or: Twin Nightmare, Twin Finger Chopper, etc.....

Classic was a real shootout this year. The list of entrants was a virtual who's who of stunt: Paul Walker, Bob Hunt, Billy Werwage, Ted Fancher, Masaru Hiki (from Japan), Richard Oliver, Frank McMillan, Bob Whitley, Bill Rutherford, Don McClave, Bob McDonald, Keith Trostle and the list goes on and on.....Billy Werwage went home with another VSC trophy flying his beautiful Ares. District 8 fared well with Richard Oliver coming in 6th, Frank McMillan in 7th, and I managed to finish in 12th place. Overall, the level of flying was excellent, and I am quite pleased with District 8's showing and with my result. I once again flew my Gieseke Nobler with Thunder Tiger 36 power. I absolutely love this combination; a great flying plane and a powerful, steady motor. My son Jake also flew in Classic. He once again flew his OS 25 FP powered Goldberg Shoestring. This year Jake added loops to his pattern, and he successfully completed both of his flights; although with a slight mishap on his first flight. Jake is ready to move

on , and we are going to sacrifice the Shoestring to the job of learning the pattern.



Richard Oliver & Bill Rutherford pose with Bill's new Caprice with RO-Jett 40.



Mike Scott & Steve Moon pose with Steve's Gieseke Nobler with Thunder Tiger 36



Jake Moon poses with his OS 25 powered Goldberg Shoestring.

After attending such a fantastic contest and having already completed my new plane for this year I can truly say that I am jazzed up for this season! I can't wait to see everyone out at the flying field with their new planes. Until next time, keep it in the air, and keep those pics coming.

-Steve Moon





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



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Hello District 9 members, I received a letter from Gary Hetrick from Fremont Nebraska. He sent along some pictures of his airplanes. I called him and we talked about his airplanes and that we had met in Denver at the Rocky Mountain Control Line Championships in 1996. I will try to include all photos from members that are sent to me. If you have something you would like others to see please send those photos to the address above.

Lynn Boss from Denver sent some photos of the field used for the Rocky Mountain Control-Line Championships. In the March/April contest calendar the date is incorrect for this years Rocky Mountain Control Line Championships, it is actually Sept. 2 and 3.

I just got home from VSC , we had 11 people from District 9 in attendance. Those in attendance were, Rusty (Inverted Landing) Brown, Chris (The Finger) Brainard, Tom Chambers, Jerry Chambers, Mark Gerber, Doc Holiday, Jim Lee, Marvin Denney, Rich Sudreth, Jim Kraft, Carl Shoup. Jim Kraft was the big winner with first place in Old time ignition, and the Spirit of 46 award that is made by De Hill. I placed fourth in Old Time. Everyone had a great time.

The next contest in our district is in Topeka Kansas on May 27 and 28, James Lee is the CD, and his phone number is

## District 9 Report

785-266-7714. I hope to see you all there. I do want to let everyone know that Rusty and Chris will be fine after their accident on their way home from VSC.

-Carl Shoup



Gary Hetrick's Brodak Oriental with a Fox .35.



Gary Hetrick's Veco Brave with a Veco .19, from a Larry Richards kit.



Gary Hetrick's Midwest Skyraider with a McCoy .40 blackhead.



Gary Hetrick's modified twister he calls Twistang.



Denver Contest site.



VSC Old Time group shot.



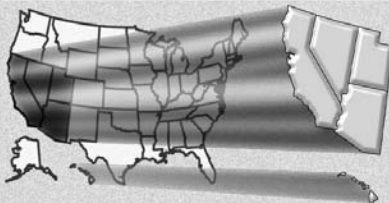
VSC Classic group shot.



Jim Kraft and his hardware.



Arizona, California, Hawaii, Nevada, Utah



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**G**reetings to all from H2O logged Napa and District 10. Well the rain continues. Test program on the PA 75 has been slightly delayed, but important progress. VSC is now history and I will have a few pictures from Rickii Pyatt and Mike Keville. There will be a full report later on in this issue.

First up, Howard Rush, (District 11 member) has a very limited production run of his carbon gear available for \$80 each. These are the ones the have the hump in the middle so you can mount the pipe over the gear. Or, take the pipe out without touching the gear. Let me say, all joking aside about Howard's craftsmanship, quality, and production schedules, these are spectacular. He provides raw blanks, so fitting and drilling will be necessary, but well worth it. Plan on ruining several cutting tools and drill bits on this stuff. He can cut and trim the blanks for extra dollars. Word has it that the carbon is the same stuff used on the B-2. I think you could stand on this gear and not hurt it. He has extended the wheel spades for more prop clearance, so you can use the larger props that seem to be proliferating on the big engines. Good stuff.

Also, Brian Eather may have some limited amount of props and pipes

## District 10 Report

available again. He is not finishing the props, meaning, he pops them out of the mold, and that's what you get. You need to sand the flashing off, clean up the leading and trailing edge, then balance, and pitch. All of which takes about 10 minutes. He calls these prop kits. Again, he is still doing outstanding work, but this allows him much less effort on his end, and to still be able to give us a quality product. Quantities are very limited, so E-mail or write him to ask about props. Thanks again Brian.

Randy Smith's Aero Products PA 75. I think I've gotten this pretty well setup. Caution, my results may vary depending on how you set this up. What I like may be different than what you like. I'm convinced California air is different than Georgia, or Texas air. In short, this is a monster of an engine. Literally so much power you don't know what to do with it—taming it can be rewarding. I've been flying about 5.6 to 5.7 second laps with it and not thinking twice about the wind. I couldn't believe it until I put a watch on it. This usually means mucho power to spare. When I crank it up to 5.4 laps, the feeling is incredible. I am using it with a Brian Eather #8 pipe. Brian built this pipe for the 75. It is again larger in diameter than his #7—which is meant for the 61/65. He has both a 3 chamber and 4 chamber set up for the engine. The 4 chamber is just slightly quieter and much smoother sounding than the 3 chamber. I'm going to use the smooth sounding 4-chamber for FAI, and use the 3-chamber for AMA. The 3-chamber has that nasty-in-your-face I'm going to eat you kind of growl that doesn't seem to go over well in the worlds. Using the FAI noise measurement test, both pipes measure 94db, well under the 96db limit—using a 13" 3-blade Eather prop spinning at 9,700 rpm. However the sound character is totally different, but seems to be the same amount of power. Randy's pipe is smaller in diameter, and a very smooth run. More of a run character like the OS 40VF. My set up I think is closer to the PA 65 run—which is what I am shooting for.

The other important numbers I'm currently at are as follows:

1. #13 Venturie

2. 18.5-.75" pipe length on Eather #8 4-chamber

3. Ground release RPM 9,700 on Eather 13"x 3.9" Blue flat back 3-blade

4. 10% PowerMaster 18% oil fuel

5. Modified liner with no boost port

6. .019" head shim

7. Thunder Bolt 4-cycle or R/C Long plug.

8. 7.5 oz of fuel = 6:30 run time.

This engine seems to be much more sensitive to plugs than the others, so you may need to experiment. Other plugs I've had some success with are the Merlin series, and Randy will have a new line of plugs he will be offering shortly, that work well also.

This set up runs in a medium 4-stroke with a very occasional 2-cycle burp. I'd like to run it deeper into the 4-cycle. I've been working with Randy on an alternate configuration of the piston/liner. It looks like if you run a smaller pipe with a bit more restriction, breathing is important, meaning the normal intake ports and a boost port in the front of the liner and larger venturies. If however, you run a larger, less restrictive pipe; it looks like the boost port is not required and the engine runs better without it. I'm currently

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running with only the normal intake ports, and no boost port cut in the liner. Randy has said that he will have both configurations available.

The remaining part of the test program will be to try and tame it a bit further with head shims and open up the venturi and see what it is really capable of producing. I haven't had a tank large enough to go over a #13 size venturi. It is easily going to take 8.0 oz. for a 6:30 run time. The engine also doesn't seem to like to run lightly loaded. It needs load, or larger props than the 61/65. It really likes to run a little hotter, too cool is not good, hence larger props. I haven't found a prop that is too big for the engine to turn—including some 4-blades. In that vein, I've also run a cut down head with some success, but for the moment, I'm on a stock mag head. I also have a Rich Oliver pipe that I will try as soon as the ground dries up enough I can take the floats off my Howard Rush carbon gear. Also, this engine really does not like a lot of oil. The lower oil blends of castor run much better than the GMA with 22% and half castor. The 18%, with more synthetic oil is much more friendly. Randy likes 5% nitro, but I use 10% with 15% running well too. With all the trick magnesium parts, the weight is only about 6g more than a similar setup PA 61. More later.

I have to say that Randy has been fantastic in the development support. I'd like to give him a big, Thanks.

Next, another district 10 member, Brett Buck, has again expanded his contributions to the world of Control Line Precision Aerobatics by volunteering for a new PAMPA committee. A short note from Paul Walker describing the new committee and their responsibilities:

I have created a new committee per article VIII of the bylaws. The new committee is titled "PAMPA web site committee". Its charter is as follows:

- 1) Coordinate the content of the web site.
- 2) Determine the correct functionality of the site
  - a) What information is in the general area.
  - b) What information is in the "members

only" area.

c) Method to control access to the "members only" area.

d) Timing of publication of information so as not to take anything away from Stunt News.

ii) For example, NAT's results and pictures.

3) Develop a process to use member inputs to "improve" the site.

The committee members are: Chairman, Brett Buck, Bill Jacklin, Steve Yampolsky, and Howard Rush. Each of these gentlemen is knowledgeable in PA and computers.

They have just started, so it's a work in progress. Expect to hear more from them directly at a later date.

So, now for some VSC pictures.

Sincerely,  
-Dave Fitzgerald



McClain's entire bomber



Safety is paramount



Lucky was there in spirit



Bob Hunt & Bill Werwage, Party Time!



Bart Klapinski



Tom McClain's Bomber nose art







Foreign Competition



Mike Keville



Just Having Way too much Fun



Rickii Pyatt



VP, Ted Fancher



Jeff Reeves from Down Under



Jerry Silver



Keith Trostle





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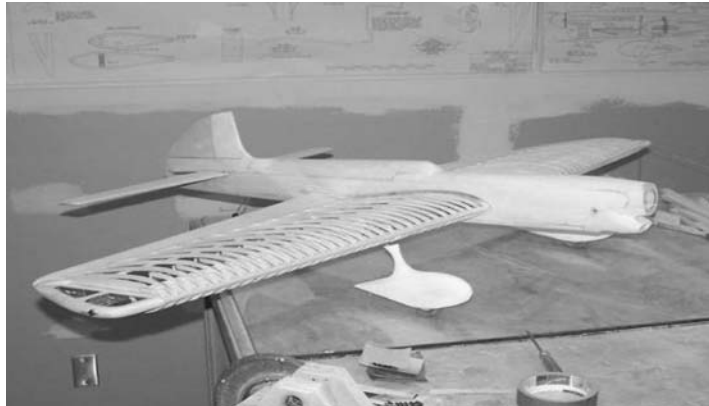
**Bruce Hunt**  
2237 Joseph St S  
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(503) 361-7491  
bhunt@swbell.net

To call the last month spring would be pushing a good idea too far; but at least the Northwest has seen some good weather for the first "Fun Flies" of the season. Usually this time of year, is damp and cool with what we call blue holes on a good day. Every once and a while the sun finds a blue hole and we get rainbows and shadows. In February we had one of those days at the Eugene "Fun fly" held at Eugene Airport. This location will be the future site of the Northwest Control Line Regionals to be held on Memorial Day. We had shadows here for the second year in a row. It was a bit on the chill side but very nice overall. John Thompson had everything well organized as usual as everyone got in five or six flights and a raffle ticket for each usable in a drawing for prizes at the end of the day. Everyone brought out the models that aren't flown regularly and had a good time discovering why they aren't flown as much anymore.

- Bruce Hunt



Randy Powell shared his progress on his VSC entry on the Stuka Stunt Forum.



Another picture of Powell's Cobra before the paint goes on.



Success, here the completed Cobra sits in the pit at VSC. To bad the picture is black and white and doesn't show off the bright yellow paint scheme.

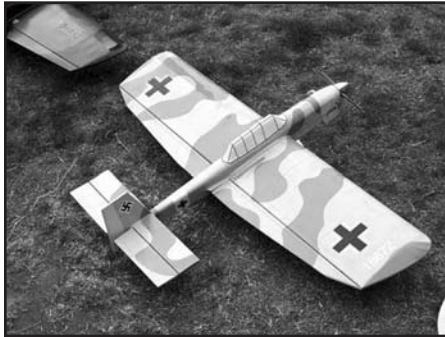




Close up of the graphic on Powell's Cobra. Now that's a tattoo! Nose art has become wing art.



And it fly's too! In the background Randy has wisely left his jacket off.



Bob Smiley's Still Stuka at the VSC. This model is getting a lot of national exposure.



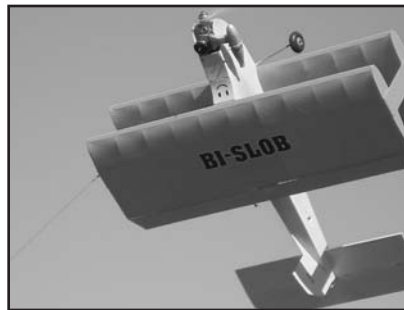
Greg Hart's JD Falcon garnered first place at the Evergreen Aviation Museum model static show. Shown here under the Spruce Goose with the model used in the movie, "The Aviator".



A close up of Hart's JD Falcon. Hey, would you look at that shadow! The sun does shine at times in the Northwest.



John Thompson fires up the Fox 35 BiSlob for a flight at the Eugene Fun Fly.



This is my favorite picture because it is what a Fun Fly is all about, blue sky and fun.



Jerry Eichten prepares for a flight with his ARF Cardinal.



Speaking of history, Here's a picture of Jerry Eichten the national competitor from the 1973 NATS.

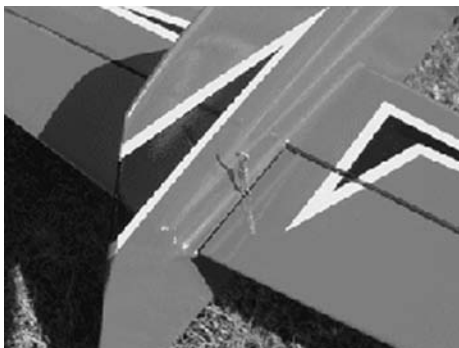


The view from the pit at the future site of the Northwest Regional Contest. Large quantities of smooth flat pavement and grass circles to the rear.





John Thompson, ready to fly his Vector at the Salem Fun fly.



From the don't do this at home file is a close-up of John Thompson's stooge clip wedged in the elevator gap. Luckily it stuck in neutral after a hard square corner and John was able to save the model.



Even with a two year layer of dust the Pirate still put in a decent pattern.



Mel Markum shows off his profile Oriental.



John Thompson managed to pimp this original profile to several fliers at the Eugene Fun Fly. The Cierra has seen better days but still serves as a great example of how not to trim your model.



Jerry Eichten, takes possession of his Expert P-40 3rd place trophy from last year's Fall Follies.



A unique engine setup on Mel Markum's profile Oriental.



Here's a close-up of the bewebbed Pirate.



What every serious modeler needs, a fully equipped model trailer. Here Mel Markum shows off his fleet ready for action.



Yes folks, the Pirate still lives. Jerry Eichten brought it out to the Salem Fun Fly just to blow the dust and cobwebs away.

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(China)

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At last, the most winning stunt plane of the FAI World Competition is now available in kit form! The latest edition of kits offered by Exemplary Stunt Planes is a seven time winner from '88-'02. This proven design by Xaing Dong Zhang is laser engineered exactly from the original masterpiece. Powered by .51-.65 Kit includes laser cut parts, sheeting, sticks, molded decks & leading edges, & CAD drawn plans. Kit is not a take apart version.



**\$190**

## Blue Pearl

(Netherlands)

Henk de Jong a designer of the European stunt community and a common name at the FAI World Championships designed this, the Blue Pearl, which has a track record with placings worthy of envy. This modern design has a 60" wingspan and is powered by a .51-.65. Laser cut kit includes cut parts, sticks and sheeting, molded leading edges, top deck and Cad Plans. Kit is not a take apart version.



**\$200**

## China Clipper

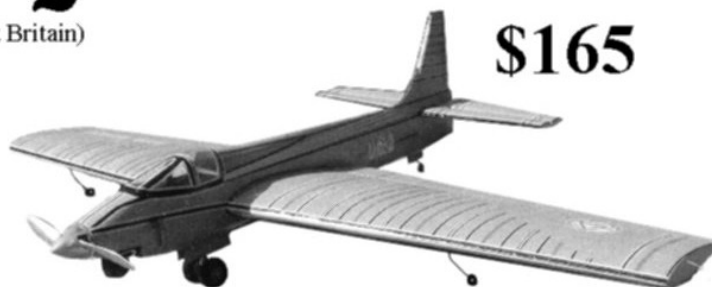
(Germany)

Claus Maikis is among the elite of stunt designers in the world. This modern era stunt plane was designed for the FAI competition in Shanghai, China, hence the name. Laser cut kit comes with all laser cut parts, sticks sheeting, molded leading edges, decks, and Cad Plans. Wingspan is 61" and powered by a .51-.65. Kit is not a take a part version.

## (Classic Legal) U-2

(Great Britain)

British designer Frank Warburton made this (classic legal) stunt plane in 1961. A strikingly different design of the era, it has a 54" wingspan and may be powered by a .35-.46. Now offered, this kit includes all jigged and keyed laser cut parts, sticks, sheeting, blocks for the nose, molded leading edges, top and bottom decks and Cad Plans. Kit is not a take a part version.



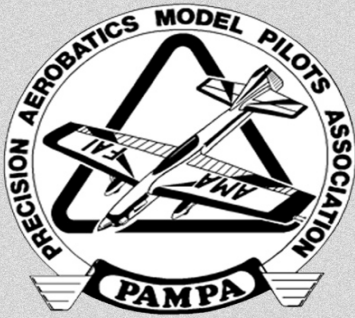
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## PAMPA NEWS



### Meeting Minutes from the PAMPA February 2006 EC meeting.

The first "official" meeting of the 2006 PAMPA EC was started on February 11th. Prior to the meeting, the directors were asked to canvas their constituents and collect a list of "issues" that they felt needed to be worked. If you had an issue that you communicated to your director, you should see it here. If it didn't make it, you should contact your director to find out why it wasn't transferred to this meeting. The President collected all the inputs and combined them into a single list as best as possible. Many issues came in with very similar comments, and were combined. Further, the issues were grouped based on their relative importance to PAMPA. They were called primary and secondary issues. As you can see, the primary issues deal with the higher level operations of PAMPA, and the secondary issues deal with the working level issues inside PAMPA. These categorizations had no impact on the rankings the directors assigned, or the order they would be worked. It was simply a method to group all the inputs.

The summary of all the inputs is seen in Figure 1. There were 22 items on the list. Once the items were collected and organized, several issues that were brought up were eliminated.

The immediate issues that were eliminated were: 12, 14, 15, 16, 17, and 18.

Issue 12 was to add the HOF

membership to the PAMPA web site. Paul Walker has taken on that task with Wynn Paul and Steve Yampolsky. It is currently in work as of the end of February. Issue 14 was to add a Clubs section in SN. Tom McClain has already filled that position, so look for that in future SN issues. Issue 15 was to Drop Cyber notes. Bill Jacklin has already informed us that he thought it was no longer necessary. He will continue in a spot fashion on various cyber topics, just not as it was before. Issue 6 was to publish the EC minutes in SN. This has already been done in the past, and will continue in the future. Issue 17 was to have more color photographs in SN. Tom McClain is working that issue now with the publisher. Stay tuned for the improvements. Issue 18 was to have a treasurer report in a "simple" format. Likewise, others would like more detail. It is felt that the format that has been used is sufficiently detailed to satisfy others, yet not be too complicated so all can understand. For now, it will stay as it is.

Additionally, there were two other issues that were not PAMPA issues, but AMA issues. Issue 7 was to review the Moon & Walker resolution sent to the AMA. Paul Walker contacted Dave Brown at the AMA to find out what AMA did with the resolutions. Dave informed PAMPA that they dismissed those resolutions, and will not review them again. Issue 9 is to limit World Championships participation to 2 entries was also not worked as this is clearly an AMA issue. The person who submitted that concern should contact AMA with their proposal. As such, issues 12, 14-17, 7, and 9 have been eliminated from consideration.

The remaining issues were prioritized individually by each EC member and then summarized by the President. Those result in Figure 2.

During the meeting, it was decided that we should "accomplish" a few tasks instead of wait and tackle only the big

Item	Subject
<b>Primary Issues</b>	
1	<b>Item 1 is a bylaws rewrite: Several defined issues are:</b>
	1) Separation of manufacturer and Office.
	2) Remove Membership Chairman and replace with Public Affairs coordinator. Remove as voting EC member.
	3) Incumbent directors receive "automatic" re-nomination, unless they decline.
	4) District directors may receive votes only from their district for nominations.
	5) Split Secretary and Treasurer office into two positions.
	6) One EC position per family.
	7) Review resolutions presented in December.
2	EC Operation Manual
3	NAT's Operation Manual
4	TT's Operation Manual
5	Review Flying Models Add
6	BOM, Develop PAMPA position on AMA's rules interpretation
7	Review of Moon & Walker resolutions sent to AMA
<b>Secondary Issues</b>	
8	Skill class advancement guide
9	Limit World Championships participation to 2 entries.
10	Add an ARF class
11	Review eligibility of Brodak Smoothie for OTS
12	Add HOF membership to the PAMPA web site.
13	Link together all CL events with connection at the President level.
14	Clubs section in SN
15	Drop Cyber notes
16	Publish EC minutes in SN
17	More color pictures in SN.
18	Treasurer report in "simple" format.
19	Consider interest paying banking.
20	HOF elections by entire membership
21	Provide for "active" flyers into HOF
22	All future ballots to be counted by AMA.





Item	Priority with EC input	Priority
1	Bylaws rewrite.	1.69
2	EC Operation Manual	4.77
5	Review Flying Models Add	5.36
3	NAT's Operation Manual	6.67
6	BOM, Develop PAMPA position on AMA's rules interpretation	8.08
22	All future ballots to be counted by AMA.	10.80
4	TT's Operation Manual	11.17
8	Skill class advancement guide	11.40
19	Consider interest paying banking.	12.45
10	Add an ARF class	15.10
20	HOF elections by entire membership	16.82
13	Link together all CL events with connection at the President level.	17.60
21	Provide for "active" flyers into HOF	18.00
11	Review eligibility of Brodak Smoothie for OTS	21.50

**Figure 2**

issues first. It was agreed that the issues in Figure 3 would be worked first.

The President asked for volunteers to start to work these issues, and several did. Dave Midgley volunteered to draft an EC Operations Manual. Steve Moon and Bruce Hunt volunteered to assist Dave. As well, Bruce Hunt volunteered to start a draft of changes to the by-laws rewrite. The EC decided that we should have an EC Operation Manual prior to starting on the by-laws rewrite, so the by-laws discussion was put off until the EC Operations Manual is agreed to. Hopefully that will

be hashed out in the March meeting. In addition, it was agreed in unanimity that we should take Tom Hampshire up on his offer to review our current by-laws from a legal aspect before we work that issue. That work is underway.

The issue of the Flying Models ad was discussed. There was a unanimous decision to revert to a previous ad that was in Flying Models prior to the current revision. It was also agreed that we would work on a new ad for Flying Models. Jim Renkar will work with Floyd Layton (SN advertising editor) to develop that ad,

Item	Work these in Feb Mtg	Priority
1	Bylaws rewrite.	1.69
2	EC Operation Manual	4.77
5	Review Flying Models Add	5.36
22	All future ballots to be counted by AMA.	10.80
19	Consider interest paying banking.	12.45

To be worked in the future.		
3	NAT's Operation Manual	6.67
6	BOM, Develop PAMPA position on AMA's rules interpretation	8.08
4	TT's Operation Manual	11.17
8	Skill class advancement guide	11.40
10	Add an ARF class	15.10
20	HOF elections by entire membership	16.82
13	Link together all CL events with connection at the President level.	17.60
21	Provide for "active" flyers into HOF	18.00
11	Review eligibility of Brodak Smoothie for OTS	21.50

**Figure 3**

and then present it to the EC for their approval.

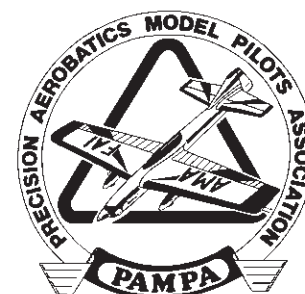
It was also a unanimous decision to have AMA count our future ballots.

Issue 19 was also discussed. The real issue here is to find the method that costs the least to run our banking. Shareen Fancher (PAMPA Secretary) is collecting the data for our present account, as well as other banking institutions in her area. She will report on that in the March meeting.

At this point, our week long timeframe for the meeting ended. Issues 1 and 2 are still open, and issue 2 is being worked by Dave Midgley.

The meeting closed Sunday evening the 19th of February.

Minutes submitted by PAMPA President Paul Walker



# Meeting Minutes from the PAMPA April 2006 EC meeting.

The PAMPA EC held a meeting from April 2nd through April 11th. Five issues were to be discussed. They were:

1) Should PAMPA allow club memberships and allow all club members access to the PAMPA web site members only area?

2) Should PAMPA create a Stunt News only option, with no membership options, as opposed to a standard voting membership?

3) Should PAMPA provide a free membership to PAMPA advertisers who are not members currently?

4) Should PAMPA consider moving its bank accounts to reduce its costs to operate?

5) Dave Midgley to present his first draft of the PAMPA operations guide.

There was some discussion on the first issue. David Fitzgerald was the lone voice for accepting this position. The other opinions ranged from, "The by-laws don't allow it", to "this would reduce the income to PAMPA", to "No".

The second issue had more discussion. There was concern raised by Crist Rigotti that this might invalidate the "not for profit" status of PAMPA. PAMPA's lawyer, Tom Hampshire was contacted and his position was as long as we didn't profit from that endeavor, there would be no issue. At that point, it was decided to look at current production/mailling costs as compared to our income to be sure we get it close to correct. It was agreed that we would collect the next Stunt News issues costs and factor in the new postage increase. Next month we will come up with the actual costs for this option.

The third issue also sparked discussion. In general, everyone felt that supplying a full years Stunt News just for advertising was excessive. This was voted on as 3A. It was proposed that we send an advertiser, who was not currently a PAMPA member, one free Stunt News when they place their first ad, along with a membership application. This second option was voted on as 3B.

The voting on the first three issues went

as follows:

Issue 4 was discussed, and Phil Spillman took the assignment to canvass the banks in his area to see if there was a better option than what we currently have. He came up with some proposals. Shareen then applied the PAMPA data to that and compared it to Phil's options. There was not a significant difference. Phil asked for more time to investigate other options. The issue was put aside, with no changes being made at this time, and time given to Phil to find other, more profitable, options for further consideration at the next meeting.

Issue 5 was never discussed as Dave was unable to produce the first draft of the EC Operations guide before the meeting ended.

The meeting ended Tuesday evening, April 11th.

Minutes submitted by PAMPA President Paul Walker.

Member	Issue 1	Issue 2	Issue 3A	Issue 3B
Ted Fancher	No	Yes	No	Yes
Shareen Fancher	No	No	No	Yes
Dave Midgley	No	No	No	Yes
Windy Urtnowski	No	No	No	Yes
Phil Spillman	No	No	Yes	Yes
Bill Little	No	Yes	No	Yes
Dale Barry	No	Yes	No	Yes
Allen Brickhaus	No	Yes	No	Yes
Crist Rigotti	No	No	No	Yes
Steve Moon	No	Yes	No	Yes
Carl Shoup	No	Yes	No	Yes
David Fitzgerald	Yes	Yes	No	Yes
Bruce Hunt	No	Yes	No	Yes
Jim Renkar	No	Yes	No	Yes
Tom McClain	No	Yes	No	Yes
Summary	Failed 1 Yes 14 No	Passed 10 Yes 5 No	Failed 1 Yes 14 No	Passed 15 Yes 0 No

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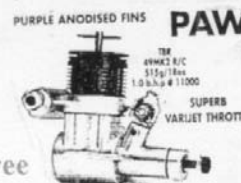
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**S**TUNT NEWS Editor Tom McClain approached me at VSC this month and asked that I write the first of a series of articles from PAMPA members on the subject of why it is we do what we do. I found that a great question and pondered about the subject for a while before writing what follows. I'll be fascinated to see how my thoughts parallel or diverge from those that discuss the subject later.

It's a great question because it fundamentally asks adults (mostly men, which surely begs yet another question) why it is they engage in what is essentially a meaningless activity in terms of life's bigger questions. We don't need to fly stunt to eat. Doing so doesn't put a roof over our heads or protect us from predators. It has little or no import as to the functioning of our society from an historical or commercial perspective and, finally, pretty much no one other than others afflicted with the same "bug" give a darn about any of it. Most, in fact, wonder why grown men would still be playing with toy airplanes in their 50s, 60s, seventies and beyond.

Well, lest I get too bogged down in the philosophy of it all, the reasons I've played with the toys for most of my adult life are simple. I call those reasons the three "P"s: Planes, People and Passion.

The fact is, few of us actually define

## Why do I fly Stunt?

the fullness of life in such stark terms as suggested above. Life is for each individual doing those things which have value for him or her. How others view them is, ultimately, not germane. We do the things we do for ourselves because they are important to us, not because the doing of them will result in a cure for cancer or a new kind of cell phone that takes your blood pressure, combs your hair and films a movie simultaneously.

I fly stunt because of the People who share my Passion for the Planes we fly.

I believe that for one to have a fulfilling life he or she must engage a task about which he or she has passion. No, not the slobbering kisses kind of passion, but rather a passion that drives him or her to do the best they can at mastering an art, a talent or other human undertaking that isn't solely based on economic necessity. A passion that regardless of the opinions of others drives the individual to pursue

excellence and a desire to display the excellence for those that do appreciate it.

In that way, flying stunt is akin to being driven to make music, or paint beautiful art, or master chess.

The person with the passion surrounds himself with people who share the passion and the passion is the thing about which they gather. Small talk at parties is almost always initiated through inquiries about "what one does". What job do you do. Are you more successful than me, etc.

I've been flying stunt for about 50 years and have met literally hundreds of flyers who share my passion. Except for those with whom I've become good friends, any knowledge I have of "what they do" has come about co-incidentally to our discussion of our planes and our passion. It simply isn't important and seldom rises to the surface.



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Ultimately, for me, the passion and the people are driven by the airplanes. No, not the flying, the airplanes. The greatest thing about the flying is that we fly what we've created. I remember darn few flights out of the thousands and thousands I've watched. In fact, only one comes to mind when I try to think of a single one. It was flown by Paul Walker during a horrendous wind in Lincoln during a Walker flyoff. It was memorable because it was close to a thing of art in conditions under which the rest of us were scribbling caricatures of maneuvers. That flight was as much creation as it was science of flight. It was memorable.

Airplanes though. Oh, my the airplanes. I remember so many and with each airplane is a face and a person with whom a passion was shared.

Bob Palmer's T-Bird II at the '59 Nats. Indelible. Billy Werwage's Walker Cup winning Ares at that same Nats. Inspirational (and, I must admit, the style of his flying that Ares fired my imagination for everything I've done in flying these things since).

Dick Mathis' Chizler, second to Bart Klapinski's Tempest in 1967. Don't remember a thing about the flights but the airplanes have high definition resolution in my memory. To say nothing of Dave Giereke's Novi III and American Eagle at the same Nats. Every ship I built for a couple of decades was influenced by them.

Les McDonald's Stilettos, Al Rabe's semi-scales (every one of them), THE BOMBER, Gieseke's Noblers, Lew's Sharks, Gene Schaeffer's little silver ship with the ST .46 and Tornado three bladed prop that flew

like a sewing machine powered definition of the pattern, Steve Wooley's Argus, "the most beautiful plane in the world" up in the rafters of the Hobby Shop at the AMA Museum. Seeing original Tucker Specials hanging on the wall of that hobby shop in St Louis which brought back even more memories of the '59 nats and the great time I had meeting Ronnie O'Toole. I can remember waving at him as he left the Nats afterward, probably in Robert Tucker's car, never to see him again, yet always able to recall the memory like it was yesterday.

Bobby Hunt's magnificent little .35 Genesis at the '74 Nats and Fitzgerald the elder's bewildered comment as he picked it up off the bed in the hotel and exclaimed "it doesn't weigh anything!". Gene Martine's first ever twenty pointer. One Windy ship after another after another to the point that no single one save the last stands out.

Bob Emmett's brand new Thunderbird that he crashed on its first flight at a contest in Portland (where he had driven my brother Gary and me). My late brother Gary's picture on the cover of the early version of Model Aviation with his Nobler at that same '59 Nats.

I could go on and on, but I won't. You all know what I'm getting at because you're stunt flyers. The neat thing is, however, that

were I to continue, many stunt flyers would keep right on reading because the airplanes mean the same things to them and bring back, if not the same, equivalent memories of their own history with the planes, their people and the passion.

Those are the reasons a huge part of my life from as early as I can remember has been associated with something 90+% of the world's population doesn't even know about or, if they do, wouldn't care about. Those who do understand would be those who recognize that passion does indeed live within individual humans, and recognize that the passion is driven by forces that are completely unique for that individual. They will understand because they, too, have a passion and can recognize its fingerprint on others. What he or she will completely understand is the passion is compulsive and the manner in which the individual will live his life will be directly affected by it ... whether the rest of the world understands or not.

Stunt flyers understand.

- Ted Fancher



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

Greetings to everyone again this month. Spring time and the countdown to Muncie has been on-going now for a month or so here in the Midwest. I hope you've all had a productive building season. I always enjoy seeing all the new planes and finishes as the season unfolds.

Just a couple of things this month for products. First, I have seen reference to ARF and ARC (Brodak) Vector-40 planes from Randy Smith at Aero Products. No delivery information as yet but perhaps by the time this is in your hands, they will be available. I can't emphasize how much this design can do for a developing flier. It is such a capable plane, I kicked myself for not moving up a year sooner than I did. Of course, I spent all winter (I am an agonizingly slow builder) building mine and would latch on to one of these quickly for practice or back-up purposes.

Second, Crist Rigotti sent me a small sample of MGS epoxy from Aircraft Spruce to try out. I finally had the opportunity to give it a try and liked it very much. It has a slow hardener and a fast hardener available. The unique thing about it is the manufacturer encourages you to mix and match the two in order to customize the working time and overall cure time.

For my first trial, I used it to apply .56oz glass cloth to the cowl of the Argus. I used a 50-50 hard-slow blend and weighed

## PAMPA PRODUCTS

out about 7 grams of mix. It is very thin even after mixing and I was able to easily paint the epoxy through the dry glass and control the amount. The pot life was right on the money for about a two hour window.



First application for MGS epoxy was on the Argus cowl. Note extension added to allow access to the rear exhaust header/muffler.

I used the remainder of the batch to coat the interior of the nose on the Argus. After 12 hours, the cure was workable. No significant blushing, and the finish is nice and resin-lean. As a long-time user of WEST System epoxies, I may have found a very good alternative in the MGS material. I'll be working with it more to give it a more thorough trial—but so far, I really like it.

If you are a coffee drinker, and brew your own, keep on the lookout for the new-style pull-tab aluminum topped cans. The two-pound size we've been getting provides excellent .005" aluminum shim stock. It can be cut with an exacto and or scissors.

I'd also like to applaud the very high level of service provided by Aerospace Composites. They provided rapid, and detailed responses to questions on their products, and realistic shipping services. The as-delivered, air-shipped delivery was significantly less costly than a couple of other sources I had checked. Nice to have people supporting our activities that understand customer service.

Finally, while I thought that I would be into paint on the Argus by now, I am not quite there. As you can see, it is nearly ready for polyspan. I did have the opportunity to have a few people look the plane over along the way. Ray Marlo, one of the original Strathmoor members,

was very helpful and shared a few stories regarding some of the early days of the I-beamers. Ray felt the fidelity and overall fit and cutting looked very good. Rich Malik, pretty much totally responsible for arranging for the Argus review has been a welcomed sounding board along the way as well. It's always good to get as much input as you can—especially from folks that were around when these planes were in their heyday. Randy Ryan shed some light on the lofting and fitting of I-beam spars in general, and as always, sets an impossibly high bar for modeling excellence. Bob McDonald happened to be building another classic I-beam this season also, and I was fortunate to be able to watch some of that build, get Bob's comments and inspection of the Argus kit, and shoot the breeze with Rick Sawicki—another Classic era Detroit guy.



Five thousandths thick aluminum coffee can pop tops make ideal stock for making head shims.



The cowl is "Oh my gosh" thin—applying .5oz glass/epoxy inside and out makes it stiff and durable.

My overall impression of this kit is quite positive. I have some reservations in regard to the 2" span asymmetry, but understand this is exactly how they were originally flown. The materials provided are excellent—with only a couple of areas where the wood density prevented complete laser penetration through the



material.

I am pleased with the end result to this point and am anxious to get it flying. Weight, as it sits in the pictures is 20 oz. So, with the RoJett 40, prop, and a lean finish, my target of 40 oz complete might still be pretty close.

I installed an adjustable length Elevator pushrod so I could tweak the neutral positions. An adjustable rudder was also cut in. My plan is to try to set the plane up with minimal rudder offset and more modern leadout rake.

I also adjusted the rake angle of the landing gear a few degrees at Bill Sawyers' suggestion. As provided, it would be difficult to utilize anything bigger than a 9 plus diameter prop and maintain safe ground clearance. Bending results in about an extra half inch or a bit less. I'd like to fly with a two blade if possible—if not, I may be forced to go to a three blade.



The ARGUS laser-cut kit is a rewarding replica of the classic Steve Wooley CL Worlds design that the Hungarians called "The most beautiful plane in the World!"

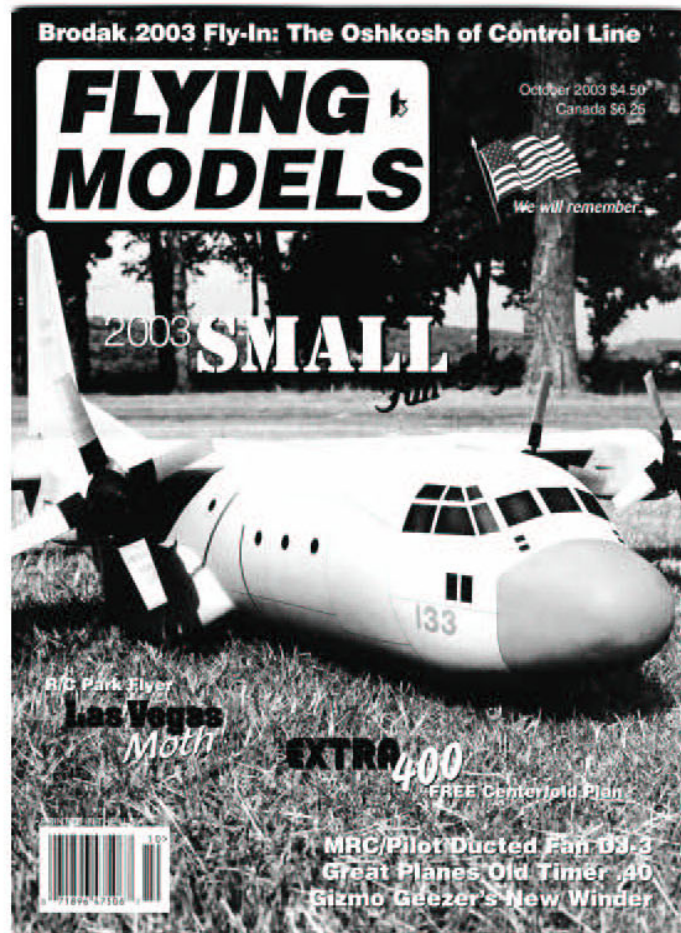
If you've done a couple of conventional-wing kits, and have the urge to build something a little more challenging, the Argus Kit from Bill Sawyer and Wind Dancer Models is the answer. There are a lot of pieces here, but the cutting, fit, and plans are right on. And the finished product is definitely on the all-time coolest looking planes list for most folks.

I hope you can see this one on the circles this summer. Check it out and say hello.

Until next time, drive safely, keep the wheels side down when landing, and keep your wits about you when starting and adjusting.

-Curt Nixon

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## 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](mailto:hmrush@comcast.net), or Jim Snelson, [jandjhobbies@msn.com](mailto:jandjhobbies@msn.com). See <http://www.controllinecentral.com/Calendar.asp> for links to contests outside North America. Submit contest ads to Floyd Layton, [roadworrier@mchsi.com](mailto:roadworrier@mchsi.com).

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

### 2006 Contests:

#### May 6-7

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: Mike Anderson, 402 2nd Ave., Madrid, IA 50156, (515) 794-4038, [mikeainia@earthlink.net](mailto:mikeainia@earthlink.net)

#### May 6-7

Texarkana Four-Round Precision Aerobatics Contest, Springlake Park: S on Summerhill Rd from I-30, then E on Mall Dr to the end of the road, Texarkana, TX

Saturday: Precision Aerobatics\* rounds 1 and 2 (Beginner, Intermediate, Advanced, Expert)

Sunday: Precision Aerobatics\* rounds 3 and 4 (Beginner, Intermediate, Advanced, Expert)

CD: John Gunn, 4501 Summerhill Rd Apt 277, Texarkana, TX 75503-4422, (903) 794-4848, [ReCONSR@aol.com](mailto:ReCONSR@aol.com)

Contact: John Ashford, 830 19th St SE, Paris, TX 75460-7515 (903) 739-2558, [jcashford@cox.net](mailto:jcashford@cox.net)

#### May 7

Valley Circle Burners Stunt Clinic and Contest, Apollo 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\*

CD: Lee Strickland, 7650 Kraft Ave, N Hollywood, CA 91605-2915, (818) 764-2217, [leestr@pacbell.net](mailto:leestr@pacbell.net); Sidekick: Ron Duly, 1806 Karen St, Burbank CA 91504, (818) 843-1748, [rduly@earthlink.net](mailto:rduly@earthlink.net)

#### May 7

Spring Tune Up for Control Line, 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

CD: Don Chandler, 21668 Probert Ave, Red Bluff, CA 96080-9780, (530) 528-9150, [donchandler@jps.net](mailto:donchandler@jps.net)

#### May 19-21

Cobb County Skyrebels' 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



### May 20

Combat, CL Fun Fly, and Stunt Contest, Rouge Park, Detroit, MI  
Old Time, Classic, P-40\*, 1/2A Demo\*, Precision Aerobatics  
(Beginner, Intermediate, Advanced, Expert)  
Contact: Paul Smith, (586) 939-1076, crickballs01@aol.com

### May 26-28

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

### May 27

Chicagoland Circle Cutters' Windy City Classic, Ned Brown  
Forest Preserve (Busse Woods), Golf Rd near Rt 53, Rolling  
Meadows, IL. Entrance is off Gold Rd. Turn into forest preserve,  
then make the very 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

### May 27-28

Houston contest, Scobee Field, Westheimer Pkwy and FM  
1464, Houston, TX  
Saturday: Classic (tentative), P-40\*  
Sunday: Precision Aerobatics (Beginner, Intermediate,  
Advanced, Expert)  
ED: John Hill, 9111 Palm Shores Ct, Spring, TX 77379-4468,  
(281) 370-5183, jhill4@houston.rr.com

### May 27-28

Topeka Control Line Association TopClassical, Gage Park,  
Topeka, KS  
Sunday: Basic Flight\*, Precision Aerobatics (Beginner Jr.-Sr.,  
Beginner Open, Intermediate, Advanced, Expert), Old Time  
Basic Flight, Beginner, and Old Time will be flown in the grass  
circle.  
CD: James Lee, 827 SE 43rd Street, Topeka, KS 66609, (785) 266-  
7714, jlee9@cox.net

### June 3

Greater Detroit Control Line Stunt Contest, Radio Control Club  
of Detroit Field, Lenox Twp, MI Take Werderman Road (between  
Gratiot and North Ave.) north from 26 Mile Road. Turn left at 27  
Mile Road and take it to the end.  
Precision Aerobatics (Beginner, Intermediate, Advanced,  
Expert)  
CD: Michael David Pavlock, 35625 Cranmer Dr New Baltimore  
MI 48047, (586) 716-1854, mpavlock1854@comcast.net.

### June 3-4

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.

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

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

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

### June 3-4

Sir Dale Kirn's Knights' Joust 2006, Whittier Narrows Park,  
South El Monte CA, 60 Freeway and Rosemead Blvd. Show  
your AMA card at the gate to get into the park free.

Saturday: Old Time, Classic, Precision Aerobatics (Beginner,  
Intermediate)

Sunday: Leprechaun\* (1cc), Precision Aerobatics  
(Advanced, Expert), P-40\* (Novice and Expert)

CD: Michael Fox CD, 12089 Euclid St, Garden Grove CA  
92840-3332, (714) 421-1556, papaface@earthlink.net  
www.kotrc.org

### June 4

G.S.C.B. Spring Air Show, 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

### June 10-11

N.E.S.T., Wrentham State School, Wrentham, MA

Saturday: Classic\* (All skill levels combined with handicaps  
for Intermediate and Advanced), Old Time

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

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

### June 10-11

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

Sunday: Profile\*, MAAC Stunt

Contact: Chris Brownhill, (416) 255-1289

### June 11

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 13-17

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

CD: Allen W. Brickhaus, 100 Park Ave, Carmichaels PA 15320, (724) 966-7335, flyin@brodak.com  
<http://www.brodak.com/fly-in.php?id=20>

#### June 17-18

Dallas Aero Summer Heat, E. Northwest Highway and Garland Rd, Dallas

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.com](http://www.DMAA-1902.com)

#### June 17-18

Northwest Skyriders' Jim Parsons Memorial Stunt-a-Thon, Pierce County Airport, aka Thun Field, just off Hwy. 161, So. Hill, Puyallup, WA See map on Web site.

Saturday: Old Time, Classic, P-40\*

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

CD: Chris Gomez, P. O. Box 7838, Covington, WA 98042, (206) 369-5603, gomez580l@comcast.net  
<http://www.nwskyriders.com/>

#### June 24-25

24th Annual SIG C/L Championships, SIG Field, Montezuma, IA

Saturday: Old Time, SIG Classic\*, P-40\*

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 25

G.S.C.B. June Stunt Meet, George L. Gaydos Field, Two Bridges Rd., Lincoln Park, NJ

Old Time\*, OTS II\*, Classic\* (Beginner, Intermediate, Advanced, Expert), Precision Aerobatics\* (Beginner, Intermediate, Advanced, Expert), Fly-off for the Red Reinhardt Cup

CDs: Rich Peabody, 393 Fern St, Township of Washington, NJ 07676-5013, (201) 664-1929, rpeabody@verizon.net ; and Reuben MacBride, 95 John St, Clifton, NJ 07013-1355, (201) 669-2605, tubeman5@aol.com

#### July 1-2

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

Saturday: Stunt, Racing and Balloon Bust Triathlon\*

Sunday: The Mirror Meet\*: the stunt portion of the 1946-1961 Mirror Meet

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

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

#### July 9-14

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

Sunday: Precision Aerobatics (Beginner\*, Intermediate) (unofficial Nats events), Precision Aerobatics\* (Advanced, Open) appearance judging. Advanced and Open entry deadline is noon Sunday.

Monday: Old Time, Classic (unofficial Nats events)

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

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

Thursday: Open Precision Aerobatics\* Top 20, Advanced Precision Aerobatics\* finals. Jr. and Sr. entry deadline is noon Thursday.

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

Beginner Precision Aerobatics ED: Allen Brickhaus, abkb801@shawneelink.net

Official-events ED: Warren Tiaht, tiaht@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>

#### July 29

Royal Oak Cloudbusters' CL Fun Fly and Stunt Contest, Stanley Broome Park, Flint, MI

Old Time, Classic, P-40\*, 1/2A Demo\*, Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

Contact: Paul Smith, (586) 939-1076, crickballs01@aol.com

#### July 29-30

Vancouver Gas Model Club Western Canada Stunt Championships, Rice Mill Road site, Richmond, B.C.

Saturday: Old Time, Classic

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

CD: Chris Cox, (604) 596-7635, ccox1@telus.net

#### July 29-30

50th Annual Red River Valley Championships, Skylarks Field, Trefoil Park, Fargo, ND

Precision Aerobatics (Beginner, Advanced)

CD: Mike Olson, 305 27th Ave N., Fargo, ND 58102, (701) 232-3647

#### July 29-30

SW Ohio CL Stunt and Scale Meet, Lunken Airport, Cincinnati, OH

Saturday: Old Time, Classic, ARF\*

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

CD: Charles Snyder, 10759 Moss Hill Ln, Cincinnati, OH, 45249, (513) 489-8681, crsbjs@cinci.rr.com



#### August 5-6

Prairie Fire Stunt Contest, Namao Field, Edmonton, AB

Saturday: Old Time, Classic

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

CD: Bruce Perry, 419 Klarvatten Lake Wynd, Edmonton, AB, T5Z 3B9 Canada, (780) 472-9000, abperry@telus.net

#### August 12-13

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

Saturday: Classic, Old Time, Profile Stunt\*

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

CD: Allen Goff, jangof@aol.com

www.fcmodelers.com

#### August 12-13

The Evergreen Aeromodelers' Country Classic, Evergreen Aviation Museum, 500 NE Captain Michael King Smith Way, McMinnville, OR

Saturday: Classic, P-40\*

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

Contact: Jerry Eichten, (503) 554-0034, JEichten@aol.com

http://www.egam.org/

#### August 13

Roland Baltes contest, 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\* (two classes)

CDs: Lee Strickland, 7650 Kraft Ave, N Hollywood, CA 91605-2915, (818) 764-2217, leestr@pacbell.net ; Ron Duly, 1806 Karen St, Burbank CA 91504, (818) 843-1748, rduly@earthlink.net

#### August 13

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

Old Time, Classic, 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 19-20

High Desert Control Line Fiesta, George Maloof Air Park, Albuquerque, NM, N 35° 8.970', W106° 43.906' See Web site below or call CD for directions.

Saturday: Precision Aerobatics (Intermediate, Advanced, Expert)

Sunday: Old Time, Precision Aerobatics (Beginner)

CD: Richard Perry, 427 Line Oak Ln NE, Albuquerque, NM 87122, (505) 856-7008, tailhooker@comcast.net

http://www.arconline.com/flying-field.htm

#### August 19-20

Hampton Beach Cook-out and Stunt Contest

CD: Dave Midgley, 2 Elm Dr, Hampton, NH 03842-1168, (603)

926-4176, dmidgley@welchfluorocarbon.com

#### August 19-20

Western Kentucky/Southern Illinois Stunt Championships, McCracken County Model Air Park, County Park Rd. west of Stewart Nelson Park, NW side of Paducah, KY

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, abkb801@shawneelink.com

#### August 19-20

The Ninth Annual Ted Goyet Stunt Classic, Mavis Henson Field, County Road 102, 2.5 mi south of I-5 exit 536, Woodland, CA

Saturday: Old Time, Classic, P-40\* (two classes)

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

CD: Dave Shirley, Jr., (916) 987-5818, DSHIRLEY@sbcglobal.net

#### August 26-27

The New England Stunt Team Presents Stunt in the Berkshires, the Boyd Co., 501 Pleasant St (Rt 102), Lee, MA

Sat: Old Time, Classic\*

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

CDs: Guerry Byers, (617) 327-3531; Bill Hummel (518) 766-9432, Camphummel@aol.com

#### August 26-27

Fourth Annual Western Pennsylvania Stunt Championships, club field, Transfer, PA

Saturday: Old Time, ARF\*, Classic, Profile\* (All Saturday events have Beginner, Intermediate, Advanced, and Expert combined with handicap for Beginner)

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

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

#### August 27

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, RCBLIMPPILOT@aol.com

#### September 2-3

22nd Annual Rocky Mountain Control Line Championships, Front Range Airport, Watkins, CO

Old Time, Classic, Profile\*, ARF\*, Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Chris Jacobsen, 9961 W 86th Pl, Arvada, CO 80005-1210, (303) 420-3346, CJRJFLYER@aol.com





### September 2-3

Charles Ash Memorial Greater Southwestern Championships,  
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

### September 2-3

Northwest Skyraiders' Stevenson Memorial Contest, Sand  
Point NAS/Magnuson Park, Seattle, WA  
Saturday: Old Time, Classic, P-40\*  
Sunday: Precision Aerobatics (Beginner, Intermediate,  
Advanced, Expert)  
CD: Steve Helmick, 2104 Aberdeen Pl SE, Renton, WA 98055-  
4529, (425)255-1887, sbasser@yahoo.com  
<http://www.nwskyraiders.com/>

### September 3

Treetown Modelaires' Midwest Regional Championships,  
Aurora Municipal Airport, Route 30, Sugar Grove, IL,  
Precision Aerobatics (Beginner, Intermediate, Advanced,  
Expert), P-40\* or ARF\*  
CD: Bill Calkins, 317 Snow St., Sugar Grove, IL 60554, (630)  
466-1531, clflyer@mchsi.com  
<http://www.clflyer.com>

### September 9

Combat, CL Fun Fly, and Stunt Contest, Rouge Park, Detroit,  
MI  
Old Time, Classic, P-40\*, 1/2A Demo\*, Precision Aerobatics  
(Beginner, Intermediate, Advanced, Expert)  
Contact: Paul Smith, (586) 939-1076, crickballs01@aol.com

### September 10 (tentative)

XXXI Annual Control Line Contest, Middlesex Modelers' Field,  
Mountain View Park, Middlesex, 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 14-15

SAM Champs, AMA, E. Memorial Drive, Muncie, IN  
Thursday: Old Time  
Friday: Classic  
CD: Randy Ryan, (734) 697-8982, iflyff@comcast.net  
Stunt ED: Allen Goff, jangof@aol.com

### September 15-17

Memphis Stunt Classic, Millington Barnstormers' Club,  
Millington, TN, approximately 13 miles north of Memphis at  
4256 Sykes Road  
Friday: practice  
Saturday: Nostalgia\*, 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 16-17

Bergen County Controline Flyers' Stunt Contest, Palisades  
Park swimming pool parking lot, 275 Broad Ave, Palisades Park,  
NJ  
Saturday: ARF\*, Profile\*, Classic\* (Beginner, Intermediate;  
Advanced and Expert combined with handicap for Advanced)  
Sunday: Precision Aerobatics\* (Beginner, Intermediate,  
Advanced, Expert)  
CD: Rich Giacobone, (201) 947-0336 days, ceramicprd@aol.  
com

### September 16-17

Cholla Choppers' Karl Marschinke Memorial, Christopher  
Columbus Park, 4600 N. Silverbell Rd, Tucson, AZ  
Saturday: Old Time, Classic  
Sunday: Precision Aerobatics (Beginner, Intermediate,  
Advanced, Expert)  
CD: Glen Allison, 1484 W. Oak Shadows, Tucson AZ 85737,  
(520) 575-0359

### September 16-17

Cleveland Area Stunt Champs, Cuyahoga County  
Fairgrounds, W of I-71 on Bagley Rd., Berea, OH  
Saturday: Classic, Old Time, ARF/ARC\*, Profile\*  
Sunday: Precision Aerobatics (Beginner, Intermediate,  
Advanced, Expert)  
CD: Wayne Buran, 5433 Treety Circle, Medina, OH 44256, (330)  
722-4374, email: wburan@zoominternet.net  
<http://www.control-line.net/wc/index.htm>

### September 23-24

Lafayette Esquadrielle Broken Arrow 19 Stunt and Scale, Buder  
Park, exit 272 N from I-44, Valley Park, MO  
Saturday: Old Time, Classic, P-40\*  
Sunday: Precision Aerobatics (Beginner, Intermediate,  
Advanced, Expert)  
CD: Robert Arata, 561 Goldwood Dr, Ballwin MO 63021-6315,  
(636) 391-0272

### September 23-24

Meet 'n' Meat, 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 23-24

N.E.S.T. Mitch Lily Memorial Contest, Wrentham State School,  
Wrentham, MA  
Saturday: Old Time, Classic  
Sunday: Precision Aerobatics (Beginner, Intermediate,  
Advanced, Expert)  
CD: Dick Wolsey, 112 Haverhill St, N Reading, MA 01864-2551,  
(978) 664-8670 wolsey@comcast.net



#### September 23-24

Capital City Championships, Cooper Stadium, I-70 exit 98, Columbus, OH

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

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

CD: Keith Bryant, (740) 756-4468, kbryant@greenapple.com

#### September 24

Philly Flyers contest, Neshaminy State Park, on State Rd. about half a mile north of Street Rd. At Street Rd and State Rd., turn left onto State Rd. After the 2nd traffic light, turn right into the Playmasters parking lot.

Old Time\* (Beginner and Intermediate combined, Advanced and Expert combined)

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

CD: Randy Holcroft, (215) 393-8018, FILLIFLIER@aol.com

#### September 30-October 1

Tulsa Glue Dobbers' Stunt Contest, 13376 South Peoria Ave, Glenpool, Oklahoma

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, dfhill@juno.com

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

#### October 1

New York Stuntmasters' Stunt Contest, Flushing Meadows Corona Park, Queens, New York, NY

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

CD: Bob Lampione, (917) 518-0295, rlampione@nyc.rr.com

#### October 7

Royal Oak Cloudbusters' CL Fun Fly and Stunt Contest, Stanley Broome Park, Flint, MI

Old Time, Classic, P-40\*, 1/2A Demo\*, Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

Contact: Paul Smith, (586) 939-1076, crickballs01@aol.com

#### October 7-8

Hi Johnson Memorial, 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, 1cc\*, Beginner Precision Aerobatics

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

CD: Scott Dinger, 1367 Patricia Ave, Simi Valley, CA 93065-2812, (805) 526-9074, hyflo@dslextre.me.com

#### October 7-8

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

Saturday: Stunt Clinic

Sunday: Precision Aerobatics (Beginner, Intermediate,

Advanced, Expert)

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

#### October 7-8

West Ohio CL Stunt Contest, Wegerzyn Garden Center, 1301 E. Siebenthaler Ave., Dayton, OH

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 7-8 (tentative)

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

Saturday: Old Time

Sunday: Classic

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

Jim Goss (408) 531-9374

#### October 7-8 (tentative)

Fall Follies, Bill Riegel Field, Salem Airport, Salem, OR

Saturday: P-40\*, Classic

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

Contact: Mike Hazel, zzclspeed@aol.com

#### October 8

G.S.C.B. Fall Air Show Part I, George L. Gaydos Field, Two Bridges Rd., Lincoln Park, NJ

Old Time\*, OTS II\*, 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 15

G.S.C.B. Fall Air Show Part II, George L. Gaydos Field, Two Bridges Rd., Lincoln 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 15

Old Time Contest, Buder Park, exit 272 N from I-44, Valley Park, MO

Old Time

CD: John Moll, 7315 Elm Grove Ct, Hazelwood, MO 63042 (314) 831-4001

#### October 21-22

27th 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, jsilverflyer@adelphia.net; Co-CD Douglas





October 21-22

Lee Lorio Memorial, Independence Park, Baton Rouge, LA

Saturday: P-40\*

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

CD: Gil Causey, 3229 Meadowood Dr., Slaughter, LA 70777,  
(225) 658-6139

October 21-22

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.

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

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

November 4

Royal Oak Cloudbusters' CL Fun Fly and Stunt Contest,  
Stanley Broome Park, Flint, MI

Old Time, Classic, P-40\*, 1/2A Demo\*, Precision Aerobatics  
(Beginner, Intermediate, Advanced, Expert)

Contact: Paul Smith, (586) 939-1076, crickballs01@aol.com

November 19

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

-Howard Rush and Jim Snelson



James Mills  
1403 S 5th Ave.  
Ozark, MD 65721  
(417) 581-3929  
mllscal@quixnet.net



**VSC XVIII IGNITION RESULTS – MARCH 2006**

First Name	Last Name	Plane	Power	Flight #1	Flight #2	SCORE	PLACE
Jim	Kraft	Taurus	Anderson Spitfire	301.9	307.1	307.1	1
Joe	Gilbert	Guided Whistle	Super Cyclone 60	296.5	240.6	296.5	2
Dale	Gleason	Madman	Torp 32 Spark	291.9	277.4	291.9	3
Floyd	Carter	Wildman 60	Orwick 64	278.1	289.3	289.3	4
Glen	Allison	Humongous	Super Cyclone 60	239.0	285.7	285.7	5
Don	Hutchinson	Yates Dragon	Orwick 29	0.0	284.5	284.5	6
Mike	Donovan	Viking	Super Cyclone	279.7	274.9	279.7	7
Rusty	Brown	Barnstomer	O&R 33	88.0	199.2	199.2	8
Jim	Shamblin	Humongous	Super Cyclone	188.7	0.0	188.7	9
Ed	Kunaschk	Inverting Stunter	Super Cyclone 60	186.2	80.5	186.2	10
Bob	Lipscomb	Big Cut Up	Super Cyclone 60	114.0	122.7	122.7	11
Mike	Keville	Wildman 60	Anderson Spitfire	57.5	85.5	85.5	12
Gregg	Elling						
Charlie	Bruce						
Frank	McMillan						
John	Holiday						
Ian	Russell						



# **Presidents Day Contest Dallas Model Airplane Association February 26, 2006**

February 19<sup>th</sup> turned out to be one of the worst days in recent Dallas history. A winter storm warning normally means ice, and this day met up to the weatherman's expectations. Road maintenance with salt and/or sand is almost non existent, since there are not enough winter storms to warrant the equipment. If there is ice on the road, it will remain ice until it warms up. The roads are just too dangerous to drive on. How bad was it? Richard Oliver flew one flight with Al Rabe's Bearcat to test the new RoJet .90. The airplane had ice on it when it landed!

February 26<sup>th</sup> we were rewarded with stunt heaven! Mild wind and 60 degree temperatures! Thanks to all who were able to change their plans and attend on the new date.

## **FLITE STREAK**

<u>Place</u>	<u>Contestant</u>	<u>1st Flt</u>	<u>2nd Flt</u>
1st	Bill Wilson	404.5	*429
2nd	Phillip Nickles	385	*392
3rd	Joe Bowman	*381	331.5
4th	Dale McCord	*374.5	271.5
5th	Dave Ek	355.5	*363
6th	Jim Thomerson	305	*361
7th	Ken Boone	*321	181.5

## **P-40**

Place	Contestant	1st Flt	2nd Flt	Plane	Motor	Prop	Finish	
<u>Intermediate:</u>								
1st	Dale McCord	411.5	*435.5	Tutor Arf		OS.25LA	APC 9x6	Auto
2th	John Ashford	387	*394.5	Que Es Eso		Brodak .40	11x4 ProZinger	
3rd	Norm Faith	*368.5	344	Twister Mod.		Brodak .40	11x5 ProZinger	
4th	Jose Vargas	*289.5	251	Warhawk		OS.40LA	11x5	
<u>Advanced:</u>								
1st	Mike Greb	475.5	*492	P40 Arf		OS.46FP		Auto
2nd	Mike Finnigan	433	*489.5	Cardinal		OS.40FP 11	.5x4 APC	
3rd	Bob Lipscomb	403	436	<b>Nobler**</b>		Brodak .40	11x4.5	
4 <sup>th</sup>	Jim Thomerson	*389.5	360	Flightstreak		ST G20-23	9x4 APC	
5 <sup>th</sup>	Dave Ek	*317.5	272	F86		OS.40FP	10x4	Silk/dope Auto

**\*\* This is George Aldrich's Profile Nobler, converted to fly counter-clockwise. It is the last CL airplane that George flew.**

<u><b>Expert:</b></u>							
1st	Larry Oakley	518.5	*528	Cardinal Mod.	Fox .40	11x6 RevupEW	Monocoat
2nd	Bill Wilson	*526.5	467	Yak 9	Forster .29	10x6	Auto
3rd	Dee Rice	501.5	*515.5	Ringmaster	OS .25 FP	9x5 APC	Dope
4th	Joe Bowman	491.5	*509	Cardinal Arf	OS .40 LA	11x4 Pro	Zinger
5th	Tom Farmer	477	*489	Forerunner	OS .35S	10x6	Dope

**CONTEST DIRECTOR - TOM NIEBUHR**

**ASSISTANT CD - DALE GLEASON**

## **VOLUNTEERS**

**Judges: All P-40 Classes DALE GLEASON**

**Flite Streak**

**Tabulator/Enrollment:**

**Pit Boss/Pull Tester:**

**Runners:**

**Lunch:**

**DON HUTCHINSON**

**TOM FARMER**

**BILL LEE**

**RACHEL WILSON**

**DAVE EK**

**GEORGE HAMBY**

**DALE McCORD**

**LINDA& DALE GLEASON**

**LINDA NIEBUHR**





## VSC XVIII CLASSIC RESULTS - MARCH 2006

First Name	Last Name	Plane	Power	Flight #1	Flight#2	Total	Place
Bill	Werwage	62 Ares	Aerotiger 36	537.5	530.5	1068.0	<b>1</b>
Bob	Hunt	Caprice	Aerotiger 36	530.0	524.0	1054.0	<b>2</b>
Ted	Fancher	Ruffy	Merco 40	517.0	532.5	1049.5	<b>3</b>
Paul	Walker	Sterling Skylark	McCoy 35	518.0	530.5	1048.5	<b>4</b>
Masaru	Hiki	Gieseke Nobler	Brokak 40	516.5	521.5	1038.0	<b>5</b>
Richard	Oliver	JD Falcon	Ro-Jett 40	517.0	517.5	1034.5	<b>6</b>
Frank	McMillan	Vulcan	Aerotiger 36	512.0	521.5	1033.5	<b>7</b>
Keith	Trostle	Rabe BareCat	Alprich Jett 50	503.5	526.0	1029.5	<b>8</b>
Robert	McDonald	62 Ares	Aerotiger 36	501.0	509.0	1010.0	<b>9</b>
Bob	Whitely	Nobler	Aerotiger 36	502.0	502.0	1004.0	<b>10</b>
David	Sabon	Shark 45	PA 65	506.5	489.5	996.0	<b>11</b>
Steve	Moon	Gieseke Nobler	Thundertiger 36	492.5	498.5	991.0	<b>12</b>
Don	McClave	Tucker Special	OS-LA40	504.5	483.0	987.5	<b>13</b>
Bill	Rutherford	Caprice	Ro-Jett 40	479.0	507.5	986.5	<b>14</b>
		Blue Angle					
Randy	Cuberly	(Scarinzi)	OS-LA46	485.0	475.5	960.5	<b>15</b>
Lou	Wolgast	DragonFly	Brokak 40	490.0	457.0	947.0	<b>16</b>
John	Hill	Tucker Special	Ro-Jett 40	474.5	472.5	947.0	<b>17</b>
Steve	Harris	His Majesty	ST-60	467.5	478.5	946.0	<b>18</b>
John	Sunderland	Magician	OS 35S	466.5	468.5	935.0	<b>19</b>
Joe	Gilbert	Nobler ARF	Fox 35	452.0	483.0	935.0	<b>20</b>
Leroy	Black	Jamison	Brokak 40	443.0	486.5	929.5	<b>21</b>
Jim	Tichy			468.5	456.5	925.0	<b>22</b>
Jeff	Reeves	Thunderbird Veco Plan	ST-46 Plasma	462.0	461.5	923.5	<b>23</b>
Rene	Berger	VUM	OS 40FP	469.0	454.0	923.0	<b>24</b>
Bill	Wilson	Misbehave	ST-40	472.0	449.5	921.5	<b>25</b>
Don	Hutchinson	59 Thunderbird	Magum 36 XL	468.0	446.0	914.0	<b>26</b>
Antone	Kepheart	Nobler	Brokak 40	454.5	458.5	913.0	<b>27</b>
Grady	Widener	Dave Gierke Novi	Staker 40RE	449.0	457.5	906.5	<b>28</b>
Carl	Schoup	Belfrey Bound	OS-LA40	458.0	448.0	906.0	<b>29</b>
Randy	Powell	Cobra		425.0	476.5	901.5	<b>30</b>
John	Callentine	Caprice	OS-LA46	474.0	427.0	901.0	<b>31</b>
Gaylord	Elling			456.0	436.0	892.0	<b>32</b>
Chris	Brainard	Fancy Pants	GMA OS 35S	456.5	433.5	890.0	<b>33</b>
Marvin	Denny	Novi IV	Fox 35 Hemi	428.5	439.5	868.0	<b>34</b>
Robert	Harness	Nobler ARF	OS 35S	435.0	431.0	866.0	<b>35</b>
Warren	Walker	Smoothie	Brokak 40	439.0	421.5	860.5	<b>36</b>
Jim	Phillips	Original Skylark	SSW 35FP	438.5	405.0	843.5	<b>37</b>
Dale	McCord	Nobler	Ro-Jett 40	419.0	423.0	842.0	<b>38</b>
Burt	Brokaw	Jamison	Magum 36	430.5	403.0	833.5	<b>39</b>
Mike	Donovan	Original Nobler	Fox 35	443.5	373.0	816.5	<b>40</b>
Jerry	Chambers	Stills Stuka	Fox 35	384.0	431.5	815.5	<b>41</b>
John	Wright	Shark 45	DS 60	407.0	405.5	812.5	<b>42</b>
Scott	Dinger	Olympic	A.T. 36 HyFlo	457.0	350.5	807.5	<b>43</b>
Mark	Gerber	Thunderbird 2	ST-46	385.5	420.5	806.0	<b>44</b>
Larry	Renger	Nobler ARF	DS 40	387.5	413.5	801.0	<b>45</b>
John	Holiday	Fox Falcon 35	OS 35S	392.0	393.5	785.5	<b>46</b>
Jerry	Arana	Phoenician	Brokak 40	394.5	374.0	768.5	<b>47</b>
Dave	Ek	Magician	Johnson 35	392.5	370.0	762.5	<b>48</b>
Bill	Netzeband	Humbug	OS LA25	412.0	346.0	758.0	<b>49</b>
Bob	Hazle	Vulcan	Aerotiger 36	405.0	333.0	738.0	<b>50</b>



## VSC XVIII OLD TIME RESULTS – MARCH 2006

First Name	Last Name	Plane	Power	Flight #1	Flight #2	SCORE	PLACE
Bart	Klapinski	Madman	L&J Fox 35	285.5	321.5	607.0	1
Keith	Trostle	Gambler	ST-60	297.0	309.0	606.0	2
Lou	Wolgast	Viking	ST-46	297.0	295.0	592.0	3
Carl	Schoup	Belfry Bound	OS-FP40	294.0	280.0	574.0	4
Leroy	Black	Jamison	Brodak 40	285.5	286.5	572.0	5
John	Wright	All American	Fox 35 Left Hand	270.0	298.0	568.0	6
Mike	Scott	Humongous	Double Star 54	273.5	290.0	563.5	7
Jim	Hoffman	Upstart	Brodak 40	281.0	277.5	558.5	8
Ted	Fancher	Ringmaster	Saito 30	300.5	257.0	557.5	9
Allen	Brickhaus	Barnstormer	L&J Fox 35	283.0	273.5	556.5	10
Jim	Lee	Humongous	Maxwell 49	275.0	281.0	556.0	11
Bob	Smiley	Jamison	Brodak 40	287.0	266.5	553.5	12
Randy	Cuberly	Jamison	Brodak 40	264.5	283.5	548.0	13
Gaylord	Elling			273.0	273.5	546.5	14
Jim	Kraft	Viking	Fox 59	257.0	283.5	540.5	15
Chris	Brainard	Jamison	Brodak 40	279.0	254.5	533.5	16
Ed	Capitanelli	Jameson	OS 35S	255.0	274.0	529.0	17
Scott	Dinger	Lancet	Veco 29	262.0	266.0	528.0	18
Marvin	Denny	Guided Whistle	K&B 35	261.5	266.5	528.0	18
Rene	Berger			260.0	267.5	527.5	19
Ray	Firkins	Ringmaster	Saito 30	256.0	269.5	525.5	20
Jim	Rhoades	Humongous	Magum 35XL	284.0	235.5	519.5	21
Bob	Emmett	Barnstormer	Fox 35	231.5	282.0	513.5	22
Wesley	Dick	Stills Stuka	Webra 32	244.5	267.0	511.5	23
Roger	Wildman			244.0	265.0	509.0	24
Jim	Phillips	Humongous	OS 46LA	256.0	247.0	503.0	25
Robin	Sizemore	Dragon	OS 35S	260.0	239.5	499.5	26
Mike	Donovan	Nobler	Fox 35	258.0	235.5	493.5	27
Dale	McCord	Barnstormer	OS 35S	260.0	227.0	487.0	28
Gregg	Elling	Ringmaster	OS 25FP	247.0	239.5	486.5	29
Nick	Lemak	Jamison	Brodak 40	233.0	245.5	478.5	30
Jerry	Arana			203.0	273.5	476.5	31
Jim	Renkar	Brodak Smoothie	Brodak 40	245.0	229.0	474.0	32
John	Holiday	Dragon RSM Kit	Fox 35	244.5	228.0	472.5	33
Floyd	Layton	Barnstormer	Fox 35	249.5	221.5	471.0	34
Gary	Hajek	Barnstormer	OS 35S	195.5	275.0	470.5	35
Larry	Lindburg	Ringmaster	Fox 35	242.0	226.5	468.5	36
Dick	Wolsey			228.0	239.0	467.0	37
Larry	Scarinzi	El Diablo	Gold Fox 35	215.5	250.5	466.0	38
Bob	Duncan	Jamison	Magum 32	234.0	225.0	459.0	39
Rusty	Brown	Easy	Fox 35	202.5	256.5	459.0	39
Joe	Gilbert	Barnstormer	Fox 35	163.5	288.5	452.0	40
Ron	Barentson	Nobler	OS 40FP	240.0	208.0	448.0	41
Dale	Gleason	Madman	Torp 32 Spark	252.5	192.0	444.5	42
Bob	Lipscomb	Barnstormer	OS 35S GMA Spl	168.5	271.0	439.5	43
Jerry	Chambers	Super Luper	Veco 19 BB	209.5	210.0	419.5	44
Dave	Ek	Jamison	Testers 29	206.0	211.5	417.5	45
Warren	Walker	Smoothie	Brodak 40	187.5	226.5	414.0	46
Kevin	Capitanelli	El Diablo	Fox 35	152.5	259.5	412.0	47
Mike	Greb			167.5	235.0	402.5	48
Stanley	Haugarth	Super Chief	OS 40FP	205.5	195.5	401.0	49





# VSC XVIII JUDGES AND HELPERS

## VSC Banquet Organizers:

Jim & Sharon Hoffman

## OTS Ignition Event Director:

De Hill

## OTS Ignition Judges:

Doug Taffinder  
De Hill

## OTS Ignition Tabulation:

Ruby Hill  
Kay Bruce

## OTS Judges:

Bob Parker  
John Callentine  
Pete Peterson  
Al Hiegar

## Classic Judges:

Darrell Harvin  
Mike Keville  
Bart Klapinski  
Bob Emmett

## Pit Bosses:

Linda Gleason  
Mark Smith  
Leroy Black  
Edie Oliver

## Pull Test:

Rod Claus  
Joe Abate  
Lew Corbett  
Steve Holt  
Burt Brokaw  
Lou Crane

## Score Sheet Runners:

Ricki Pyatt  
Linda Wolgast  
Jake Moon

## OTS & Classic Tabulation:

Elaine Brookins  
Shareen Fancher

## Appearance Judges:

Jim Beaman  
Ken Gulliford

## Score Sheets/ Flight Order / Contest Forms, & Scoreboards:

Nick Lemak  
Leroy Black  
Robin Sizemore

## Sale of 'T' Shirts / Pins / Hats / Flight Boxes / etc.:

Peggy Capitanelli  
Jan Whitely  
Linda Wolgast

## Official Hugger:

Peggy Capitanelli

## Contest Director:

Lou Wolgast

## Assistant Contest Director:

Robin Sizemore

## Portable Toilets

Joe Abate

## Field Setup

Rene Berger  
Bart Klapinski  
John Callentine  
Joe Abate  
Robin Sizemore  
Glen Allison  
Lou Wolgast

## AirPlane Data , Registration Check-In

Lila Lee  
Elaine Brookins

## Sealing the Asphalt Circles and Pit Areas

Bill Heyworth  
Elaine Heyworth

## Special Award Recipients:

Keeper of the Flame: Dale & Linda Gleason  
Gialdini Sportsmanship: Linda Gleason  
Spirit of '46: Jim Kraft (Taurus – Anderson Spitfire)  
Spirit of '52: Warren Walker (Smoothie – Brodak 40)  
Spirit of '64: Michael Duffy (Nobler – McCoy 40)  
GMA Memorial: Dale McCord (51 Nobler – RO-Jett 40)  
Most Unusual Entry: Bill Ledden (Flip Flop – MVVS 2.5cc Diesel)  
Classic Pilots Choice: Bob Lipscomb (NOVI III – Brodak 40)  
Best Appearing Old Time: Rusty Brown (Barnstormer – O&R 33)  
Best I-Beam (Fred Carnes): Bob Lipscomb (NOVI III – Brodak 40)





Mike Keville  
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Once again, entries exceeded prior years as somewhere around 200 contestants (and probably an equal number of spectators) arrived in the Southwest desert for the annual "family reunion and love-in" acknowledged to be the world's largest Stunt-only contest, and boy was that ever a run-on sentence or what? With the deadline for this issue rapidly approaching, I'll just list some highlights and add a few photos by Rickii Pyatt. Threatening weather the weekend prior to the meet cleared long enough to allow the full schedule. Although a bit nippy (and rather "breezy" on the final day), things could have been worse – and in fact WERE worse for certain residents in the Midwest and Southeast, so I'll now quit sniveling about the weather. (Guys from the Plains States were running around in T-shirts saying things like, "You call THIS cold?") At any rate, here are some highlights:

- \* Masaru Hiki, from Tokyo, and his Gieseke Nobler. This guy can fly, folks!
- \* Superb flight in high wind by Steve Moon with his own Gieseke Nobler. Looked like it was on rails despite swirling gusts. Nice job!
- \* Tom McClain's awesome B-26 Marauder flying the complete pattern. Gotta' see it to believe it!
- \* Ditto his Bellanca Flash (Musciano design, Mechanix Illustrated, '48)—repaired overnight after a misfortune;

staggered through the OTS pattern next day before a cheering crowd.

- \* Social gatherings and food-fests at open houses hosted by Bill & Elaine Heyworth, Rickii Pyatt and Keith & Barbara Trostle.

- \* More successful Ignition flights than ever (judged for the 15th year by De Hill & Doug Taffinder).

- \* Excellent guitar duos by Bill Werwage & Bob Hunt, plus Billy's superb singing.

- \* Pilots' Choice Concours winner Bob Lipscomb's awesome Novi III.

- \* Burt (What, Me Worry?) Brokaw "winning" (?) the Pachyderm award.

- \* Rusty Brown's lovable little dog Sugar Baby capturing hearts all week, as always.

- \* Jeff & Jenni Reeves again in from Oz on their 'round-the-world sojourn...Jeff qualifying for one of the "Purple Heart" awards, thanks to a close encounter with a howling prop.

- \* Dale Gleason finally getting the Twin Terror airborne, having also qualified for a Purple Heart award...same reason.

- \* Ted's magnificent job as M.C. at the awards banquet.

- \* The hundred-yard-long line of vendor kiosks.

- \* Breakfast burritos and much more from the professional restaurant owners/caterers.

- \* A-10s and F-16s overhead, to/from Davis-Monthan AFB for those who'd never seen one.

- \* (One "low-light": England's Ian Russell and wife injured—she seriously—in an auto accident in which they were not at fault.

- \* Bob Whitely placing tenth in Classic despite shoulder damage to his flying arm in a fall last month. (Tenth in THIS crowd is a real accomplishment.)

- \* Jan Whitely, looking pretty as a picture, greeting arrivals at the awards banquet.

- \* "Linda-Bob" Gleason and Edie Oliver herding 90-plus Classic flights through in record time.

- \* Having what amounts essentially to a Fun Fly attended by two-thirds of the current F2B team, Team Manager, reigning World Champion, Nats CLPA Director, Nats Head Judge, Nats Chief Tabulator and several former Nats winners is...well, kinda' neat!

- \* Being nearly unable to find a parking spot if arriving at the site later than 0630.

- \* Very moving tribute to our friend, the late Lucky Pyatt, by Keith Trostle at the handle-holding ceremony.

- \* Lower-right wing panel folding on Bart Klapinski's Fleet biplane during the Horizontal Eights...popping back into place thanks to the elastic rigging threads, long enough to land safely...where it promptly collapsed again.

- \* Joe Gilbert's upbeat personality. If we ever revive the Most Fun award, this guy's a "can't miss" candidate.

- \* (Probable competition, though, from Larry Lindberg's infectious smile.)

- \* Great on/off the circles choreography. You guys & gals have "one-up-and-three ready" down to a science!

- \* No one seeming to mind that the plate on the Spirit of '52 plaque read Spirit of '54. (Next year we'll check them a bit more carefully.)

- \* Yes, I flew (OTS). Colossal waste of the judges' time, as it turned out.

- \* People having vastly opposing political views onsite, yet not a discouraging word is heard. All are welcome.

- \* Umm...Monique: merci. You know why.

- \* Hundreds (if not thousands) of photos by Ken Budensiek, Elwyn Aud, Will Hubin and Rickii Pyatt....many to no doubt appear in SN, FM, MA and various web sites. Thanks, folks!

And this: For those who weren't there to hear my choked-up words at the banquet, I need to say something here. As most know, the CD of the first fourteen VSCs was my now-ex wife JoAnn, who prepared 600-plus score sheets by hand, drew the scoreboards, ordered the awards and generally did all the work while I seemed to get most of the credit. In early 1992, prior to VSC-4, I left the country to work overseas, thinking at the time that the VSC was history. JoAnn, a non-modeler, said "No way!" and kept it going the entire eight years I was gone. (The meet was passed to the Cholla Choppers when we moved to Maine in 2003.) So to set the record straight I want to say publicly that, if not for JoAnn, this thing would probably have ended after VSC-3. If anyone deserves thanks, it's her.

-Mike Keville



## WHERE TO BEGIN?

I was asked by Tom McClain to write "a couple of pages" on my own impression of VSC-18, so here goes. I had attended other VSCs, but none quite like this one! Thankfully, we managed to avoid a repeat of 1998 when we endured a solid week of rain and freezing temperatures, although this year we didn't miss them by much!

Among the nicest experiences for me was getting to see and talk with old friends from Southern California. Like many members of Tucson's Cholla Choppers, I'm one of those "L.A. transplants". Having a chance to spend time with people like Bill Netzeband, Jerry Silver, Charles Mackey, Warren Walker, etc., was very nice. I was very impressed by people of that age group having as much fun as they did years ago. Of course the biggest thrill was when they, and about a thousand other people (well, maybe not quite that many) filled my home Wednesday evening for food, drink and good times. Preparing for that one took a while, and I'd like to thank Barbara Trostle and Diana Peterson for all their help. Having several National and World Champions as guests was a treat. They're such nice guys that if you didn't know who they were you'd never guess they're among the best Stunt flyers in the world.

The flying started out in weather that, for us, was cold and a bit windy. The first day of Old Time, there were four Attempts on Circle Two, plus two wave-offs. At least they saved their airplanes. Sadly, a few others didn't. It was a shame to see Jerry Silver's nice Excalibur go in on the grass circle during a practice flight. I also watched in horror Saturday, during Round Two of Classic, as Jeff Welliver's beautiful Tempest bit the asphalt.

Some of you may have wondered why I spent Classic days on the circle with the judges. Well, I've been training to become a stunt judge, and the club guys thought it might be good experience for me to accompany the judges in an actual contest. It was a valuable experience, though I must admit I wasn't quite ready for all the high-speed sprinting required whenever the wind shifts! My legs still hurt. But I now have a much better understanding of why it's necessary to be ready to run

around the circle. If not directly upwind of the flyers' maneuvers I wouldn't be performing a fair and objective job. As it turned out, the scores I called out for nearly all maneuvers were within one of two points of the actual judges, and in some cases they were identical. The guys said I'm ready to "solo", which may happen at our September annual.

Beautiful models! I was particularly impressed with Scott Condon's black Cobra. Also, like everyone else, Bob Lipscomb's Novi III. So many pretty airplanes that it would be impossible for me to name them all. But I also must remember that without the many volunteer helpers there would be no contest. People like Shareen Fancher and Elaine Brookins who spent all four days punching numbers into calculators; "Linda Bob" Gleason and Edie Oliver who kept things moving so well on Classic days; Lila Lee, who gathered model/engine data for us, and Peggy Capitanelli who sold the T-shirts. (Okay, there were some guys helping too, ha-ha.)

Speaking of women, though, I was amazed at how many wives and girlfriends now attend. Several of them launched official flights, getting themselves covered with "Eau de Castor". It's really nice to see so much support for the hobby. (Attention, guys: this works both ways. Go with a smile when she suggests shopping or whatever her interest happens to be.)

One flight that really stood out is the one by our own Junior club member, Mike Duffy. He flew an excellent flight in the wind on Friday, finishing the pattern, then elected to not fly on Saturday when the wind made things tough for even the top flyers. The Smoothie he flew is his Nats backup plane to the Nobler he built, and he didn't want to risk losing it. A wise decision.

I have to say a few words about the very moving ceremony held for Lucky. My very good friend Keith Trostle read a moving and eloquent eulogy that expressed the feelings held by anyone who knew Royal E. Pyatt, Jr. My good neighbor Bart Klapinski brought one of Lucky's models to the field, along with his handle and a set of his lines. Everyone then took a turn holding the handle while offering their

own silent thoughts. I cannot begin to tell all of you how much I appreciated your sentiment.

All too soon it was time to post the final scores and go clean up for the Saturday evening awards banquet. This is always one of the most amazing things about the VSC...how a couple hundred people can go from being windblown and somewhat grubby to being sparkling and dressed in their finest within two or three hours. Sometimes you have to look twice before you recognize some of us! Ted Fancher did an excellent job as master of ceremonies. My friend Peggy Capitanelli was the "official hugger" during the award of plaques and other items. Mike Keville gave original paintings to De Hill and Doug Taffinder for their many years of judging the Ignition event, plus the original painting of a Stunt News cover to Bob Hunt. Some of the injured parties were given "Purple Heart" ribbons, and everyone picked on poor Burt Brokaw for his "I Forgot To Signal (twice)" award. It was a very nice evening, but all too soon it was over, and I'm now eagerly looking forward to next year.

-Rickii Pyatt  
Tucson, AZ

## 2006 AMA Nationals LPA General Information

1. Please see the attached schedule of events for the dates, times, and locations of the 2006 AMA Nationals Control Line Precision Aerobatics events.

2. Due to the lack of availability of rooms with 2 beds at the Lee's Inn, THE PAMPA HEADQUARTERS HAS BEEN CHANGED TO THE SIGNATURE INN. THE PHONE NUMBER IS (765) 284-4200. The AMA rate is \$58 per night. They have a free breakfast. When making reservations mention the AMA. All rooms will be blocked in the name of AMA.

3. The complete L-Pad 600' x 600' site and the racing circles will be open for practice after the completion of the R/C Scale Aerobatics competition beginning about 4:00 PM. Friday afternoon, July 7, 2006. Once R/C Scale Aerobatics official flying is done each day, you may have access to the entire 600' x 600' site and the



racing circles for CLPA practice. The R/C Scale Aerobatics have complete access to the AMA site for the duration of their event. There is no guarantee that the site will be available to the CLPA flyers until late Friday afternoon when the R/C Scale Aerobatics event is complete. Both the speed circles and racing circles will be occupied by the speed and racing contestants beginning competition on July 9, and therefore should not be used by the CLPA contestants. The speed and racing contestants have priority to use the speed and racing circles at all times. Note also that the Southeast portion of the 600' square grass area will be used by CL Combat and will therefore have priority to this area. Carrier contestants will be using the Northeast corner of the 600'square for their competition. Note that Combat competition begins Tuesday, July 11 and Carrier competition begins Wednesday, July 12.

4. Note that entries for Advanced and Open categories close at Noon, SUNDAY, July 9, 2006. Appearance judging will take place beginning at 2:00 PM, Sunday July 9th 2006. The Pilots' Meeting will begin at 2:30 PM. Concours voting will follow Appearance Judging. PLEASE NOTE THAT THE OPEN ADVANCED QUALIFICATIONS BEGIN ON TUESDAY AT 8:00AM. JULY 11, 2006.

5. If you qualify for the Junior or Senior categories, you have the option to enter Advanced as well. Junior and Senior entrants do not pay and if you do not pre-enter by June 24, 2006, you will be charged an entry fee. Junior and Senior entries close at 4:30 PM, Thursday, July 13, 2006

6. If you are of Open age, you may enter only one official CLPA event. Advanced or Open, not both.

7. In the Junior, Senior and Open categories, entrants must have built the aircraft with which they will compete. When an entrant signs the official AMA entry blank, they should be aware that they are attesting to have complied with this requirement and will receive appearance points. All official event protests will be handled in accordance with the published protest procedure. The Advanced class at the Nationals also has the BOM rule. But

an Advanced class entrant may compete with a model he/she did not build by notifying the Head Tabulator, Shareen Fancher, and will forfeit appearance points. The Builder of the Model rule that will be in effect will be the interpreted rule as used at the 2005 AMA Nats. This interpretation can be found on the AMA web site on the competition page.

8. The qualifying format for the 2006 NATs will be slightly different from that used in 2005. The details are as follows:

A. Tuesday and Wednesday - Advanced and Open category contestants will fly on the same circles and be separated and divided into four seeded groups each (a total of eight groups). Two rounds of qualifying will be flown on each day, a different circle on Wednesday from Tuesday. The Open and Advanced entrants will have their own flight order with the advanced entrants flying first as a group and the Open entrants flying second as a group for rounds one and two. The Open entrant will fly first as a group and the advanced entrant's flying second as a group in rounds three and four. The sum of the higher score from each circle will determine the top five finalists from each group. Two attempts per official flight will be allowed. If you have any questions contact.

B. Thursday - The Advanced Finals will be flown on two circles with the Top 20 Open competition on the other two circles. The sum of the scores from both flights will determine the top 20 places in Advanced, and the sixth through twentieth places in Open. Two attempts per official flight will be allowed.

C. Friday - The Junior and Senior events will be flown on one circle using judges. Both juniors and seniors will have three attempts for two official flights, with the higher single flight score determining the Junior and Senior National Champions.

D. Friday — Open Finals The top five Open qualifiers have four attempts to fly three official flights in front of five or six judges. The sum of the two highest scores will determine the Open National Champion.

E. Friday - Jim Walker Trophy - The Junior,

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

F. Any ties that occur will be resolved by using the highest single flight score determining the Final placing.

G. The contest may be interrupted or the start delayed if the wind is continuously stronger than 20.1 mph (9 meters per/sec) measured 6.5 ft (2 meters) above ground at the flight line for at least one minute.

H. Upon completion of the competition the L-Pad will be available for open flying.

9. The following procedure shall be used as courtesy to fellow entrants and to prevent unnecessary delay: if an R/C entrant wants to pass rather than fly a given flight, he/she must notify the Event Director before it is time to pull test the model.

10. Please be advised that ALL entrants in the unofficial event in addition to ALL volunteers, helpers and mechanics must register at AMA Headquarters that confirm you are at the Nats and obtain a name badge. If they are entering only unofficial events, then they must register at Nats Headquarters as a mechanic and pay \$10 to AMA. The wording that will appear on the entry blank is: "All participants in unofficial Nats events must be registered with Nats Headquarters as either a Nats competitor or mechanic." On the AMA Mechanic form the statement reads as follows: "Mechanic: An AMA member participating in any unofficial Nats event or as a non-flying helper in any event." A registered contestant is automatically a mechanic. This means that if you are flying in an official Nats event, you need not pay this \$10 fee. The primary reason for this is that in case of emergency, the AMA knows where to find you. Note that this is not the event entry fee, but a registration fee. The unofficial event entry fees are to be paid to that event's ED at registration. YOU MUST REGISTER AT NATS HEADQUARTERS BEFORE YOU REGISTER FOR ANY UNOFFICIAL EVENT. Junior and Senior entrants will be excused from paying this fee, but must register





at Nats Headquarters. NO ENTRANT WILL BE ALLOWED TO COMPETE AT THE NATIONALS WITHOUT AN OFFICIAL NATS NAME BADGE. THIS HAS BEEN ENFORCED FOR THE LAST TWO YEARS. AMA OFFICIALS INSIST THAT THIS RULE IS FOLLOWED WITHOUT EXCEPTION.

AMA Headquarters hours are 7:00 AM to 5:00 PM.

11. Fidelity points, from 0 - 20, shall be awarded to Classic Stunt entrants in addition to Appearance points per the PAMPA Classic Stunt rules.

12. Entrants in the Beginner and Intermediate categories need not have constructed their own models.

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

-Warren Tiaht and Gary McClellan

## CLPA PAMPA Beginner at the 2006 AMA Nationals

The Beginner PAMPA event will again be flown at the 2006 Nationals. The contest will be held on Sunday, July 9 at the grass circles located just northwest of the AMA "L" pad. Sign up times will be published in the Nationals schedule in Stunt News in the early months of 2006. An Open and a Junior/Senior class will be flown with equal amounts of trophies and prizes available for both classes of Beginner Stunt. Each has its own perpetual trophy with the Junior/Senior one now being displayed in the entrance hallway of the AMA Museum near Muncie, Indiana.

Entrance fee will be \$10.00 for each pilot entering the competition. There is no Builder of the Model Rule enforced for this Beginner Event. A six-minute time limit will be imposed for each flight. The Beginner flight only takes about 3 minutes of airtime. Thus you have a little over two minutes to land and roll to a stop. This is the same amount of time given at the end of a flight for Intermediate, Advanced and Expert class pilots. Their usual flight time is around 5 minutes for the pattern and over two minutes to land and roll to a stop.

On the morning of July 9, the event would like to have pilots entered by 8:00a. m. Since no appearance points need to be assigned, we hope to get in our first

flight at 9:00a.m. Allen Brickhaus will be the Event Director with help from the New Albany Skyliners of New Albany, Indiana. Safety handle thongs and current AMA or like other country registration numbers or letters must be affixed to the upper right wing of each competing model. The letter or number height must be no less than one inch high. Contact Allen for further information at 618-683-7611 or email him at abkb801@shawneelink.com.

Anyone who would like to help Allen run the event by being judges, runners, pull testers or tabulators, contact him via the above information. Those that have stunt motors, kits, plans, props, handles, tools or the like around the house and perhaps will not use them; you may donate them to the Beginner event. Again, contact Allen to let him know you would like to help in any manner.

## 2006 U.S. Control Line Team

The 2006 Control Line World Championships will be in Valladolid Spain from July 16 through July 24. Valladolid is about a two hour drive northwest of Madrid.

Our F2A Speed team is Carl Dodge (Ohio), Will Maemura (Washington), Todd Ryan (Washington), and the Junior member is Erik Olson (Wisconsin).

The F2B Aerobatics team is Bob Hunt (Pennsylvania) David Fitzgerald (California), Paul Walker (Washington) and the Junior member is Chris Rud (Illinois) Bill Werwage (Ohio) will be defending his Senior World Championship and Robb Gruber will be defending his Junior World Championship.

The F2C Team Racing team is Larry Dziak (Wisconsin)/Bob Oge (Illinois), Dick Lambert (Florida)/Tom Fluker (Texas) and Bob Whitney (Florida)/Jason Allen (Pennsylvania).

The F2D Combat team pilots are André Nadein (Pennsylvania), Mike Willcox (Texas), Chuck Rudner (California) and the Junior member is Holden Hill (Pennsylvania). Their mechanics/pit crews are Greg Hill (California), David Owens, Aleksey Topunov, and mark Rudner (Massachusetts).

The Team Manager is Keith Trostle and the Assistant Team Manager is Rich Lopez.

Many of these team members participated in March contests in Arizona to start tuning up for the World Championships. Bill Werwage, Bob Hunt and Paul Walker flew in the VSC in Tucson. All of the F2C team members competed in the Cabin Fever contest in Tucson held on March 25, 26. Several of the combat team members including Mike Willcox, Chuck Rudner, Mark Rudner and Greg Hill flew in a combat contest, also on March 25, 26 Phoenix. Though the weather is slightly cooler now than what will be experienced during the World Championships, the dry air and altitude are very similar. These contests made for a good practice session for the team members who were able to participate.

The AMA pays for the rooms and meals during the days of competition as well as the entry fees. The AMA also provides an allowance for individual team member expenses. Unfortunately, the AMA provided funds and allowances are only a small fraction of the cost of each team member to prepare, travel and participate in the championships. Additional funds are made available from the various team selection programs and from relevant special interest groups. In addition, caps and T-shirts are being sold by the team members and the team managers. Attached is a photograph that shows the cap and T-Shirts. The caps are being sold for \$15.00 each and the T-shirts are being sold for \$20.00 each.



Your purchase of souvenir items helps support our 2006 World Championship team. All profits from the sale of items go directly to the team fund that will be distributed to each of the 2006 team members. It should be remembered that each of the team members has spent a tremendous amount of time, resources



and money in preparation of representing the United States to the best of their ability. Contact Keith Trostle for purchase of these souvenir items. Also, if quantities of these are desired to be sold as fund raisers for the team at local contests or other activities, please contact Keith to determine what arrangement can be made to further distribute these items and help raise funds that will go to our team members.

Keith Trostle  
971 N. Circulo Zagala  
Tucson, Arizona 85745  
(520) 207-2535  
stunteagle@cox.net



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

**T**o Diesel or Not to Diesel That is the real question.

Ever since the new OTS Rules Proposal passed last year giving a five point bonus for diesel-powered airplanes, The New Rule reads: OTS 8.2 Diesel engine bonus. A bonus of 5 points shall be awarded for use of an operating diesel engine. It won an overwhelming "yes" in the voting so diesel flyers, your day has come. This new OTS rule was proposed by Jim Thomerson and Gene Hempel in 2004. It will show up in OTS rules in the 2007 Reference manual.

Since this rule passed, I became more and more curious about this diesel stuff. I didn't know anything about it. I have flown P.A. all my control-line life and had

## PAMPA RULES

never known any diesel flyers so I set about to do some research on the subject.

Who the heck flies diesel and why?

I contacted some of the "oily rag brigade" in the Pampa membership and asked them a series of questions. Much to my surprise I received some very energetic and inspiring answers from devoted diesel control-line pilots particularly those who fly OTS.

I also did some research and discovered that historically diesel engines for modelers go back to the 1940s when a few American companies made them, but they never gained much popularity in the United States. Diesel engines were very popular in England and Europe perhaps because it was difficult getting good glow fuel components, mainly nitro methane. As many of us are already aware, diesel engines for autos are also popular in Europe and not in the United States.

So, what is a diesel engine? I wondered. I have only flown glow engines and had no idea about diesel. I found out that the control-line diesel engine isn't what you would call a "true" diesel engine in the strict definition of the word.

The typical diesel engine is, of course, a type of internal combustion engine; more specifically, it is a compression ignition engine, in which the fuel is ignited by being suddenly exposed to the high temperature and pressure of a compressed gas, rather than by a separate source of ignition, such as a spark plug, as is the case of the gasoline engine. This is known as the "diesel cycle."

When a gas is compressed in the diesel engine, its temperature rises; a diesel engine uses this property to ignite the fuel. Air is drawn into the cylinder and is compressed by the rising piston. At the top of the piston stroke, diesel fuel is injected into the hot high – pressure air. The resulting mixture ignites and burns very rapidly. This contained explosion causes the gas in the chamber to heat up rapidly, which increases its pressure, which in turn forces the piston downwards. The connecting rod transmits this motion to the crankshaft, which is forced to turn,

delivering rotary power at the output end of the crankshaft.

However, there is a difference between the standard diesel as described above and a model airplane diesel engine. I learned that because model compression-ignition engines are much smaller, they use a low flash-point fuel ingredient called ether (instead of compressed dry air) to ignite the combustion process.

Now, what are the chemical components of diesel fuel? \* (Answer by David Larkin at a website called Model Airplane FAQ v1.15 by Gerrit Hiddink) According to this web resource, the basic formula for diesel fuel is equal parts ether, castor oil and kerosene plus 2% Amyl Nitrate or Isopropyl Nitrate (IPN) ignition improver. Depending on the engine, you can vary this. The above formula works well for a vintage diesel. But with a modern diesel like the Irvine 40D or 20D, drop the oil content to as low as 20%. Take the ether content up to 35%, add the "ignition improver" and the balance is kerosene. Basically you reduce the oil content as you add the following feature in an engine: Single Ball bearing, Twin ball bearing ABC piston/cylinder assembly. Automotive-starting fluid can be used instead of ether, but since it doesn't contain 100% ether you can increase the amount of it and use less kerosene. It is possible to use old-fashioned automotive mineral oil instead of castor oil like SAE 40, but generally castor is preferred. Commercial model diesel fuels can be obtained from Aerodyne, FHS (Red Max), Eric Clutton and Davis Diesel.

The positives of using a diesel engine in a control-line:

- They produce very little carbon monoxide.

- They are quieter than glow engines. "Muffled diesel engines are even quieter," says Lou Crane.

- They are less sensitive to muffler restriction than glow engines, so there is no need to find the perfect equipment (mufflers, pipes, combustion chambers, etc.)

- They produce power, as in torque, comparable to the next size larger glow engine.

- The engines have their torque peaks





at a lower rpm allowing the use of larger props on a similar-sized engine as compared to glow. This gives the ability to maintain speed through a corner and gives a more constant speed through the maneuvers.

-They allow you to carry less fuel in the model, so the Center of Gravity shift is less as the fuel burns off, so the flying characteristics of the plane will change less as the fuel burns.

-They give a power/torque advantage on less fuel for a pattern-length flight.

-When a diesel is near an optimum setting, it vibrates less than many glow engines despite the very high compression ratio.

-It is a simple operation; you simply fuel it up and take the handle and lines into the circle and fly.

-The reduced vibration relates to the other major fuel ingredient: kerosene which burns quite a bit more slowly than the methanol in glow fuel, so the piston feels more of a push than a hammer blow. The push seems more in synch with the shaft rotation. They also seem to run cooler than glow engines.

-Diesels are different and that is the reason many diesel flyers like them. Sometimes "different" is all the inspiration that is needed.

-They are a useful alternative to glow for stunt flying. According to Lou Crane PAW (Progress Aero Works; a British manufacturer) makes a "decent" diesel engine for models. Most of the diesel flyers I spoke with had PAW engines, so if you are interested go to: <http://www.eiffaender.com/index.htm>

-Tony Eiffaender, the owner of PAW in England has won the British Nats several times with his diesel-powered planes.

With all of that wonderful torque/power, peace and quiet, why wouldn't you want to fly diesel for everything? I wondered. Well, there are some powerful negatives for competitive P.A. types.

The negatives:

-One of the hardest things about diesel engines is the difficulty in getting the engine started at its running settings. Normally you have to play with the compression to get a start, and sometimes, the needle also. "With all that going on," says Dennis Lien, "consistency goes out the window."

-Proper compression and mixture setting of a diesel engine is more important than for a glow engine. The high compression ratio to fire and the ether in the fuel equals little space in the combustion chamber. Too much liquid there risks hydraulic lock, which breaks metal parts.

-The diesel control-line flyers seem to feel that one of the biggest problems is getting fuel. Shipping these fuels is subject to HAZMAT as glow fuels are, so some flyers make their own diesel.

"It is hard to get the same run twice in a row," says Dennis Lien. He over-ran on a first flight at a CA contest and under-ran on the second both with a full tank of fuel.

-They smell, although this smell can "be reduced when clean burning camp stove kerosene is used," says Lou Crane.

-The flyer can look oily "like an old railroad mechanic," says Lou Crane.

But these negatives are not enough to crumple the spirits of true diesel enthusiasts such as Lou Crane, Larry Renger, Dennis Lien, Barry Baxter, James Lee who helped put this article together with their vast knowledge of diesel engines. So, when I asked, what does a diesel control-line airplane look like? I found out that Dennis Lien flies OTS with a Sterling Yak-9 and uses a PAW 19TBR that he plans to "rock and roll with" at VSC 2006. He said he has been flying diesels for about fifteen years. He uses diesel in Navy Carrier and in sport flying as well.

Barry Baxter has been flying diesels since 1959. He had a David-Anderson 2.5cc engine that he flew in a Ringmaster Jr. He got over ten minute flights on two ounces of fuel and very much likes "not having to mess with batteries and glow plugs. You can show up at the field with line, fuel and model and fly". Barry says he builds all types of models from scaled down kits of the 1950s, combat models of that era, other old time models and likes to throw in an original design every so often. He is currently working on a Zilch Xpendable that will probably get a Taifun 3.2cc (.21cu.in.) diesel engine installed and will probably use the diesel-powered models he has hanging around his home.

Though James Lee does not consider himself a "diesel" guy, he did use a PAW 2.5

in his Hummingbird the first year he flew at VSC. He says that PAW has worked out much of the needle setting/ compression setting issues with their engines.

Larry Renger is using a PAW 0.55 on his Brodak Baby Clown. It is a .035 cu. In sized engine and swings a 6x3.5 Master Airscrew prop. He says it is wonderful for sport flying and has a lot of success with this combination.

Here is an example of a PAW 0.55



I really think the bottom line for why these guys love to fly diesel is encapsulated by the following statement by Barry Baxter: "The biggest advantage is that they are just more fun. When you show up at a contest with them, you are the automatic underdog, so, if you can do well in a contest with them, it is a real boost and a lot more so than winning with the same thing everyone else is using."

- ALICE COTTON-ROYER, Rules Chairperson

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## Five Inducted to PAMPA Hall of Fame

Oba St. Clair  
Charles Mackey  
Ed Southwick  
Arlie Preszler  
Steve Wooley

The 2006 inductees for the Precision Aerobatics Model Pilots Association Hall of Fame are Oba St. Clair, Charles Mackey, Ed Southwick, Arlie Preszler and Steve Wooley. There were 18 nominees. Voting this year was by the following persons, (1) living Hall of Fame members (21), (2) past presidents of PAMPA (9), (3) Officers of PAMPA (including President, Vice-President, Secretary/Treasurer, Membership Secretary, eleven District Representatives, Newsletter editor (16). In cases of duplicates, a person could cast only one vote. A simple majority of those voting was necessary to be voted into the Hall of Fame. Unfortunately some from each of the three voting bodies did not choose to vote, including some of the recently added Officers of Pampa.

Other nominees were Dennis Adamisin, Henry Bourgeois, William Cummings, Robert Elliott, Don Ferguson, Don Hoag, Hill Hutchins, John Lenderman, John Miske, R. H. Roof, Leon Shulman, the Stanzel brothers and Howard Thombs.

## HISTORIAN



Oba St. Clair

Oba St. Clair is now generally accepted as the first person to fly a powered control line airplane successfully. This event occurred on July 4, 1937 in Yam Hill, Oregon and was documented in the July 15, 1937 issue of The Telephone Register newspaper of nearby McMinnville, Oregon. However, it was not until the 1980's that the modeling world in general was made aware of his accomplishments.

Born in 1912, Oba became interested in aviation, as thousands did, when Charles Lindbergh flew across the Atlantic (1927). His second model plane with wire controls, named "Miss Shirley" for his daughter, incorporated a bellcrank system to operate the elevators. "Miss Shirley" was a high wing cabin type of plane, had a wing span of 8 feet, used a Forster .99 engine, and actually had four lines from the handle to the plane, but only two were needed to operate the elevators. The other two lines operated the ailerons and the throttle control.

In 1955, in the law suit of L. M. Cox against Jim Walker's American Junior Aircraft Company, in which Cox contested the patent of Walker which covered the control line system using a bellcrank, the judge ruled in Cox's favor, citing that Oba St. Clair's documentation, dated prior to the awarding of Walker's patent, nullified the patent.

Oba worked as a watchmaker from 1946 until his retirement in 1976. He was a founder and lifetime member of the Eugene, Oregon Prop Spinners. The 1981 articles by Charles Mackey in Model Builder Magazine helped to educate the

modern model airplane world to the feats of Oba St. Clair. The inspiration for Mackey's research came from another long time modeler, Dale Kirn. Mackey also devotes two chapters on Oba St. Clair in his book Pioneers of Control Line Flying. Oba St. Clair died August 14, 1986. He was inducted into the Model Aviation Hall of Fame in 2001.



Charles Mackey

The most significant contribution of Charles Mackey to the control line precision aerobatics event has been his authorship of the landmark book, Pioneers of Control Line Flying. However, long before the publication of his book Charles was very active in stunt.

As a resident in the Indianapolis, Indiana area in the 1950's, working for Chrysler, Charles designed, built, flew and competed in stunt with the likes of Bob Randall, Charles Lickliter, Don Ogren, Bernie Ash and a kid named Jack Sheeks. Charles' first published airplane was the "Bluebird" (1957), a smallish (42 in. span) standard stunt plane. This was followed by a semi-scale ME-109 (1959).

The notorious "Gobbleswantz" followed (1959) and Bob Randall won Open stunt at the 1958 Nationals with this somewhat unorthodox twin boomer. Charles did qualify for the finals at the 1958 Nats but the records have been lost past the top 5 finishers.

The next plane from Mackey's pen turned out to be one of the classic favorites, the "Lark" (1960). This was followed by several other published planes: Spitfire, Crusader and Carousel (both twin boomers) (Jim



Vornholt used the Carousel to win Junior stunt at the 1960 Nationals), Monster (flying wing), Hummingbird, Red Wing (Delta wing), and the beautiful Starlight (elliptical wing).

He moved to Santa Ana, California in 1965 to work for Cox Manufacturing. He later published a triplane in 1996 and a profile biplane in Stunt News in 1996.

Charles started work on his book in 1981 when Dale Kirn requested that he write an article about Oba St. Clair. After the articles were published in Model Builder Magazine, Charles decided to collect information on other pioneers in control line flying and literally traveled from coast to coast doing research. As you read through the book, the great amount of research can be appreciated in the information on Jim Walker, Oba St. Clair, Roy Mayes, the Stanzel Brothers, Leon Shulman, Francis D. Reynolds, Max Sampson, Davis Slagle and others. Charles unearthed a number of significant facts regarding the early days of control line precision aerobatics which have helped to spotlight the history of the event. The book was published in 1995.

Mackey's "Lark" and the "Crusader" have been kitted by the RSM Distribution. The "Lark" has been a very popular "Classic Stunt Event" plane.

Charles was named as Associate Historian for the AMA. He was instrumental in obtaining the 1998 Pioneers Awards for many deserving modelers. He was selected as an AMA Fellow in 1997.



Arlie Preszler

Having flown in the 1975 and 1976

Nationals, and having been an experienced Contest Director for WAM from the Lodi, California area, Arlie volunteered for the job of Nationals Event Director in 1977 at Riverside, California with the additional burden of overseeing a completely new format for the stunt competition. The terms "organization" and "Arlie" became synonymous at this Nationals.

To start with, Arlie instituted the "Preszler Appearance Points Procedure" in which for the first time all planes were placed on the floor of a large room and then divided into rows according to appearance points. Thus was coined the phrase "a front row stunter". Before 1977 pilots would wait in a long line for up to two hours while each plane was placed on a table to be judged by the officials. Arlie's method got all the pilots together at the same time and thus the infamous "Pilots' Meeting" was able to be conducted immediately after the appearance judging, another plus for organization.

Arlie also had to initiate the procedure for awarding the first "Concours D'Elegance" award as voted upon by the pilots, this was the idea of former PAMPA President Keith Trostle. We might add that Arlie was ably assisted by long time friend Lanny Shorts as his Assistant Director.

Next in line was the seeding of the pilots on four circles and the organization of the new format that had two days of qualifications (Wednesday and Thursday), a Top 20 day (Friday), and the Top Five Finals and Walker Cup finals on Saturday. Arlie put it together like PAMPA had been doing it for years.

Another headache for Nationals Event Directors was determining the flight order after pilots were seeded. This had actually become a topic in Stunt News by some of the radicals. The charismatic Arlie quieted all souls as he produced a bucket of "Ping Pong Balls", each numbered, and the flight order was determined by drawing out a ball.

Also, a group of elders wanted to fly an Old Time Stunt event at the Nats, another new item. Arlie parceled this out and thus another Nationals tradition was born.

The year 1977 was a landmark year

for the conduct of the stunt event at the Nationals and thanks to Arlie and Lanny, the event went off like clockwork.

Arlie was also the Event Director for the 1978 and 1982 Nats.

He served as the second PAMPA President from 1982-1983. This was a difficult time as Arlie had to find a replacement editor for Stunt News as Wynn Paul retired after 10 years. Arlie was able to convince Windy Urtnowski to take over the duties of publishing the Newsletter.

Arlie first started making the Concours D'Elegance award propellers in 1982, and with a few omissions, has continued the tradition over the years.

Arlie's Appearance Judging procedure has become one of the "traditions" of stunt at the Nationals. His leadership at the first of the "New Stunt Nationals" in 1977 was professionalism of the highest degree.



Ed Southwick

Ed was a competitive flyer in the California area in the late 1950's and early 1960's. Ed worked with Dick McCoy in the development of the legendary McCoy Red Head .35 engine. Ed designed the "Lark" stunt plane in the 1955-56 era and it was first flown in 1956. (Not to be confused with the "Lark" of Charles Mackey) Ed



won the Southwest Regionals a total of 8 times; he was the 1963 California State Stunt Champion. He finished 3rd in the 1963 Nats in California. He finished 7th in Texas in 1964 and also had qualified in 1958 and 1959.

Ed Southwick designed the "Skylark" in 1958 and built a number of variations as he searched for better performance. Using a Skylark, he qualified for the 1962 USA World Team and flew in Kiev at the 1962 World Championships finishing in 12th place.

The Skylark was published in Model Airplane News in 1963 and announced as a Sterling kit in the January/February, 1964 American Modeler magazine. Unfortunately, the Skylark plans and kit wood were not to the same specifications as Ed's original plane and performance suffered from kit built planes. However, later plans were published and when built to Ed's "numbers" the plane can be quite competitive in the "Classic Stunt" events.

When Mike Keville initiated the Vintage Stunt Championships in 1989, Ed Southwick began attending and started building and flying again. Tragically, Ed and his wife Helen were both killed instantly in an automobile accident on May 15, 2002 while enroute from Phoenix to their home in Kingman, Arizona.



Steve Wooley

While contemporary stunt flyers will associate the name Steve Wooley with his two landmark airplane designs-the "Argus" and the "Cobra", it was the stunt world in the 1960's that benefited greatly from the charisma and initiative Steve used to promote the precision aerobatics event at a time when there was no PAMPA, media

coverage of stunt was at an all time low, and the event had few, if any, "lobbyists" at A.M.A.

After finishing 2nd in Senior at the 1958 Nationals, Steve made the first U.S.A. World team in 1960. At the age of 22, he finished in a very close 4th place at the World Championships in Hungary in late 1960 and the U.S.A. team of Wooley, Don Still and Bob Palmer won the team championship. At this Championships Steve made a very good impression on members of the international committee for model competition as well as being recognized by the A.M.A. for his good will with the international set.

After Don Jehlik and George Aldrich resigned from the position of leadership with the "International Competition Committee", the youthful Steve Wooley was appointed chairman, shortly after finishing 3rd in Open stunt at the 1962 Nationals. Steve then elected to organize and administer the 1964 FAI team trials for the U.S.A. team. The previous two Team Trials had each been held at three sites to pick one representative from three different parts of the country. Steve championed the idea of one central site to pick the three man team. Steve also organized the Team Trials for speed and team race for the 1964 World Championships.

When the Team Manager could not make the trip, the team members selected to accompany the group to the 1964 World Championships and take care of the many details involved with transporting the team, airplanes and fuel.

After the 1964 World Championships, Steve Wooley championed the idea of holding the Team Trials the year before the World Championships in order to give the team members more time to practice and make travel arrangements.

Wooley then won the 1965 Team Trials, and placed 4th again in the 1966 Championships as the U.S.A. team (along with Lew McFarland and Jim Silhavy) won the overall championship.

Steve again made the U.S.A. team in St. Louis in 1967, finishing 3rd, just beating out long time friend Bill Werwage, and

then went on again to finish 4th at the 1968 World Championships with Bob Gieseke (3rd) and Jim Silhavy (9th) as the team again won the World Championships.

Thus, Steve Wooley was a member of three USA World Championship precision aerobatics teams in the first five cycles of United States participation.

Wooley was chosen by AMA to be the United States representative to the control line subcommittee of the CIAM. He was subsequently chosen to be the United States judge for the 1970 World Championships.

The "Argus" was published in 1961 and the "Cobra" was published in 1971. From his article, "The Cobra is a second generation Detroit type design of the Argus, Ares, Atom class....."

Regarding Steve Wooley, long time FAI competitor, administrator and USA representative to the CIAM, Dr. Laird Jackson wrote this, "Steve was the first AMA person to step up to organizing something for our FAI control line activities and he gave us a valued position in the FAI/CIAM because of his own participation and interest in FAI control line activities, his interest and friendship with European participants and his outgoing and engaging personality."

After 1972 the individual trophy for the precision aerobatics World Championship was renamed "The Wooley Cup" in honor of Steve Wooley. Steve had been a participant in SCCA racing events campaigning a Porsche "bathtub" speedster. In June, 1971 he was asked to drive a Formula V car by a friend. During a race he locked wheels with another car and flipped forward coming down on his head and was killed instantly.

Aside from being a member of three World Championship teams and designing two Classic airplanes, Steve Wooley's contribution to the early FAI and international participation by U.S.A. teams was instrumental in setting high standards for the precision aerobatics teams of the United States.

The Other Nominees

A thumbnail sketch on the other 13

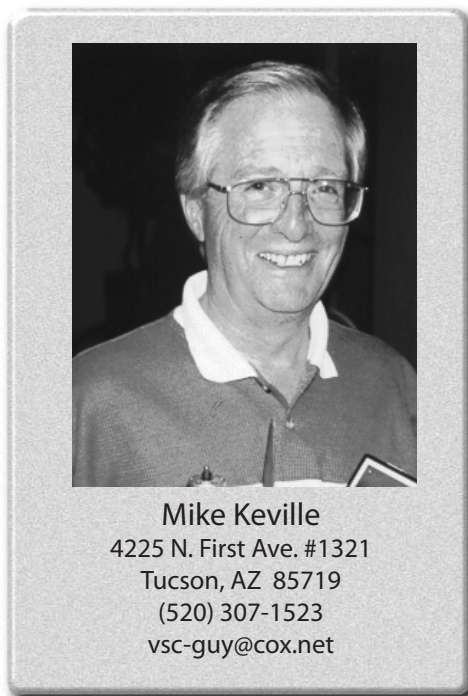




nominees follows: Dennis Adamisin - PAMPA President, Walker Cup winner-1972, Senior Nats winner-1972, Junior winner-1969, published 4 planes; Henry Bourgeois - first to fly twin engine in stunt at the Nats (1949), manufactured kits in California, third in Nats Open-'48/'49; William Cummings - Walker Cup winner 1956, Senior Nats winner-1955 & 1956; Robert Elliott - Walker Cup winner 1953, Open Nats winner-'53; published "Black Tiger" which was kitted by Berkeley; placed in other Nats; Don Ferguson - Walker Cup winner 1951, Senior Nats winner '50, '51, placed high in other Nats; Don Hoag - first to fly true semi-scale jet (Sabre) in Nats (1955), placed 5th, published Wicked Witch (Sabre); Hill Hutchins - Walker Cup winner- 1954, Senior Nats winner-'54; John Lenderman - won Nats Open stunt-1952, placed high other years, high level flyer in California in 1940's and '50's; John Miske - accepted as the "Father of Old Time Stunt", held first Old Time Stunt event in 1970, helped to write the rules for old time stunt; R. H. Roof - won Open stunt at first ever control line Nats-1946; Leon Shulman - organizer and administrator in New Jersey/New York-1940's, designed the "Drone" diesel engine, manufactured engines and kits, placed 4th in Nats (1950), published stunt planes, Event Director for N.Y. Mirror Meet 1946, 1947, still active in model aviation; Stanzel Brothers - produced first control line kit 1939 (before Jim Walker), manufacturers of kits and supplies in Texas for 7 decades, pioneered mono-line; Howard Thombs - Walker Cup winner 1949, placed high in Nats open; kitted his biplane "Di-Doe", won first Testor's Finish Award, won at the Mirror Meet 1949.

The five inductees for 2006 represent a good cross section of contributions to the stunt event in competition, administration, international competition and administration, publication, and aircraft design all on the National or International level.

-Wynn Paul  
PAMPA Historian



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Thanks to all who sent kind words regarding the March-April cover painting. The original 16x20 acrylic-and-ink-on-canvas was presented to Bob Hunt at the VSC banquet. Titled "In The Beginning", it features his electric Genesis Extreme flown to a berth on this year's USA F2B team. I had some help with that one—though from a distance—by someone who encouraged the subject and suggested its title. Trying to capture the bronze trim color was especially challenging. I'm not sure I did, though apparently it was acceptable.

#### Fifty-Nine Years Ago:



Seen at Memorial Hall, Salina, KS, 1947: Back row, L-R: Leon Shelton, Bob Lieker, Dale Kirn, Ned Schofner, Bill Kirn, Ralph Kirn, Fred Soucek. Front row: Bill Boyd, Lew Woolard, Corky St. Clair, Bob Boyd, Dick Inman, Floyd Manion. (Dale Kirn photo)

## THE TRAILING EDGE

Lead photo is from 1947. Look at the second-from-left, front row. Errol Flynn? Nope: Lew 'Silver Foxx' Woolard! A youthful Dale Kirn, back row, third-from-left, sent this one, taken at Memorial Hall, Salina, KS. Others are ID'd in the caption. Six of Dale's historic models are now on display at Salina's Smoky Hill Museum as that city presents a salute to local aviation history. Included are his 40-inch B-26 Marauder, 55-inch B-25H (two-time Nats winner, Sr. CL Scale), B-17 solid, Spook; Torky and the first Monoline Jet speed record holder (154.98) from 1954. Model aviation is a segment of Salina's "Just Plane Fun" exhibit, May 9 through August 6. Dale sent a sizeable collection of photos, some of which will appear in future issues. Meanwhile, here's another view from 1947, sent by Bill Dahlgren:

#### Thirty Years Ago:



From 'Air Trails', Nov. '47, this is former AMA President, Nats CD and long-time Dallas hobby shop owner (until some punk torched it) Johnny Clemens. AT caption read, 'Johnny put on a swell show with his beautiful stunt job.'

Here are two 'recent' photos (by TE standards, anyway) taken in October 1976 at Whittier Narrows, CA before the asphalt circles went in:





John Poynter obviously won or placed that day with this blue model whose name I can't recall. Back then he cut many excellent foam wing cores—maybe still does?



doobie Brother...oh, no, wait. Okay, it's Tom Lay holding his .010-powered micro Ares. Never a dull moment when The Layster is around. (Love the 'fro, Tom.)

In the Jan-Feb issue we presented an article entitled Covering With Japanese Tissue. Reference was made to the exotic and colorful tissue trim schemes seen on California free flights which of course would also look great on OTS designs. We're still hoping to hear from Fast Richard, but thanks to contributions from Bob Beecroft and PAMPA member Walt Prey, we have a follow-up article pending for possibly the next issue, giving some insight into how they create those colorful, eye-catching models without the added weight of color dope. I'd planned to include it here, but got caught-up in the annual riot known as the VSC and just didn't want to rush it.

I'm going to cut this one a bit short in order to allow space for various reports and photos from Tucson, and also to get it to Sparky before he's deluged with other

material. The guys are still in a learning curve. Please be patient; I'm certain you'll be pleased with the results.

#### Short Lines:

Another one bites the dust. In late February we learned that Tony & Addie Naccarato planned to close the world-famous (really!) T&A Hobby Lobby in Burbank, CA. End of an era . . . Need a repro' decal for that old kit design? See Bill Calkins' web site, [www.billsdecals.com](http://www.billsdecals.com) . . . Record entry at Tucson this year. Banquet attendance was 170-plus . . . Much interest generated in Walter Umland's proposed kit of Tom Warden's Trophy Trainer. Design spec's appeared in the Jan-Feb TE . . . Talk about 'eye candy'! If you're ever down around Georgetown TX, be sure to see Bob Lipscomb's stunning Novi III, a truly classic Classic . . . No more 'weather bragging' here. Fifteen hours after the close of festivities, Tucson was hit with freezing rain plus snow in the higher elevations. Shades of VSC-10 when we were totally whacked by El Nino . . . Been searching for years for a 'Powermist' fuel can. So who climbs out of his van after a thousand-mile drive and hands me a full, never-opened quart? You guessed it: De Hill.

Thanks for reading my stuff.  
-Mike Keville



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### All design, all the time

As some of you might have noticed, you got a triple-blast of Design columns last time around. Seems Randy, Tom, Bob, and I got our wires a little crossed so we ended up with Randy's submission, my submission, and

the mostly-unrelated Trim submission all in one big blast. Add to that Ted's excellent VP column on wing design, and no one can complain about lack of technical content!

We'll try to curb our enthusiasm to the extent to get only ONE design column per issue and not cause problems for Tom and Bob, or each other - or anyone else for that matter.

### Stunt Plane design

We've been flying this event for the better part of 60 years, with not a lot of changes. That amount of time allows for a heck of a lot of "cut and try" experimentation. And that's a perfectly valid way to come up with design parameters. A lot of people would claim that we \*should\* be able to start with a clean sheet of paper and design something from basic principles that would be a world-beater and way better than anything else. Those people are (in my opinion) wrong.

The period of wild experimentation in stunt ended in about 1952, with the publication of "Stunting can be smooth" by George Aldrich - which gave us the Nobler. All of the flying wings, half-flapped models, stubby elevator-only planes, flap-only planes (!), articulated-wing planes (!!), etc., that came before it were instantly obsolete, at least in terms of high-end stunt competition. Most of these experiments were useful in the sense that they explored the limits of what you could do - and more usually, what you shouldn't do. So they were worthwhile experiments, even if they didn't lead to winning designs.

Since the Nobler showed up, for all intents and purpose, we have just been fiddling around with the details. Literally 10's of thousand of "original designs" from about 52 on were Noblers with various tweak - up and including almost all of the current popular designs.

I can hear my voice-mail even now - "what do you mean, the Belchfire 768 is a completely new design and it's been winning the Podunk Internats every year since 1968!" Well, I bet it has the following characteristics - it's a monoplane, with coupled flaps and elevators, with a wing loading about 12-15 oz/square foot, a tail moment somewhere between 14" and 18", a symmetrical airfoil with a thickness between 18 and 24% of chord, an aspect ratio of somewhere around 5-5.5:1, and a tail about 18-25% of the wing area. Virtually every plane that has won any significant national contest since the 50's fits those parameters.

This all begs the question of why the Nobler and its derivatives (your airplane, my airplane, almost everybody's airplane) is the right answer to our problem. And why most significant deviations are the wrong answer. This is a complicated (yet, hopefully, interesting) question.

### The "Turn Radius Myth"

One of the most consistent design "factors" leading people to try wild experiments are those innocuous references in the rulebook to "5-ft radius" corners. This is close to the only actual solid, objective performance criterion listed anywhere in the event. As such, it's allure to the would-be model engineers seems to be like the song of the sirens of Greek mythology; a



beautiful and irresistible enticement that leads you astray so you crash your ship on the rocks!

## Early experiments with Turn Radius

Most of the wild experiments from the late 40's and early 50's stemmed from trying to make the airplane "turn quicker", mostly by reducing the length of the airplane and making them very short-coupled. This was all before the appearance of the "5-foot-radius" rule - they just wanted it to turn tighter. If you want it to turn tighter, it might seem obvious that you want to kick the tail around quicker.

The All-American and Ringmaster are two classic examples of this school of thought, and for a while it looked like the event was headed towards flying wings for the same reason.

What didn't get fully explored at the time was the premise that making it "turn quicker" was really the right thing to do. In fact, for many of those models, it *isn't* the limiting factor.

Take the Ringmaster. Typically stubby, and it will indeed "turn quicker". So quickly that it will stall the wing at the drop of a hat. Set up with stock controls, the pitch rate is almost impossible to control enough to keep it from stalling.

The problem is that it will pitch around faster than it will change direction. Pitching only requires applying enough torque to build up the rate. Changing direction requires *sufficient lift*. If you pitch the airplane around faster than it changes direction, it will stall.

The implication is that you will only help the turn by making it pitch around faster up to a point - the point that the pitch rate is not the limiting factor any more. People reached this threshold pretty quickly, but many didn't realize it.

## Lift as a limiting factor on Turn Radius

From a strictly engineering perspective, *\*you can't get a 5 foot radius\**. Period, end of discussion.

Well, not quite the end. It's fairly easy to prove that you can't make it to 5 feet. All we have to do is that the lift equation, and the equation for centripetal force (how much force it takes to make a certain radius, and then put one equal to the other, and solve for whatever parameters we think we want to solve for. So:

$$F_y = \frac{mv^2}{r}$$

$$F_{lift} = \frac{1}{2} C_l A \rho v^2$$

where:

$m$  is the mass of the airplane

$v$  is the velocity (airspeed)

$r$  is the turn radius

$C_l$  is the coefficient of lift

$A$  is the wing area

$\rho$  is the air density

$F_y$  is the force required to turn radius  $r$

$F_{lift}$  is the lift force available

Put them together and you get:

$$\frac{mv^2}{r} = \frac{1}{2} C_l A \rho v^2$$

Note that the velocity cancels out of this equation. Solving to get  $r$ :

$$r = \frac{2m}{C_l A \rho}$$

Note that that  $\frac{m}{A}$  is the mass per

unit wing area, or the wing loading. Right off you can see that the lighter the wing loading the smaller the radius, and the larger the coefficient of lift, the smaller the radius. No surprises there.

But putting in 5 feet and solving for the  $C_l$  or wing loading yields some pretty discouraging numbers. Assume that the best  $C_l$  you might get is 1.5 - which is optimistic even for a fat flapped airfoil. You then need a wing loading of about 4.45 oz./square foot. That means you need to build your Impact (nominal design weight about 64 oz) to *\*22\* oz*. It can't be done. The engine/ pipe/ wheels/ tank weigh about that much, leaving exactly 0 for the structure.

The corresponding load at 80 fps is 54 lbs. So you have to build a zero-weight airframe that can handle a load of 54 lbs. Please let me know how that works out for you!

In short - for reasons of lift alone, a 5-foot radius ***is not going to happen***. Note that this is only one of the limits - but typically, it's one of the most restrictive.

## Real world turn radii

Now, of course, people have been doing this calculation for 50 years. Wild Bill knew all this, and told you about it in the 50's.

Bill and his cohorts actually took upon themselves to calculate realistic values for the turn radius - and to then take in-flight





measurements to verify them. A realistic turn radius assuming a  $C_l$  of 1.5 and a wing loading of 12 oz./square foot gives you about 13.5 foot turn radius. This was pretty close to the actual measurements taken by Wild Bill and cohorts.

There is no design magic that will get around these issues to these issues. You might be able to build it a little lighter, and you might be able to get slightly higher  $C_l$  with some sort of boundary layer control (active suction or other such extremely complex mechanical solution) but in any practical sense the ultimate limit is set by the available lift. These early designs like the Ringmaster can be greatly improved by reducing the control throw rate, and/or the tail moment, until the maximum pitch rate is reduced to the point that the wing doesn't stall.

### Chief to Nobler

George Aldrich made no bones about the fact that the first Nobler started out as a modification to the Chief. He had noticed that sometimes the Chief, in a hard corner, would sometimes violently roll and yaw. The thought process was unclear, but through some means he discovered that if you lengthened the tail moment, it wouldn't do that any more.

When I asked George why he thought this worked, he never really came up with a clear answer. The closest he came (when we discussed on the original, long-gone RC Online C/L forum) was that he thought that the flaps were "blanking out" the tail and causing the airplane to go unstable for a brief second. I thought (and still think) that it's far more likely that the short tail

moment allowed high pitch rates that stalled the wing - just like the earlier "stubby model" syndrome. Lengthening the tail would reduce the maximum pitch rate to something that the wing could handle. Taper the wing, and now, indeed, stunting could be smooth.

Whatever the reason, the Nobler made the scene at just the right time - because another big change was on the way.

### WAM strikes!

The other, necessary, big change that made the Nobler almost necessary was the introduction of the appearance points rule.

Many people were concerned over the increasingly bizarre models used in stunt. WAM addressed this by instituting appearance points - rewarding workmanship and originality, along with an unspoken nod to "realism". The AMA adopted this later and the current event resulted.

This new factor led directly to the success of the Nobler - just go back and read the article. Aldrich clearly understood the need to make the model turn reasonably well *while carrying a decent finish*. With 300-ish points available for flying, and 80 appearance points, you just couldn't afford to compromise on appearance to improve the performance. To carry a lot of paint, have a nice, well-proportioned model, and still maintain performance, you really *need* flaps. This equation is not a lot different even today, so it's no surprise that we are still copying the basic premise.

If anyone hasn't read "Stunting Can Be Smooth", I very highly

recommend that you read it, carefully, and see how well thought out the entire approach was.

### What happened since 1952?

In terms of aerodynamic design, not a lot has happened since the Nobler. If you ignore engine/prop development (which is A HUGE, HUGE factor but) about the only thing that has changed significantly is the development of larger tail volumes - larger tail areas and longer tail moments. Originally, this seems to have been intended to provide more "leverage" so you could run the CG further forward but still have enough torque to force it through the corners. But, more importantly, it allows the CG to be run further *aft* before the model goes unstable - greatly reducing the tendency to "open up" the corners in the wind, and in general allowing more abrupt corner entries and exits. Not tighter- more abrupt.

The airplanes are really not even a lot larger, despite the vast increase in the available engine performance.

That's enough for now. In the next installment, since everyone expects it, I'll try to provide, and show the limitations of, the "stunt numbers".

-Brett Buck and Randy Powell





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## The wave of technology.

After coming back to this hobby I spent some time on the computer researching the web. I had found there were many discussion boards to look at and interact with but many were lacking the thing that was needed most. A way to teach others building skills. The new glues and materials make model building so much faster than in the days of white glue and Ambroid.

I have built many models and posted their construction on the SSWF for all to see. It lacked something that was the control of the presentation, so I decided to start my own forum where I would have control over the presentation. The stunt Hangar was born. At <http://www.stunthangar.com> you will find building tips, engine tips and just a great bunch of guys talking model airplanes. On this forum format you will find different sections with people moderating their respective section. The people who have volunteered are people of their field, for example for engines why not get a engine man Randy Smith. None other than Ted Fancher fields design. These are just a couple of names you will find helping in the day-to-day operations of this site.

So if you're interested in just talking about model airplane or joining my on line building class drop by and say hi. Oh

## BUILDING

by the way I have offered a stunning Stunt Hangar T shirt and along with the shirt you are promoted to Ace to enjoy added benefits of the Hottest Control line Stunt Forum ever offered on the web. I hope to see you there!

Yours in Stunt:  
-Robert Storick

## Building The Trophy Trainer – Part 1 by Tim McTigue

Those who have made a habit of hanging out on one or more of the online message forums related to C/L modeling, such as SSW, or the late, lamented FlightLines Forum, will already know at least a bit about me, but for those who won't recognize me, suffice to say that I've been building and flying C/L planes for about the past 5 years or so, having been introduced to it initially as a young teen, but then falling away from the hobby for most of my adult life. Since 2001, though, I've been enthusiastically pursuing this wonderful hobby, and slowly but steadily making some progress.

In early November, 2005, I was just about in the middle of building a Smoothie from plans. I had most of the components built, and hadn't yet accomplished final assembly or finishing, but I was already thinking ahead to my next project. I was building the Smoothie for two reasons - first, because I had built a Smoothie from the Brodak kit a couple of years earlier, but had crashed that one irreparably while attempting an outside loop, and second, because my father-in-law had really liked that plane, but had not seen it fly. So since I had the plans and instruction book from the kit, I had decided to build a new one. I started it on October 10 (Thanksgiving Day in Canada) and finished it by the end of November.

Anyway, Bob Kruger must have sensed I was thinking of another project, because around November 8 he sent me an email briefly describing a plane called the Trophy Trainer, a Tom Warden design from 1960, and asked if I'd like a copy of the plans. He didn't have to sell it very hard - I'm always interested in trying something new, and the reduced-size jpeg of the



Here is the Smoothie I was building, all ready to fly...

plans he included in his email showed a very cool-looking profile plane, which looked like it'd be a very nice addition to my growing fleet. So obviously I jumped at the chance. Bob mentioned that he had an "ulterior motive", that this was to be one in a series of Classic plans he would be submitting to Stunt News, and said he'd like it if I would build the plane and contribute a write-up for the magazine. I would guess he also had in mind that if I could build it properly, pretty much anyone could, as I am not what could be called an advanced modeler, to say the least. Not that I haven't learned a thing or two in the past few years of pursuing this fine hobby, but unlike many readers of this publication, I haven't spent my whole life learning these skills. As a flier, I am still a rank beginner, able to do inside loops, wingovers, lazy 8's and inverted; but as a builder, I have made some measurable progress. Building the Smoothie showed me that I am, in fact, improving in many aspects of building, so I was happy to take on this challenge. I will include probably way too much detail on my build process here, on the off-chance that some may find it entertaining reading, and others may offer me some better ways of doing things, which will improve my skills still further, so please bear with me! I'll try not to write TOO much...

The plan arrived by mail shortly thereafter, I think it took about a week. As I had perceived, this was a very cool-looking plane! Bob also let me know it was "rumored that the OS46LA-S was the perfect engine for this plane", so I made it a point to ask Santa for one, and he was happy to oblige. I took a week or so to look over the plan, and it seemed very well done, and pretty straightforward. Of





course, several features of this plane are things I'm doing for the first time, so I've been leaning pretty heavily on Bob for advice, and he's been a very good sport at fielding my many questions.

One very nice thing - he sent not one, but TWO copies of the plan. This allowed me to cut one up for templates, and keep another handy for referral. He tells me he does this normally, since printing two copies isn't significantly more expensive than printing one. Thanks, Bob! Much appreciated! The plan is very well drawn, and includes lots of features to assist the builder, such as showing different options for wing tip construction (the original, and suggested update), and all parts and templates are shown on the plan. The plan is full-size, and very easy to read. It does require some interpretation, but someone who has built at least a couple of Brodak kits would be able to build from this plan without much difficulty.

So the first order of business was, of course, to cut one of the plans to pieces for templates. This task actually took a couple of sessions over a couple of days to do this (the better part of a weekend), because I wanted to make sure I didn't make any mistakes with it. As I recall, I began around Dec. 2 or 3. So far, so good.

Next came the Cutting of the Ribs. When I build a plane, this is always the first thing I do. With each plane I build, I'm learning to do a more exacting job of this. I believe this is one of the most important details to get right. The method I have arrived at seems to work pretty well. First, I trace each rib on the balsa sheet, and rough-cut them with an X-Acto knife. Then I cut each rib more exactly along the line, including the spar notches, but even this cut will not give the final shape

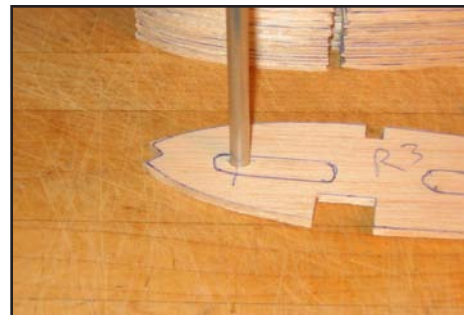
and size. One technique I learned early on was to stack the ribs and sand them to final shape. However, it is important to get them lined up exactly enough so that they will sand together properly. Now I'm sure the following technique is not news to most readers of this publication, but I thought I'd include it in case there are those who could benefit. I know it took me a few years before I realized just how important this is, and just how easy to get it right!



Measuring to put the stacking holes in the right spot...

In stacking the ribs together, I make two holes in each rib (in the spots where the interior cutouts will be made) for the bolts which will hold the stack together. I make these holes using a piece of aluminum tubing with one end sharpened, so it acts as a miniature hole saw. It also helps to use a file to cut at least a few "teeth" in this

end. I then choose a spot near the middle of the rib, and measure a specific distance from this spot to where each of the bolt holes will be. This ensures that the bolt holes will be in the same spot in each rib, relative to the template, so that when the stack is put together, all the ribs will line up properly.



Cutting the stacking holes...

Once the stack is made, it's a simple matter to sand them all to shape. I use a small file or emery board to do final sanding on the individual spar notches, as I'm fitting them to the spar.

Once the ribs are cut and sanded to shape, I can start to build the wing. My technique so far is not very sophisticated, I just pin the bottom spar to the workbench and glue the ribs to it, then glue in the trailing edge, top spar and leading edge. So far I haven't had any problems



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with crooked wings. At some point, I'll probably move to building with a jig, but so far this technique suits my purposes, and is pretty easy to do. The bottom spar on this plane was particularly nice to work with, since it is 3/8"x1/4" instead of the usual 1/4" square. That made it easier to glue the ribs to, and have them all line up. I should mention that I also use the spars as a final check for the size and shape of the notches in the ribs. That is, before gluing the ribs to the bottom spar, I first fit each of them in place, testing for a snug fit, not too tight, not too loose. If the fit is too tight, I sand very carefully with an emery board till it fits properly. When they all fit properly, I glue them in place. Once dry, I glue the other spars in place, and magically a wing appears!



A nice stack of ribs, ready for shaping...

One big difference with this plane from others I've built is that the landing gear are wing-mounted. That meant that the six ribs near the fuselage (3 on either side) had different notches for the gear blocks. This didn't present me with any particular issues, but I did wait until I had the gear blocks available before final shaping and gluing to the main spar. In addition, these center ribs have smaller cutouts so they will better support the stresses, and just to make sure, I gave them "vests" of 1/32" plywood. Probably overkill, but I'm not always able to land nice and smoothly, so I didn't want to have to repair the plane every 10 landings or so.

I'm still at the stage where I learn something new with each and every project. One of the things I'm enjoying most about this project is that it is teaching me several new things. I love learning, especially when I can have fun doing it! Aside from learning about wing-mounted landing gear, this project is also teaching me about how to put together a better control system, and one of the

best decisions I made in approaching this was to purchase a complete system from Tom Morris. Just so you know where I'm coming from on this topic, I'll relate the following story (I'll try to keep it brief). As it happens, one of the flyers in my area is Konstantin Bajaikine, who has represented Canada at the past 2 or 3 World CLPA competitions, as well as at the U.S. NATS (he was in the top 5 in 2004, if memory serves – a Walker Cup contender). One day in, I think, 2002 or so, I was at the field with my first effort, a plans-built Skyray, and he was there. Now, this was a very basic plane, and the control system was nothing more than a piece of 3/32" music wire running from a nylon bellcrank to the elevator horn. I had not taken any special care in creating this system, and didn't know any better at the time. When it came my turn to fly, Konstantin picked up my handle to bring it into the center, while I picked up the plane. As he walked into the circle, I saw him work the handle back and forth a few times, with a frown on his face, and I wondered what the heck he



I just love watching a new wing take shape!

was doing. I had my flight, and we walked my plane over to the pits, with me at the handle, and then I picked up his handle to bring it into the circle. As I did so, he told me to try working it back and forth as if I were flying. Not knowing why, I did so. I immediately knew why he wanted me to do that! WOW!! I could not believe the smoothness - it was as if the bellcrank was on roller bearings or something. No rough feeling at all - just a smooth gliding feeling. I had NO idea how he had done this, but I knew right away that this would be something to experience in flight. I've built several planes since then, but until now I hadn't put a priority on trying to obtain that feeling for myself, mainly because either the components were included with a kit I was building, or the

plane in question didn't seem to lend itself to a really high-zoot control solution, but for this plane I decided to try for the best. It helped, of course, that the plan showed Tom Morris control horns.

So I sent an email to Tom, giving him some initial measurements, and stating that I wanted to order the complete control system. He replied with a few questions to nail down the exact measurements and configuration, and within 2 weeks I had the system in my hands. Now, many of you have no doubt heard about Tom's systems, and a lot of you have personally used them, but for those who haven't, all I can say is, "Try it, you'll LOVE it!" The system, as delivered, was exactly to specs, fully assembled, and expertly packed. I took it out of the box, held it over the plans, and it was a perfect fit. As I said, everything needed is included, even the shrink-wrap for the leadout ends! The bellcrank is made of fine linen phenolic, the leadouts are attached beautifully, and bushed with brass tubing. The control horns are exactly as requested, and the pushrods are a thing of beauty. I sure am glad this is a profile plane, so most of the control system will be visible – it would be a real shame to cover all this up!

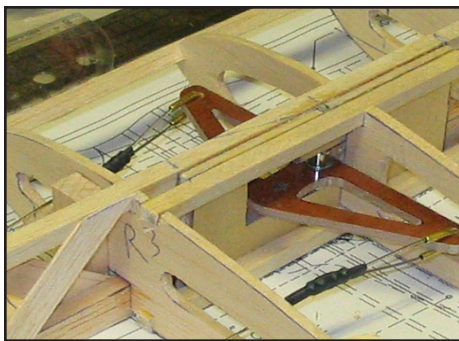
The bellcrank mounting systems specified in the plans is of the type pioneered by Al Rabe (one of his many contributions to the hobby), where the pivot post of 1/8" music wire is mounted within a vertical balsa-and-plywood "sandwich" attached to the spars. This sandwich has a center core of 1/8" balsa (the same width as the music wire post), with the outer sides made of 1/32" plywood. There is a space in the core for the pivot post, and the middle of the "sandwich" is cut out to provide "swing space" for the bellcrank. When it is all glued together (with the bellcrank installed), the assembly is attached to the top and bottom spars of the wing, and further reinforced by an additional 1/4" square short spar just between the center ribs. The effect is that the bellcrank is suspended perfectly within the wing, in exactly the right location, and because of the way it is attached to the spars, there is no chance for it to break – this is a completely bulletproof mounting system.

Completely bullet-proof bellcrank





mount.



One of the most interesting aspects of this project for me is the fact of being a "guinea pig" for a new plan. It became apparent early on that Bob had chosen this guinea pig wisely. Because I'm not an advanced builder, I don't make assumptions, and I ask a LOT of questions. Because of this, Bob made some important updates to the plan, so those who come after will have an easier time. Please note, I am NOT taking credit for anything other than asking a bunch of questions that someone more experienced wouldn't have had to ask. At this point, I have the wing pretty much finished, and a good start on the fuselage, with a lot of shaping and sanding left to do.



Tom Morris control system - A perfect fit!

I had hoped by now to have the project much farther along, but life is what happens when you're making other plans. I have recently begun working on it again, and I hope to be able to finish it in time for at least part of the coming Flying Season. Now that I'm back at it, I can't wait to get it done. I promise to submit a future article showing the remainder of this project. I have high hopes for this plane. From everything I've heard, it's an excellent flier, and together with the OS 46 LA, should make a really reliable setup for me to practice with. Perhaps this will

be the year I'll learn outside loops and gain the ability to fly most of the Pattern! I know I'll have fun trying. Stay tuned!



The wing mostly done, and a good start on the fuselage...

-Tim McTigue

## Clip Bender By Derek Moran

I recognized the need for a clip bending tool about 10 seconds after hooking up my first Ted handle (a hard point handle designed by Ted Fancher, now kitted by Carl Shoup). Anyone who files with a hard point handle understands it is necessary to compensate for unequal line length and adjust neutral with the clips. I wanted something to help do the job properly since I'm not very good at bending spring steel wire "freehand".

Various solutions festered in my mind for a couple years. During that time I often, no, usually flew with less than perfect control adjustment because fitting a new clip was inconvenient. But the name of this game is Precision Aerobatics and it's easy guess which part of my flying suffered.

I discussed my progress with Dan Rutherford at the 2005 Northwest Regionals and he straightened me out on one crucial point: adjustments of less than 1/16 inch are a waste of time. I figured he should know- he has an impressive rack of unused hand-bent line clips in .010-inch length increments.

I devised the solution presented here in October 2005 and posted a photo essay on the Stuka Stuntworks Forum (thank you Leonard).

The heart of the tool is a 3/4-16 hex head nut and bolt. It uses a draw bar to form wire around a fixed pivot on the bolt head and an adjustable pivot on the nut. The length of the clip is set by rotating the nut to the correct center distance, in 1/16-inch increments dictated by the thread pitch.

The tool itself is easy and inexpensive to make and should take no more than one enjoyable evening to complete. There are two critical dimensions noted on the drawing: the pivot pin to draw pin center distance and the pivot pin to clamp screw distance. Careful manual layout will give acceptable results; any error should be on the positive side.

Be careful tapping that 2-56 hole. I recommend clamping the part, pilot drilling and tapping with the same setup. You can even drill the pilot hole slightly oversize (.073 instead of .070). Use cutting oil and plenty of it; back the tap often to clear the chips. One advantage of this design is you get 6 opportunities to tap the hole correctly before you have to scrap the nut.

The process of forming a clip is outlined in the following photographs. Don't expect perfection on your first clip, but with a little practice they'll come out nicely.

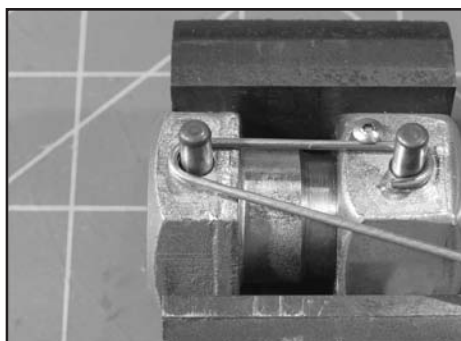
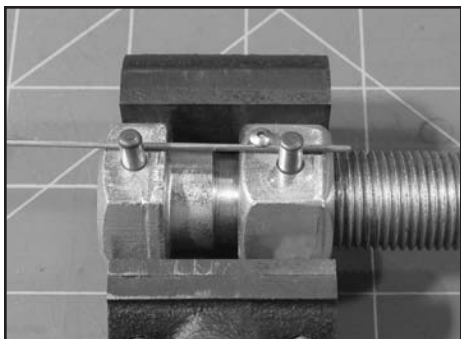


The clip on the left is a stock "Perfect" part; the clip on the right was made with my tool. Above is the wire I use, available from McMaster-Carr. The stock clip uses .0495-diameter wire but I chose .051 just to be safe.

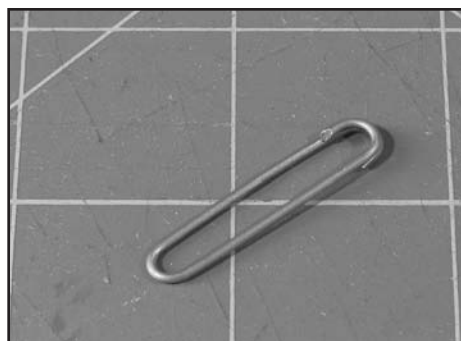
Here we see a piece of wire loaded and clamped in the tool. Rotating the nut sets the center distance of the clip. The tool is then set in a small drill press vise to keep the nut and bolt from rotating. The length of wire overhang is determined by



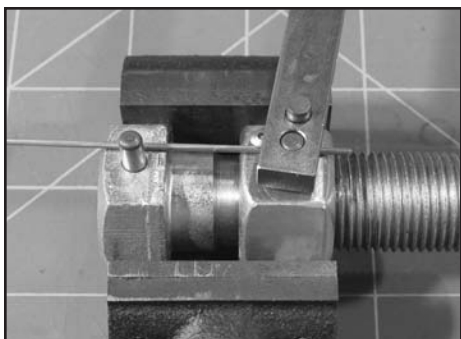
trial and error. I found a distance of .32 inches works well for this particular tool and wire. Yours may be slightly different.



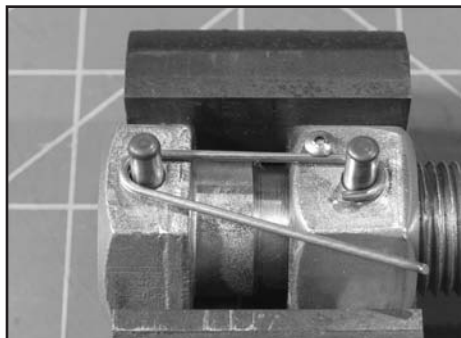
Here is the elbow bend. It does not form to 180°, but we'll fix that later.



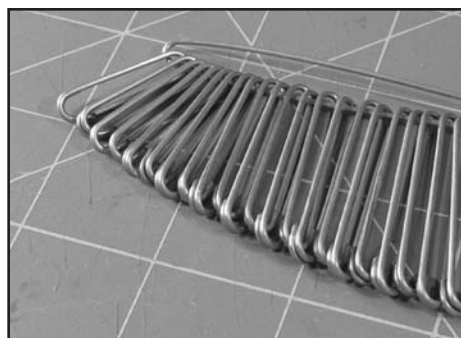
The elbow is squeezed in a vise until the hooks align.



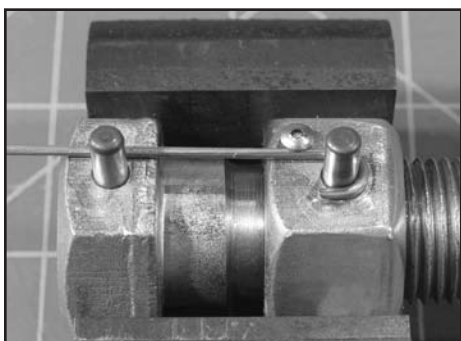
The draw bar is engaged with the wire on the adjustable pivot.



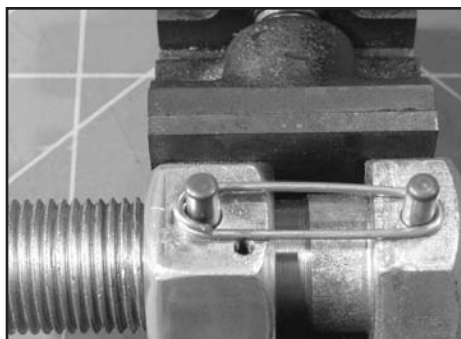
Cut the wire to length, bevel and deburr the end. The bevels help prevent line snags.



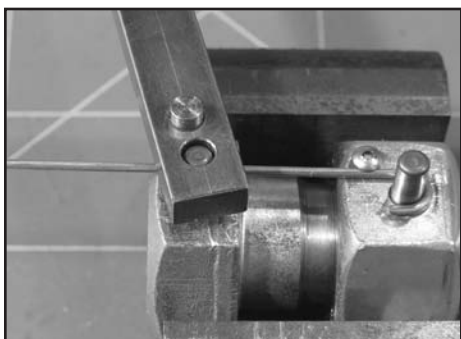
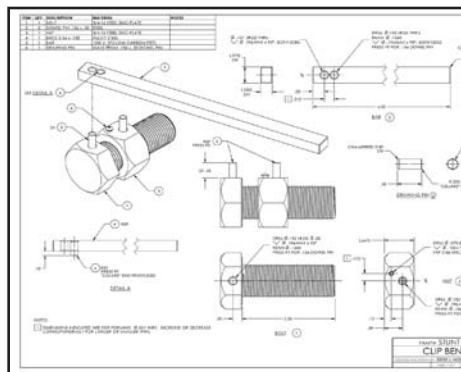
Here's a quiver of clips. 22 pieces; 2 each in lengths from -1/8 to +1/2 in 1/16-inch increments. I made that giant diaper pin on the Clip Bender too.



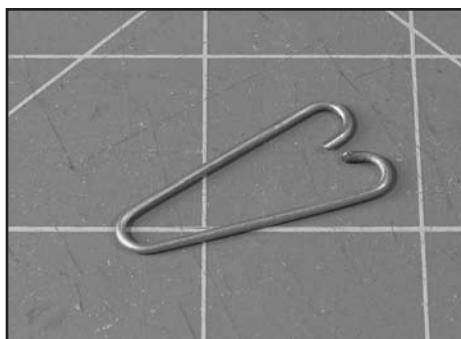
Pull the bar through clockwise to create the first hook.



The last hook has been bent counter clockwise around the adjustable pivot.



The draw bar is now engaged with the wire on the fixed pivot. Pull it through counter clockwise to create the elbow.



Slide the clip off the pivot pins. A little tweak is needed to complete the job.

-Derek Moran





## The Profile Warbirds

By Don Hutchinson

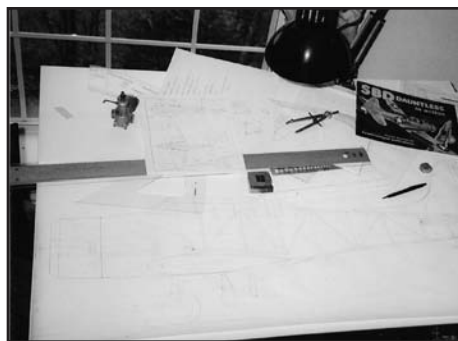
T'was a dark and stormy night and I was looking for a new project. Since I like to tinker, I thought about a "test vehicle" where I could adjust the stab incidence to find out just what it could do. Next step was to come up with an airplane for the test phase. I also like warbirds so why not? Thus was born the first T-6G. This was an easy choice as I had good three view drawings to work from (Squadron/Signal T-6 Texan) and also fond memories of when I was assigned as the crew chief on a factory fresh G back in 1953 when I was with the Minnesota ANG, hence the paint scheme. Actually I think it looks pretty good! The model had a Magnum 36XL up front and flew OK but was heavier than I wanted as I had to put quite a bit of lead in the nose to get a flyable CG. It also seemed to want to hunt in level flight which was kind of discouraging so I gave the model To Joe Gilbert up in Tulsa and told him to have fun with it. In retrospect, it was probably not a good choice for the adjustable stab tests, if I were to do stab testing again I would use a more conventional layout. Meanwhile, several people had asked me if there were drawings. As it turns out, the first set of drawings I do are very basic and on plain white paper, which I pretty well chop up as I build the model so I figured I would do a good set on vellum and incorporate the "lessons learned".



The T-6G in MINN ANG trim.

Meanwhile, in the process of scanning through the book U.S. Navy Bombers of World War II, I kept looking at the Douglas SBD. It has a very pleasant profile and those perforated flaps really would look cool on a stunt ship. To my knowledge, nobody has ever done a model with 114 holes in the flaps before so I hit the drafting table and see what I could come

up with. In reality, it's not much different than the T-6 in layout so I incorporated some of the same thoughts I had decided on for an improved T-6, the main one being to move the wing back from scale about 5/8 of an inch. Once more, these were simple drawings I could build from and the prototype SDB was about to become reality.



It all starts right here.

Some of the ideas I incorporated in these designs are a little different than the typical profile model. First off, I plan for a little over 500 sq. ins. of wing area and around 22% stab/elevator area, good numbers for a 40 ship. I use a sturdy crutch with aluminum pads for the engine to sit on. I also feel that the new engines run so smoothly that I can eliminate the ply doublers and use 1/8 hard balsa. The fuel tank also goes through the fuselage with only about 1/8" adjusting room, which sorta rules out the use of a Fox 35. The aft part of the fuselages are outlined with 1/2 x 1/4 balsa and then skinned with 1/8 sheet, matching up nicely with the doublers. I also like the idea of not having to sand plywood when shaping the nose area so hard balsa it is! The rest of the construction is quite conventional. I do put two 1/8 sq. spars back toward the trailing edge of the wings so if necessary I can tweak any warps out of the wings with diagonal braces. A final touch is to accent the cowl area with an overlay of sheet balsa, which also hides the engine mounting bolts. This is what the SBD looked like before covering and finishing.

As you can see, I use cloth hinges and the flaps look like a Swiss cheese. To stiffen them up, I ran thin CA around the inside of each hole. You can also see a pattern where there would be ribs on the fabric covered surfaces of the real thing. These are just strips of bond paper, stuck



Three quarter front and rear views.



Three quarter front and rear views.

to the pre-doped wood with acetone. After covering it all with silkspan, they look pretty convincing. At this point, it's just a matter of finishing. My choice is Randolph nitrate base and Randolph butyrate color and clear. I used the WWII "tricolor scheme" (incorrectly applied as on many real SBD's. The dark blue was supposed to extend down to the wings from the leading to the trailing edges). I didn't try for a front row finish, I wanted to keep the weight down as much as I could, especially in the tail. The results? One cool looking profile model.

The engine is an OS 40FP which I retimed, fuel tank from K&S tin although a 4" ready made would work, and a Zinger Pro 11-4 prop. With the stock muffler, the CG came out pretty close. I use an aluminum hub for a bit more weight up front. Later, I put on a tongue muffler and filled the backplate of the engine with lead. All up weight came out around 42 oz., which after flying almost feels a bit light. It flew very nicely right from the first test flights and should give a good account of itself in "battle". As for durability of the balsa nose construction, time will tell. The prototype T-6, which Joe Gilbert is flying has a lot of air time and is holding up just fine so I think this concept is going to prove to be OK. I would not hesitate to do it on future





"Slow But Deadly", ready for the stunt wars.



"Slow But Deadly", ready for the stunt wars.

models.

I have since made a good set of vellums for both the T-6G and the SBD so if anyone wants a set of plans for either or both, let me know and I will see that you get them.

-Don Hutchinson

## T-6G/SNJ-7 By Don Hutchinson

The Army Air Force called it the "Texan" as it was manufactured in Dallas as the T-6C and D during WWII. The Navy simply called theirs the SNJ-4 and 5. The title aircraft were not new builds. They were actually a total factory rebuild of the older aircraft beginning in 1949. My interest in the T-6G comes from having been the crew chief on a factory fresh G while in the Minnesota ANG fifty some years ago. Lots of fun running up and taxiing around a 650 hp airplane! These drawing are an update of the Magnum 36 powered model I gave to Joe Gilbert so for flying info, talk to him. Note: for what it's worth, Joe has reflexes like a cat and gives the model high praise!

This is not your typical profile model. It

is quite similar to my SBD, which flies really good. Navy pilots did their carrier quals in the SNJ before going to a Dauntless squadron so if you want the natural progression of things build this one first, then an SBD!

There are a few things different on this model so I will try to explain the rationale for my design and the prints. First off, I am not a draftsman so you may find some errors and oddities in the drawings. As for the model, it is designed for a smooth running OS 40 FP, LA 40 or Magnum 36 XL Since radial engine airplanes have so much area in the nose, I elected to use hard balsa doublers up front. I also fit the tank through the fuselage, which only gives about 1/8" adjustments so don't try to build it like this for a Fox 35. The controls are set up for considerably less flap than elevator travel as the flaps are pretty large. I use 3/32 wire for my landing gear with a fairly short torsion arm so it will be strong enough. The odd shape of the strut will be much easier to bend with 3/32 wire! I used hard balsa case hardened with thin CA to encase the wire in the gear mounts. This makes it easy to sand flush with the wing surface and the 4-40 screws should take up any excess rearward load. My intent in all this is to keep the weight down and not have to slug up the nose with lead.

I will try to give you enough info to keep you out of trouble. Start with the engine crutch and aluminum plates all epoxied together. Sand the Al plates dead flat and drill the holes for the engine bolts and add the "T" nuts. Note: Since the Magnum

36 is 1/16 narrower than the OS, I would epoxy 1/32nd ply to the inside faces of the crutch in the engine compartment thus leaving a bit more room for tank adjustments. Cut the core from 1/2" balsa and insert the crutch. Next, with the aluminum plates hanging off the edge of the board, build the rest of the fuselage inner structure including the pieces for the cockpit. When adding the two pieces that encase the stabilizer, stand a piece of 1/4" balsa upright between them and used a cardboard right triangle to keep them at 90 degrees to the fuselage. Don't forget the tail wheel mount. Next, add the right front doublers fitting around the engine plates with epoxy. Add the rear sides of some primo balsa with glue of choice. Cut the holes for the engine mount, tank and stabilizer, and then do the left side. Only cut the tank and stab holes in this side. On the left doublers, cut holes where the "T" nuts are, as the 1/8 cowl "cheeks" will cover them. I used yellow carpenter's glue thinned a bit for the rear half of this side as I could put it everywhere, then stick the

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side on. Add the cowl cheeks and shape the fuselage half round top and bottom except the area where the rudder will be glued on. Now is a good time to draw a line on the fuselage to align the leading and trailing edges of the wing.

On to the wing. Cut out the ribs and cut the leadout clearance holes. I use sharpened brass tubing for this. Build the center section first letting the #4 ribs hang over the ends 1/16th. Build the gear mounts and the bellcrank mounts. Add the leading edge sheeting on the bottom side, leaving 1/16 inch uncovered at the end ribs for the outer wing sheeting. Also add the trailing edge sheeting. Cut the opening for the main gear mounts and install them, then add the brass tube and gussets to the ribs. Seal all around the gear mounts to keep oil out, then add the top sheeting. For all leading edge sheeting, I soak the wood and pin in place till dry, then unpin to relieve any stress before gluing in place. Add the bellcrank mounts gluing securely to the ribs and spars. We'll install the bellcrank and rear center section sheeting later. Build the outer panels. I tapered the spars, as you don't need all that strength or weight at the tips. The bottom spars are left a little long to allow for the dihedral, cut the LE and TE right on the money. Assemble the outer panels to the center section with the proper dihedral. Use jigs to set it up and trim upper and lower spars till they just meet at the joint. Add the dihedral gussets and the top and bottom leading and trailing edge sheeting. Install the bellcrank with leadouts and pushrod, and then sheet the rear portion of the center section, cutting a hole for the pushrod to move. I use a 4-40 RC rod with a good clevis at the flap horn. Makes adjusting a cinch! The line slider, tips and weight box should be no problem. The flaps are cut from 1/4" sheet. You will note that I have drawn in the ribs of the fabric-covered surfaces on the real thing. I simulate these by cutting pieces of bond paper and sticking it to the predoped wood with acetone. When covered with silkspan, they look great. I also attach the cloth hinges with acetone, and then carefully trim them to length with a new #11 blade. I give the hinge material a very thin coat of dope before cutting the hinges to avoid unraveling. This works well for silk and thin fiberglass too. The "staple" and brass box setup

allows the staple wire to articulate as the flaps move up and down.

My horns are made from 4-40 RC pushrod stock and soft soldered to the square brass tubing to avoid softening of the wire with a brazing torch. The square tubing gives enough solder area to make a strong joint.

I call the two 1/8th square spars "antiwarp" spars. If you find the wing needs a little "adjustment" after you get it installed, by putting in diagonal pieces with the right orientation and pressure, you can set it straight.

I made the fuselage cutout for the wing before adding the tail surfaces. I have provided a template for this.

The tail surfaces are pretty simple, just sheet balsa. After you install the stab/elevator assembly, add the small filler piece between the elevators. For the rear pushrod, I use a length of aluminum tubing with pieces of the RC wire at the front, threaded wire aft and another clevis at the elevators.

For the finish, I use silkspan and dope. I do not put silkspan on the leading edge sheeting; I cover the open bay panels about 3/8ths inch onto the sheeting, and then cover the sheeting with carbon fiber matte. This really helps to avoid the sagging between the ribs when using dope. Cover the rest of the model with silkspan. For fillets, I used Poyfiber's "Superfil". It's the light blue stuff, works easily, sands well and takes dope nicely.

This should help keep you on the right track. I try to do reasonable drawings that people can build from without too much trouble but I am just another model builder, not a pro designer so if you have any questions or comments, let me know.

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P.S. I'm asking \$17.00 rolled and shipped, same as the SBD.

## Miss Redski by Bruce Hoffman

Dear Tom,



Thanks for asking me to write something on my latest F2B model "Miss Redski", I hope that what follows is something along the lines of what you were after..... I have gone into a little 'preliminary' introduction – just to set the scene.

For the last 6 years there have been a handful of modellers based in and around Sydney – Australia – who have been using 'Saito' 4 Stroke engines to power our stunt ships. Those of us that have gone down that track have found a fairly large learning curve in front of us regarding the way the engines and the models can or should be set up to give optimum performance.

Initially we all used the Gilbert Beringer design models; the Caudron, Sukhoi and Gee Bee racer. I personally built 5 'Sukhoi' models – or variants of those that I 'fudged' here and there to give a different cosmetic appearance (FW190, Japanese Zero, Mk VI Tempest) but all the while retaining the same wing sections/areas moments etc. One of my flying pals - Reg Towell did the same thing, ie; Sukhoi into a Razorback Thunderbolt, Radial-cowl Tempest and a Sea Fury. We had quite a deal of success with these models which were designed in some ways quite differently to what could be termed 'conventional' aeroplanes. When learning to fly them competitively we used numerous different propellers, pitches/diameters and weights, this was added to problems we had with fuel feed and finding the 'right' fuel mixture/venturi size for our particular model (we can change the throat sizes in our venturis). After much 'trial and error' we found



things that 'worked' and that could be transferred from model to model.

I found that using the 4 stroke motor enabled me to produce a very reliable 'torquey' power source which, when set up properly, gave a consistent engine run and pulled the model around at a fairly constant speed regardless of the weather.

Reg and I then came upon plans for Paul Walker's P51 Mustang – Miss America. I've now built 3 of these models (Only one survives!) and Reg 2, my last – and still surviving – model (Miss Australia II – painted Yellow, white and Green) is powered by a Saito .72 engine as is Reg's last aeroplane. I really like flying these models, although my current one is a little on the heavy side at 67oz it does perform well in most conditions. The .72 means there is no lack of line tension virtually 'ever', I have a 4 bladed 12 x 6" Bolly prop on it which seems to work very well and which I think helps prevent 'wind-up' in times of windy weather.

While we were flying these '4 Stroke' models a couple of other F2B pilots had come along with one of the 'Yatsenko' brothers models from the Ukraine. These VERY impressively built models seemed to fly beautifully, nice crisp corners and stable. We were told that they didn't lack line tension but nonetheless appeared to fly quite slowly in comparison to most other aeroplanes at our competitions. These aeroplanes retail – by the time they arrive in Australia – at nearly \$3000.00 – that's over \$2000.00 US! There's no way I could afford that kind of money for a model! Reg came across a plan for one of these aeroplanes, (there is a plan on the 'Yatsenko' internet site – someone downloaded this and then enlarged it for us) named the 'Classic 2' and decided that this would be his next aeroplane. His intention is to make it as light as possible (the original Yatsenko models weigh in at about 55oz) but is unsure which engine to power it with.

I started to build my model on the 1st of January this year, named 'Miss Redski' (Communist connotations to the old Ukraine!) based on the Classic 2 however I altered the side profile of the fuselage from the plan to something that I liked.



All other measurements/moments and trust lines on my model are the same as the Classic 2 with the exception of shortening the nose length as mentioned below. Speaking with Reg, we thought that a large cockpit over the C.G. and a fairly narrow rear end of the fuselage



'may' help reduce the 'wind-up' that all models suffer to some degree in windy weather. I elected to go with my tried and tested Saito .56 as its Power plant, but due to the extra 3-4 ounces of weight of the motor compared to a similar size 2 stroke I reduced the nose length by about 1.5" in the hope that this would bring the balance of the model about right. I had hoped that the finish weight of the model all up would be about 56oz. This was not to be – unfortunately it came out right on 60oz. I was a little disappointed in the beginning, I thought I had done everything possible to keep it light but when I considered the extra weight of the 4 stroke I thought it wasn't too bad.

The building of the model was quite easy – in comparison to the P.W. P51 which had 5 joints in the leading edge, a forward raked trailing edge and fuselage with no end of curves and compound shapes! I used 1/16" thick ply to strengthen the front of the model under the 3/32" fuselage sides. The original design had the pushrod exiting from underneath the wing and then going to the flap horn which was also underneath and onto the elevator horn which was on top of the stabilizer. I didn't like that idea and because I had

thinned down the depth of the fuselage. I decided to make it conventional, with the exception of the pushrod exiting under the wing and going straight back to the stabiliser and elevator horn underneath, the flap horn is on top of the wing and the pushrod to this comes off a branch soldered onto the main pushrod from the bell crank – in a 'Y' shape joint. The bellcrank is in the 'reverse' setup - pushrod side facing in-board so that the 'up' line is the forward leadout exiting the wing.



The 'Yatsenko' models are built so that the moving surfaces (Flaps and elevators) 'pivot' rather than 'hinge' - similar to what full size aircraft do. This was a major difference for me when building the model. This meant that the flap and elevator horns had to be mounted about 3/8" or more to the rear of the Trailing edges. To do this I used a 1/8" ply doubler inside the fuselage with a short length of brass tube in it as a 'bush' to accommodate the thickness of the control horn wire. The centre point of the hinges in the flaps and elevators obviously would also need to be inset into those items by the length of the radius of the flap/elevator leading edge. I used thick 'pin' type hinges and 'beefed' up the parts of the flaps/elevators and the T/E of the wing/stabilizer where the 'pin' hinges would be mounted.

I elected to sheet the tailplane in 1/16" sheet as I was not concerned with saving that much weight in the rear of the model, thinking it was going to be nose heavy, it's quite thick in section all the way to the tips (about 1") - I decided not to taper it down as I thought 'the more lift created the better'. The rudder is also very thick (about 1") and has a lifting section facing in-board - flat side on the outboard side - and is slightly offset, all done to aid in line tension. I decided to mount a 'removable' carbon undercarriage in the fuselage, it's attached with 2 x R/C type 3/16" Nylon bolts into a 1/8" plywood platform. I





normally mount the U/C in the wing but I thought this would save weight and also if I had mounted the U/C in the wing I would have had trouble with the lead outs fouling or rubbing on parts of the mount. When building the wing I used the same system as I had become used to when building the 'Walker' Mustangs. The ribs were cut to accommodate a 1/8" balsa spar top and bottom, tapering in depth of 1/2" at the root to 3/8" at the tips. The centre section of the wing is re-inforced top and bottom with an additional 1/4" square spar of pine which goes out to the 4th rib on either side. The L/E was 3/8" x 1" balsa shaped to fit the contours of the ribs, the L/E sheeting was wrapped over this - not butted against it's edge as I had in the past. The trailing edge is 1/4" thick sheeted with 1/16" x 1" balsa as is normal, however at the point where the 'Pin' hinges were to be mounted I also increased the thickness from 1/4" to about 3/4" by gluing another piece of block balsa inside - as mentioned earlier.

I like my wings to have a nice rounded and fairly blunt leading edge, in my experience models with sharper leading edges just don't seem to fly or 'groove' as well. I initially built up and sheeted the flaps with 1/16" balsa - as can be seen in some of the building photos - I wasn't happy with the result of these so built some more that were covered in tissue.

The fuselage was made up with 3/32" sides and a 1/16" ply doubler up to the high point of the wing. I also put 1/8" x 1/4" strips top and bottom to help in making a 'radius' at the corners when the time came for sheeting the top and bottom decks (this is what I normally do). I built it to accommodate a removable tank and a cowl similar to the ones on my 'Walker' Mustangs, the exception here being one large exit pipe from the cowl instead of two, this one hole is aimed slightly 'in-board' - again to aid in line tension and the engine mounted about 2.5 degrees off set for the same reason.

I'll just go off the track here for a moment and speak about the tanks. I use home made 'clunk' type - 'Uniflow' - the one fitted in this model is (I'll use metric measurements here if that's OK!) all 30mm deep, 30mm wide at the front (yes - that's 30mm square!), 92mm long

x 50mm wide at the rear - about 115ml capacity. The same tank was in a Walker Mustang with my Saito .72 and was big enough for that as well - but only just! The tank is mounted as far in-board in the model as possible. None of my recent models with 4 strokes have been run with muffler or other pressure, none of the people I fly with that use 4 strokes use pressure either. The theory with the 'inboard' mounted tank is that when the model 'winds' up in during wind the extra G's created give more fuel pressure to the engine and so tend to make it run 'richer' and slower - I think it works.

Back to the fuselage! Due to the thickness of the wing and the narrow depth of the fuselage I decided to leave the fuselage sides intact (no wing hole cut into it) until I had completed the top deck. I didn't want to cut out the bottom of the fus. either to drop the wing in. That being the case, after the top decking was completed I cut the wing holes, slid the wing in and then connected the push rods, etc. to the bellcrank which was already mounted in the wing. Once in and lined up all was glued in place, then came the bottom sheeting of the fuse. and the mounting of the stabilizer. I borrowed 'Regs' Laser Incidence meter to do this for accuracy. Now for finishing - my least favourite part of building!

I used the 'Z-Poxy' finishing resin to seal the fuselage and tailplane assembly - heated up and wiped over the surface with a rubber spatula, light weight tissue doped onto the wing and 'built' up flaps, a light coat of talc and dope all over - carefully sanded back a little. Another 2 coats of dope onto the wing - carefully sanding between each. I had wanted to put some 'cheek' cowls on the aeroplane - really for no other reason other than cosmetics. I had come across some 'SIG' brand 7.5" canopies that I decided to use for this purpose which were glued to either side of the aeroplane, I think came out pretty well without adding too much weight. Now for the canopy. I mould my own using a vacuum system and had made a 'plug' out of polystyrene foam. This was really easy to work with and sand, I filled the pores with builders 'spack filler', a few coats of dope and talc and then a spray with automotive putty/primer - available at most Auto spare parts

retailers. This sands off really easily leaving a very smooth finish. After mounting the finished canopy on the model I gave it all a spray with the putty/primer, sanding it back with very fine paper to just leave enough behind to fill the grain. - as a side note, I took a 'plaster of paris' mould of one of the SIG canopies used in the 'cheek' cowl to use as a plug for future use!

Then painting. Yuk! I had difficulty coming up with a scheme that was both 'visible' and decent to look at. Because of the name of the model - Miss Redski - I wanted it to be basically red, however from a flyers and judges point of view 'yellow' makes a nice visible colour. After quite a bit of time playing on the 'paint' program in the computer I settled on the colours and scheme that are now the end result. I usually paint my models with 2 part Auto paints, totally fuel proof and they give a good finish. However I'm fairly 'heavy handed' when it comes to painting, Auto paint isn't light and I didn't want to go 'over-board' and put too much weight onto this model. I went to my friendly smash repairer who has mixed colours for me in the past and told him what I wanted - also explaining to him that I wanted the model to be 'light' and that I normally put too much paint on. He offered to paint it for me and guaranteed that he would do it much lighter than I could. I was sceptical at first but he talked me around. He first painted the model with the red I chose from the paint chart using an acrylic type paint that dried in moments but was a dull matt finish. Away I went to mask up the rest of the model, the painter wanted me to mask it up for both the yellow and white colours - the way I did it was so that he could paint the white trim on first, then cover this up and he'd do the yellow. I had my sign writing of 'Miss Redski' and my flying number cut out at a local Signwriters that I've come to know in 'low tack vinyl'. He cut this in the 'negative' so that I could mask it up to take the white paint. Now back to the Smash repairers and the white and yellow colours were put on. About 15 minutes later I took all the masking off (I use a hair dryer to heat the masking tapes etc to soften the glue in case it should pull the base coat of paint off) and then straight away a clear coat of 2 part Auto paint went over the top of everything. The finish is nothing short of magnificent, the best result



I've ever had and only put on about 6oz which for me is damn good. Back home with the aeroplane the next day (I left it at the smash repairers to allow the paint to harden overnight) and glued the flaps and elevators - which had been painted separately- into the model. Attached the carbon undercarriage and home made foam wheels (I'm lucky enough to have a lathe and use it to turn amongst other things - Rubber/Foam wheels. I buy the rubber from 'Clark' rubber and use an aluminium hub also turned up on the lathe. I can make two wheels about 1" thick of 3" dia that weigh just over half an ounce! Now for the installation of the tank and engine and it was ready to go!

The next day I was down at the flying field and had one flight with it. I hadn't wanted to fly it much more as I had a competition coming up in a couple of days time and didn't want to ruin my 'aim' with the Mustang. First flight showed that the model had promise - the motor ran like a good Swiss watch turning one of Brian Eather's 14 x 5" undercambered carbon props at about 8,100 rpm but my handle was way out of neutral. It seemed to sit level quite easily both level and inverted however due to my handle being 'out' it was difficult to say how it turned. The inboard wing was flying 'down' a little level and 'up' inverted but other than that it seemed ok and had plenty of line tension at about 5.2 second lap times on 63ft x .018" lines.

About a week or so later I was back out with it again and since have had quite a few flights. I 'tweaked' the inboard flap down a little which has leveled the wing out at both inverted or level flight. After finding 'neutral' on my handle I was finding that the model appeared not to 'snap' it's corners in it's 'outside' manouvers as well as it's 'insides' I 'tweaked' the elevators down a little to try to overcome this and also put a small amount of 'down' thrust on the motor to see what would happen. The result is that it now turns pretty snappily and evenly both ways. I've reduced the wing tip weight by about 1/4 of an ounce to what it was initially as the model seemed to 'yaw' sometimes in tight turns, I've also moved the lead outs back a little to what they originally were which was nearly on the CG. The model balances a little further back than it shows on the

plans, but it doesn't seem to fly 'taily' at all or lack line tension through manouvers. I will be adding a little nose weight shortly though as the model does seem to 'bump' around a bit in a breeze, I thought a little nose weight could have some benefit to solving part of this problem. I haven't flown the model yet in 'wind' to see how it performs - there is a competition coming up soon so no doubt it will be blowing then!

Well the end result is that I'm quite happy with the model. It does fly quite differently to the 'Walker' Mustangs and the 'Beringer' Sukhoi, it turns quite tightly and sits level easily. The 'tweaking' of the elevators 'down' and putting down thrust in the motor didn't induce 'hunting' or 'porpoising' while flying level so that's something learned as well as I thought it would. I'm very happy with the way the Saito 56 carries the aeroplane, heaps of power and no trouble with line tension. I'm currently using 20% Morgans blue Synthetic Oil, 15% Nitro, 65% methanol and a 0.300" throat venturi. The engine is only using about 80ml of fuel for a 5 min 50 sec flight so is VERY fuel efficient. All in all a good result!

Yours faithfully,

-Bruce Hoffmann



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## CRASH REPAIRS

It was back in 1995, 11 long years ago, that I started developing composite parts for stunters. I had a vision of engineering and developing model parts with longer life and lower weight than their wood counterparts. Looking back now, I realize how challenging it was—there was a lot more to learn than I had originally imagined.

As years went by, another aspect of composites dawned on me: they were repairable! Because they never become oil-soaked they can almost always be cleaned and repaired with secondary bonding epoxy. Unfortunately, over the years I've had to repair many molded cowl, both on my models and those of my friends, such as Rich Giacobone's Stuka. On some repairs, such as for my Spitfire, (re-)assembling the pieces has been the most expedient way to get back in the air. In more extreme cases, such as when my A-26 hit a bird, I just laid up another cowl in the mold—quite a bit easier than carving and hollowing a 6" balsa block, definitely more accurate, and a lot lighter. I have over 100 molds in my collection now, so I can simply mold another shell, cowl, or part like a wheel pant. Either way, using molded composite parts saves time, effort, and even some money.

It was also 1995 when I made my first molded balsa top block. It's always difficult—and becoming almost impossible—to get 48 in. light balsa top blocks. For years Al Rabe used his excellent method of "shells" to create his unique models. I borrowed some of his ideas and have made molds for the top and bottom of every one of my models since 1995. I've made Spitfire, Strega, and Miss Ashley II shells for many modelers—a lot easier than all that carving and hollowing. It's easy to do, inexpensive, and molded balsa parts are much easier to repair than hollowed blocks—because of grain orientation, they tend not to split the way carved blocks do.

I remember another modeler telling me that I'd never replace traditional balsa construction. He was right—I don't want to replace it, I want to complement the methods that have evolved over the years.





In 2005 I hosted world-class modeler Sergey Belko of Ukraine at my home and on a trip to the Brodak Fly-In. He flew my composite wing Miss Ashley II and shared many good modeling tips during his visit. Sergey designs and makes his own motors—quite an accomplishment—and makes “hollow” 3-blade carbon fiber props, spinners, and other parts. It was great to share our experiences in developing motors and props. He even liked my carbon fiber fuel tanks! I’m using the beautiful carbon fiber spinners he sells on my RO-Jett .77-powered Spitfire. Contact Sergey—Sergey Belko, 10 Oliminskogo Str, Apt 12, Kharkiv, 61024, Ukraine; bsv@ic.kharkov.ua; tel. 38 057 700 42 68—if you’d like to know about his handmade motors, mufflers, spinners, props, and other custom made items. All his workmanship is world-class, and he’s become a treasured friend.

As a side note, it’s great to see the composite and part-composite models being imported from Japan and Ukraine. By spring we’ll have three of these in our circle of friends, and as Orestes Hernandez proved, they can be extremely competitive. The composite and molded balsa parts make mass production of these models possible, the engineering is superb, the quality is excellent, and I can’t wait to fly one this next spring.

Jose Modesto, Dave Midgley, Woody Midgley, Elliott Scott, and others all have similar projects under way. Dave has CNC machined aluminum molds for every part of his new ship. I used his molds to make the wing for my new Testarossa. It’s technology that gets better each time we make parts, and it complements traditional balsa construction nicely.

What I’ve found since writing the “Spitfire Cowl” article and making the video is that everyone involved in composite molding seems willing to share what they’ve learned, and so I expect we’ll see even better parts coming out of molds in the future

Making the B-25, A-26, and Tigercat would have been almost impossible without composite parts for fuselages, cowls, tanks, props, and even landing gear details. These twins were difficult to engineer, but looking back, I’d never want

to end my modeling life without having built and flown them. It’s a tremendous feeling to fly a twin, something you never forget. I repaired the A-26, but unfortunately, a year later the repair failed. I got a free year of flying and developing counter-rotating props in return for the repair, though.

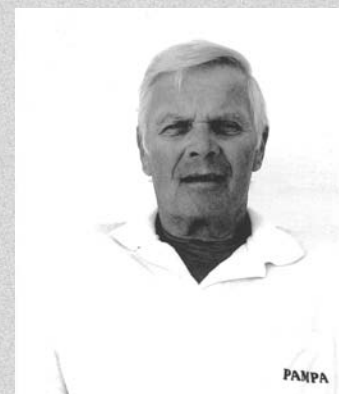
As modeling advances worldwide, I expect to see new innovations in design, construction, and repair...and I hope that in some small way I’ve helped this advancement. Thanks one and all to everyone who’s shared technology and made the sport we all love as much fun as it is elevator travel was increased. Then I remembered the ‘92 Cardinal that I crashed on Top Twenty day at the ‘92 Nats. That repair was significant, and when I flew the ship it was heavier and seemed sluggish. I taped on elevator and flap extensions of 1/8" x 3/8" balsa, in effect making the movable surfaces bigger, and it worked well. So what I did on Miss Ashley II was make elevator extensions of balsa with tape on both sides to make the elevators 3/8" longer and increase the total movable area. That worked like magic!

At the Hampton meet, no fewer than 10 pilots flew Miss Ashley and gave me feedback on how it performed. Then I found out how to make it even better: I took out all the tail weight. Bigger elevators and more forward CG were a nice trim combination. I think more elevator travel worked to a point, but then making the elevators physically bigger worked even better.

I’m going to try this on other ships in the future. Rich Oliver also tried it on his new ship. It’s a very non-permanent experiment you can do without losing your “Square One.” If it’s not helping your setup, use a hair dryer to warm the tape (a John Brodak tip) so it won’t pull up the paint.

- Windy Urtnowski

## FLYING THE MANEUVERS



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A good place to start this time would be this year’s King Orange International Control-Line Stunt Contest (KOI). I went up to Starke, Florida with my flying buddy, Eric Viglione. I live in Ellenton south of St. Petersburg and Eric lives in Clearwater, which is north of St Petersburg. I leave home at 3:00 am, get to Eric’s place, load my stuff into his van and we leave for Starke at 4:00 am. It is a 3 ½ hour drive to Starke. A warning if you go to the KOI. Do not exceed the speed limits in Waldo or Starke. They have zero tolerance for speeders.

We arrived at 7:30 am and promptly found the flying site; it was 34 degrees. Yes, it does get cold in Florida! Eric wanted to get a needle flight in so I helped him set up and get off a flight. I was in no hurry at that time because I still couldn’t feel my fingers, but I hooked up and got into the practice line. Eric was going to fly his Humbug with a ST 56 in competition for the first time. I was going to fly my new Trivial Pursuit with a PA 61 for the first time in competition. I got my needle flight in just before the pilot’s meeting. It had warmed up about 10 degree so it wasn’t quite as bad. We were both satisfied with our settings. We only went up on Sunday for the PAMPA classes. I guess we didn’t miss too much as Saturday had turned out to be quite windy.



We flew in different circles, Eric in Advanced and I fly in Expert. Eric's first flight was decent but you always say you'll do better in the second round. Well, by the time the second round came, it had warmed up quite a bit. He had to fight his second flight the whole way. The engine went rich and didn't have half the power it should have had. (So much for the early morning needle flight.) There must have been a 35 to 40 degree difference in the temperature. I know I started off with a sweatshirt and a coat, and finished without them. My first flight was decent and my second flight was a bit better. I was satisfied; I finished 8th or 9th out of about a dozen flyers. Eric finished 6th out of about 15 flyers in Advanced.

The contest season is coming up real soon, and there are several things a pilot should know and do. If a contest has about 15 contestants in each class, everything has to be like clockwork or you'll be there until six o'clock and the CD will have a big headache and a short temper.

Get to the contest as early as possible. Try to get in at least one flight to loosen up the engine and get a needle setting. A larger contest usually has a sign up sheet. This is so everyone gets a chance for his flight. After the pilots meeting, get the lines on your plane and get pull tested. The next thing is to check the board to see when you are to fly both in the first and second rounds. Also, see who it is that will fly one and two before you. This will give you time to know when you're up. Then go back to your plane and check it over to be sure that everything is as it should be. It's a good time to clean your lines. I use alcohol on a paper towel to clean mine. Some pilots use lacquer thinner and after cleaning, some use RainX. I suppose to make the lines slippery. I use .018 cables from Tom Morris and they are slippery to begin with.

If you have a long wait for your first round flight, it is a good idea to get out your lounge chair and watch the competition fly. You may be able to pick up some pointers. I see what some pilots are doing wrong and make a mental note not to do that. When you see the pilot that is second in front of you, it is time to get busy. Find yourself a pitman and go over with him step by step just what you want

him to do. Fill up your syringe with the proper amount of fuel. I don't like to fuel the tank until just before the flight. When the pilot just before you is into his flight, it is time to move next to the circle. When he is doing vertical eights or the overhead eights, it is time to fill the tank. The pitman should now be at the handle. As the flight before yours engine quits and the landing comes to a stop; it is time to move out on to the circle. I carry my plane and flight-line box to the spot I want to take off from while the pitman carries the handle to the center of the circle. My flight-line box has everything I should need if something goes wrong. While the pitman comes to the plane, I am choking the engine (I like mine nice and juicy). The pitman is now holding the plane and I put on the glo plug igniter. This is the time to wave to the judges that you're ready to go and your time starts at that point. If everything is as it should be, I slap the prop backwards and the engine is running. If it doesn't start, three or four hand flips should start it. If not, then the electric starter is right handy. If it still won't start, you have already burned up too much time. You should take an attempt and go back to the pits to find out what is wrong. Mine usually starts right up. Move the flight-box to the edge of the circle and walk to the handle with confidence. On the way out, make a final adjustment of your hat and sunglasses and you are ready. Pick up the handle, work the controls a couple of times and make a smooth wave for the release of the model and you're off and running.

Hopefully now you didn't forget what and how you were going to do everything; you do have to concentrate and in 6 ½ or 7 minutes it is time to land. When the rollout is complete and the pitman picks up the plane, give a wave and a thank you to the judges and depart the circle like you have done a good job. It should have been the best that you can do. (That's why we did all the practice, isn't it?)

Now clean up the plane a bit and reload your syringe for round two. If all flights go as scheduled, there should be six or seven flights per hour. This would make the CD very happy; especially if it is a large contest. Now sit in your chair and review your flight. Was it as good as you can do? Is there something you did that you can

do better in round two? Make a mental note of it and see if you can improve your second flight. It also helps if your flying buddy watches your flight and can come up with some suggestions.

If you've done your best, then the ride home feels kind of good, I have been asked "Don't you get tired of flying the same pattern time after time?" My answer is no; because I haven't flown a perfect pattern yet. I always tell a beginner, you can learn to fly the pattern in six months (some more and some less) and then you will spend the rest of your life trying to fly the perfect pattern and never quite get there. I've seen several Nationals and one World Championship and never saw a perfect pattern. Some have come very close but still not a perfect one. Ask a Nationals judge or even a top expert pilot and they will most likely say "not yet".

It takes a lot of practice with a good flying plane to get better at this sport and there lies the subject for another discussion. a good flying plane. After a good plane is built and test flown, a process begins that never ends; it is called trimming. The time your plane is finished with trimming is on the day you put it in the trashcan. I flew my Avanti for 300 to 400 flights before I got it to really fly well and the process still goes on. Recently a new engine and a series of different propellers and it continues getting better.

I'm going to scout around and see what I can come up with in the way of trimming the new plane and that will be the subject for next time.

In viewing the many patterns at the King Orange, I still see misshaped vertical eights and hourglass. The overhead eights are still out in front of the pilot (not directly overhead) and were still carving up the four-leaf clover.

So till next time – practice, practice.

-Owen Richards





## EYE SAFETY



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I want to take a few minutes to talk about two very vital parts of your body.

"Eyes so transparent, that through them one sees the soul." – Theophile Gautier

The eyes may be the windows to our soul, but romance aside, they are also your windows to see the outside world. Blindness is one of the most difficult handicaps any person on this earth will face.

What can we do to protect these valuable resources during our modeling? I consider myself to be a very safe modeler

and am very careful when I work in my shop and test run my engines. There has been a lot published about shop safety, so let's look outside this time.

Eye safety can also be very important when you are standing alone in the center of the flying circle. I don't know exactly why this phenomenon occurs, but at my circle "downwind" is always facing the sun and it can be brutal trying to practice during the longer daylight hours in summer. Thus, I normally wear a nice pair of sunglasses while I am flying my models. The brand is not as important as the protection they offer. My sunglasses are made by Oakley and are available in 99 percent of the shopping centers nationwide.

Most sunglasses are coated to protect against ultraviolet rays (invisible light rays emitted by the sun) in the upper UV area called the "A" band. The better sunglasses will protect against the entire range of ultraviolet rays, including UVB and the most dangerous UVC rays. Exposure to ultraviolet rays has been linked to cataracts, macular degeneration, and photokeratitis (sunburn of the cornea).

Aside from the UV protection and the darker shading (which reduces squinting), another nice thing these glasses offer is impact protection. Not against Paul's Impact (I wish!), but against the impact of stones, debris, and flying prop blades. I remember from my years of racing

bicycles how hard a stone can hit your face at speed. That's why these sunglasses became popular in the first place. The coolness factor didn't hurt, either. The better sunglasses will be made from a polycarbonate or plastic material that is shatterproof. This protection makes me feel more comfortable when I'm working around a carbon fiber blade turning in excess of 10,000 RPM.

The down side to this protection is the cost. Good eyewear is not cheap. Expect to pay over \$100.00 for a decent pair of shades. I could ask you "How valuable are your eyes?", but that's cheating. We already know how valuable they are.

The other piece of equipment I use to protect my eyes outdoors is a pair of Desert goggles. The photo shows my desert goggles in the lower left with several pairs of Oakley sunglasses. I don't care what brand you use as long as you make sure they can protect your eyes from all the UV bands.

My desert goggles are regular military issue from Eye Safety Systems, Inc. I learned the hard way that even my cool pair of Oakley wraparound sunglasses could not protect me from the swirling dust and debris while I was mowing the horse pasture that doubles as my flying field. Two trips to the ophthalmologist to get bits of grass plucked from my eye convinced me to forego the coolness factor of Oakleys and dig the serious

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goggles out of my bag. These things are good enough for the sands in Iraq and they do a bang up job of protecting my eyes while I'm riding the lawn tractor.



The bottom line is you must protect your eyes.

-Ron King



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Well here it is May and for many of us the beginning of another flying season. You'll be out there practicing the pattern, trying to get rid of old, bad habits and trying to pick up some new, good ones. But the start of the flying season is also, for most clubs, the start of the active season. Suddenly, all these guys that have been in hibernation all winter will suddenly appear! Whoa! Where did they come from, and where have they been all winter? Building, I hope! "Hey guy - Let's see your new Impact/SV-11/ARF/Super-Whatzit you been working on all winter!" And just like your efforts to get

## CLUBS

reacquainted with round loops and low bottoms and kicking the cobwebs off your pattern, you'll also need to take some effort to help get your club ready for the flying season! "Get my club ready? What's he talking about?"

A bunch of stuff:

Every spring old control line flyers get that urge to pick up the handle, dust off the "beast" and go get dizzy. But for some of them the urge isn't strong and unless they get out early, you may never see them the rest of the year. And we can't let that happen, can we? We know that there is strength in numbers. And we also know that it is no fun flying alone. So, let's get 'em all out! If it looks like one of those fabulous Saturdays or Sundays is coming, pick up the phone and start calling the members. You don't have to do it by yourself, split the membership list with another member and call folks. Sometimes a little encouragement is all it takes!

One thing we have done in the past at NVCL is to conduct our monthly meetings at the flying field. You'll be surprised how quickly you can wrap up old business and sail through new business when everyone is antsy to fly! Also, if your club is like ours, you probably have members that haven't been to the flying field in a long time. Here's an incentive for them to show up!



Little sprouts grow up! And he will always remember the fun he had today!

Oh-oh! I bet there's something you forgot to take with you to the flying field! And you should always take it with you when you go. Guess what it is? Nope, not that. Nope, not that. Hint: it's for when that visitor stops by and you explain

a little about the hobby and then you ask: "would you like to try it?" Yup, it's a trainer! Now please don't tell me you can't do that, because we are talking about something almost indispensable for your club. Why do I say that? It's not because that person is suddenly going to see the light and go into an estrus frenzy over control line. What it is about is being a good ambassador for control line.



Mow we must!!

If your club does the types of outreach that NVCL engages in, you quickly learn two things: 1) most people have never even seen control line before they wander past your field, much less experience it; and 2) most of the people you put up on your trainer, you will never see again. Sorry to hit you with that last one, but it's truth - the percentage of success isn't high. So, why waste your time doing it? Because of 1) - we need to expose more people to control line under the best of conditions so it will be viewed in a good light. Otherwise we lose when it's time to decide who gets to keep the field: the control liners or the soccer club. Think about it!

One last thing: please volunteer to help with the mowing! We all know that Tom likes to mow (just ask David R.) But give the "Tom" of your club a break once in a while. We all need to take our turn! (It just seems to work better that way!)

-Scott Richlen







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Previous column material here has shown Harold Youds' interesting experiences with canards, to wit, his previously existing design called "Peg Leg". Poor "Peg Leg" first compound-fractured its sole leg due to a faulty thrust-line layout, then lost its only dias to stand on, in a manner of speaking, due to a crossed flying line connection by Harold's "helper".

Not one to let the design engine cool, so to speak, and drawing soulful inspiration from Williamson's "Which-a-way", Harold produced what he calls his "Doodlebug". This is a genetically altered canard, you might say. The new aft tail unit here is much closer to the wing's trailing edge, not unlike older combat models. The front tail section is similar to the distance one might expect on a stuntable canard, or a bit more.



Power is the same K&B.35 green head previously used. Unfortunately, Harold

## BEGINNING

says the model came in heavier than expected. Like any model, whatever the layout, lard-laced flying traits are muchly predictable.

One particularly interesting question here is: "With the positioning of the aft tail, is it effectively a "damper" for the front canard, or visa versa?" Being as mathematically ineffective as I am, it's not clear whether a force vector analysis would be of much help or not. My suspicion is that the lack of numbers would prevent any such analysis to begin with. Since the time required to get numbers for an analysis would be longish, the "cut-and-try" method is much faster.

As always, readers comments, analysis and shared experiences are requested. Send either to me or to Harold (see membership list).

## POWERTRAIN



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The Golden Age of Stunt, I've known we are living it; however, while at the VSC 18, this thought was solidified. The Golden Age of Stunt is Today. At no time in history did we have more planes, motors, props and all the stuff we use. It is amazing the amount of choice that is available to every stunt flyer.

From Laser cut Old Time and Classic kits to modern AAC motors to the light, super strong Carbon Fiber items that seem to grow out of the woodwork everyday.

The planes were absolutely stunning and comparing motor runs to 30 years ago, well suffice to say "no comparison".

I have been asked many times lately to explain how to setup an engine for a good "stunt run". All too often I see motors running backwards from the ideal. Four stroking up hill and breaking into a 2 stroke downhill, going blubbery rich on insides, screaming lean on outsides, etc, etc.

I would like to talk about the basics for setting up your engine to get a better machine. Someone once said a good stunt ship is 40% design, 60% motor. The performance of some of the airplanes at VSC proved this is true.



Bill Werwage's ARES in his winning flight"

In a nutshell:

Remember the needle is for setting the fuel mixture, not for setting the plane speed.

The prop pitch is for setting the speed of the airplane.

The prop diameter is for loading the engine properly and getting maximum thrust from the motor.

Nitro is for controlling how much or how little break you have, this is to say how strong the motor will come on in the maneuvers. The other 2 items that work with this are compression and venturie size. This is not all there is to getting perfect engine runs. Many things work in



conjunction with each other to achieving this goal, and most everything I am going to mention affects the others to some degree or another. Please do not think of the following as an oversimplification, it is not. It would take a volume of text to try to explain all the relationships that one item has to another, this is just to try to add a little clarity, and to give you a place to start.

The 8 basics to helping yourself to a better engine setup are:

1. Engine: Pay careful attention to matching the engine to the airframe. Don't overpower or under power your plane. Make sure your power plant is an acceptable weight for the ship it is in and matches well with it

2. Correct Fuel: Fuel is one of the most important things in tuning an engine. You must make sure that you have the correct oil type and percentage for the engine your using. For example Fox 35s, OS 35s, older McCoy's and such need high oil content fuels 24 to 29% are common percentages.

Modern ABC and AAC engines will use much lower oil, 18 to 22 % percentages are the norm here. Nitro percentage is also key to getting the best from your power plant, There are so many ways to run stunt engines it is impossible to print anything but guide lines.

I have written many times about fuel. You can get a copy of my [Care and Feeding of a Stunt Engine](#) from the PAMPA archives

Typical stunt engines will use 5% nitro in cold weather going to 10 or even 15% in hot months. You can get in trouble using, say 15% in January, this setup would need 25% or more to be the equivalent in August. So unless you really have this working it is best to setup your engine for lower nitro in cold months and higher nitro in hot months. This will help keep the run constant thru out the year. Also it will help control power in your motor.

3. Correct Props: Props are also critical for achieving good engine runs; a prop needs to "load" the motor correctly without over or under loading the motor.

It also needs to be the correct size and pitch to pull the airplane. This is an over simplification, but generally the diameter will be what you use to "load" the engine and the pitch will be what you pick to set the plane speed

Some of the things you will run into when over propping an engine are; hard to set the needle on the ground; the engine will unload a lot and go rich in the air; the engine will run hot, or not cycle very rapidly.

When under propping generally you will notice the engine will also not cycle correctly. They at times will just 4 stroke thru everything, sometimes going into a 2 cycle at weird times.

A properly loaded engine will use a prop that if running a 4-2 break, will come onto a 2 stroke a 10 O'clock and back to a 4 at 2 O'clock. There are variations on this; You can have a strong motor just beep 2 stroke at the tops of maneuvers, but you shouldn't have one that 4 strokes uphill and switches to a 2 stroke on the downhill parts of maneuvers.

4. Needle setting: Don't try to use the needle to set the speed of the airplane; the needle is for setting the fuel-air ratio that goes into the engine. Typical settings are so the motor will be in a very fast 4 stroke when in level flight. If you set the needle too rich it will delay the engine switching and make the engine come on late in the maneuvers. If you set it too lean, you can sometimes run the risk of too much 2 stroke and going sagging lean in the tops of maneuvers, killing your drive and over heating the engine. Once you get this set, you will have a little leeway in tweeking the needle in or out for conditions.

5. Airspeed: Most all planes like to fly at the airspeed they work best in, even exact or what is supposed to be the exact same design, will a lot of times want to fly at different lap times. Example: I have flown many SV-11s, at the same weight that fly at different speeds. Try to find the optimum speed for the plane your flying. This will depend a lot on the weight of the plane and also the power of the engines

6. Compression: Setting the correct compression for you motor isn't a simple

thing and will vary with nitro and prop size. Try to set the compression so when your engine hits into a 2 stroke it doesn't come on too hard or too soft. This will work in conjunction with nitro and venturie size. Generally you will use higher compression for low nitro and lower the compression when using higher nitro fuels.

7. Venturi : Venturi size is one of the keys to get a proper switching 4-2, while not coming on too hard or too soft or too late or too early. If you are constantly accelerating too much when your engine cycles you may need to go down on venturi size. If you are not cycling much or have too soft of a break or a late break, you may need to open the venturi up a size or 2. This will work in direct relationship to nitro and compression.

8. Fuel Tanks: A large portion of engine problems I see are really not engine problems. They are fuel delivery problems that many times relate to fuel tanks, Tanks are maybe the most critical component of your power train. Make sure you have a solid mount, and a tank with no leaks or cracks in the tubing, inside or out. When in doubt I suggest trying a new tank, if there is a difference, you may have bad tank. Don't forget to use a good filter and make sure there are no holes in the fuel tubing. It is also advisable to try to keep the tank as close to the engine as possible

These are just basic suggestion to help you tune your engine, and by no means covers it all. There are literally thousands of engine setups that would take volumes to cover.



"Randy Powell's beautiful rear exhaust muffled COBRA"





"Dave Sabon's SHARK 45"



"Masaru Hiki's great flying Geiseke Nobler"



"Dale Gleason's Twin really was a TERROR"

Please send in any questions you have and we will attempt to cover them in future columns.

-Randy Smith



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**W**atts up, everyone!

In this column, I thought I would introduce to you yet another innovative person from the New England Stunt Team – David Chang. He has been flying stunt for some time, all gas – but he wanted a ship to practice with, without problems of noise since he will fly close to residential areas near where he lives, early in the morning. With electric flight, no one will even know he's there, unless they see him.

David got inspired through his employer, Bick Brannen, who is a maker of exquisite professional classical music flutes. They are world renowned. Honing machinist skills, Bick has mastered take-apart techniques, and shared the ideas with David.

So, what David did was, using a Brodak ARF Oriental, he basically rebuilt the whole thing and fitted it up with electric propulsion. The model appears to disassemble like a Walker/Impact would, except David made some innovative alterations to the mechanics. David also changed the wing, making the inboard panel longer – as on the original. He also incorporated built up sheeted flaps and elevator. An adjustable pushrod, slight positive incidence in the stab, and a top fuselage block fabricated out of pink foam.

## ELECTRIC FLIGHT

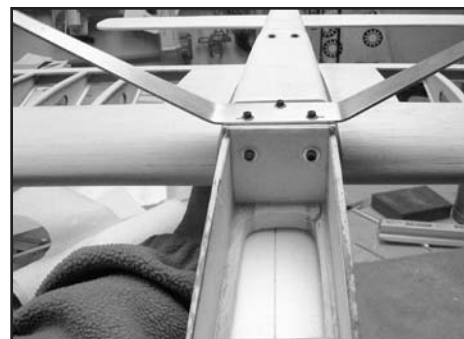


Power for the ship comes from an AXI 2826/10, using a Castle Creation Phoenix 45 ESC, and a Thunder Power 4000 mah, 45 cell battery. David is using a Selman Designs custom 3 speed timer so he can have a slight speed increase for the second half of the pattern, beginning with the square eights. This timer also has an idle speed to conserve energy while you get to your handle.

Dave sent me a little letter with his pictures. Here is what he said:

"This electric all got started back in 2003 when I saw Will Moore fly his Cavalier 650 electric. It was impressive to watch with lots of power to spare, and of course, it was quiet.

I then went home and took my Brodak ARF Oriental, and decided to make it into an electric plane with take apart features. The wing is one piece, with two 4-40 screws from the front of the leading edge and two by the trailing edge.



The horizontal stab is secured by one single 4-40 screw. The underside of the stab features a "key-in" system. This was suggested by my good friend Bick Brannen. It works out better than anything I have tried in the past. The stab is further secured with the rudder that comes from

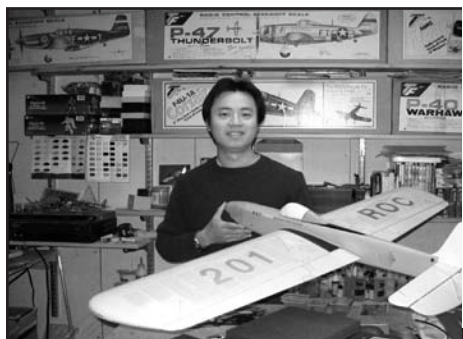


the top of the stab. It is secured by one 4-40 bolt as well.



The bellcrank was replaced with a Sig 3 inch, and boy it took a lot of effort to get the original bellcrank out as the bolt thread was CA'd to the nut.

I then built new wing tips and fabricated new control horns for flaps and elevator. Ball links are used throughout. Real smooth and silky. Ultracote on flying surfaces, and paint on the fuselage finished it off. The final weight is 51 oz – a bit heavy but it will serve its intended purpose.



It has been a fun project and with the help of Will Moore and Bick Brannen, the project got finished quickly. All I need is warm weather to go out there and drain some juice.

David Chang  
DC Stunt Factory

David and I will be tweaking out the electric system in late March – early April. David is the second person to fly electric Stunt in New England, yours truly being the first. I am talking to Bick Brannen about an electric ship. He wants to put something together before the June contest in Wrentham, MA. That will make three of us flying electric this season. That is rather good growth considering this is

the third year for electric.

I keep promising to talk about tools we use in helping us set electric up. But you know what happens, people approach me about their projects and I can't resist sharing them with you. But I will get to the tools. In the meantime, Think Electric, fly safely this season, and enjoy the sport.

- Will Moore.

## SHOCKER - FUN WITH ELECTRICS



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Like many, I was very impressed with the performance and results Bob Hunt achieved at the 2005 F2B Team Trials. I have also followed Mike Palko's efforts over the past couple of years and really wanted to try electric power again someday. With all the problems we have securing and keeping flying fields, a quieter way of propelling our models may be required in the future. Finally, after hearing what Bob, Mike, and Dean Pappas

had to say at the Garden State Circle Burners Electric Clinic last fall, I was galvanized into action; the time had come.

I am not an electric neophyte, but I am also not an electrical engineer. I know enough about electronics to have an Amateur Radio Technician license (with Morse code, too). I built and maintained my own digital RC equipment until the microprocessor versions became commonplace and I designed and built several contest winning RC electric models. There was one notable failure: I tried for a year to electrify a GMP Cricket Helicopter, but the helicopter model was too heavy and the batteries and Electronic Speed Controls (ESC) were too primitive. The ESC stole much of the power to feed itself and left darn little for the motor. That was twenty years ago and technology has changed – for the better.

My first effort for control line stunt was similar to Bob's: I looked around my workshop for an existing model to convert. I figured if I was going to try this, I might as well use a known design. I didn't want to spend months building an electric only to be disappointed. If it failed, I was going to find out fast and move on.

I had a couple of worthy choices hanging on the shop wall and selected my 2004 Oriental as the guinea pig for this experiment. I had retired it in favor of a Nobler and felt there was nothing to lose in the conversion. Out came the Dremel with the Robart grinding bits and off I went.

(Safety Note: This grinding operation took a couple of days. I rested the tool and myself often, but I still urge you to wear hearing protection as well as eye protection if you follow this course of action into electric power.)

Long story short: The conversion worked okay. The Oriental came out heavier than I wanted and the wing loading was high for a small, classic size plane. Because of the weather (it was the dead of winter), I only got a few flights on this model – but those flights were enough to show potential and convinced me to carry on.

After I realized there was merit to





electric power, I moved into what I call Phase Two. The goal of this phase was to build something competitive. The Oriental worked okay, let's see if we can do something better. To do that, I needed something with more wing area. There is no escaping the weight we have to carry with these planes. My total power package (less prop and spinner) is 19.95 ounces. Until technology moves forward some more, there is no way for me to lighten that load. Any weight saving has to come from reengineering the airframe structure and/or using lighter components elsewhere.

Again, I looked around the shop for this second phase. I spotted the ARC Cardinal under a bench and decided to build it for several reasons:

1. It is a profile. Everything is more accessible and easily modified. I am still unsure of my final configuration with this technology, so it helps if everything is out in the open.

2. It is a profile (again). No one cares about the BOM or appearance points with a profile. I would not be tempted to try for that elusive front row finish. Even if this plane is competitive, it's still a test machine. I don't want to use this as an excuse for lousy workmanship. My models still have to be presentable.

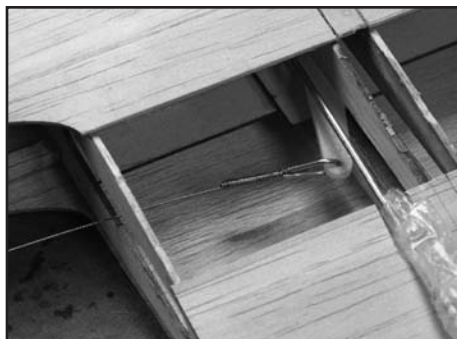
3. It's a Cardinal. Many of us consider this design to be the Gold Standard for profiles. It has a nice wing with more area than the typical profile. I already have one powered with a regular internal combustion engine and know how well it performs. This should provide a worthwhile comparison.

4. It's an ARC. Again I would not have to spend a lot of time building something before I could test it.

5. Finally, the people who constructed this ARC did a good job. The Asian wood is not super light, but the motor mounts are not the rock hard (and heavy) maple we all use here in the states. The wing and fuselage were straight and easily adaptable for my purpose.

The modifications I made to this airframe were relatively simple:

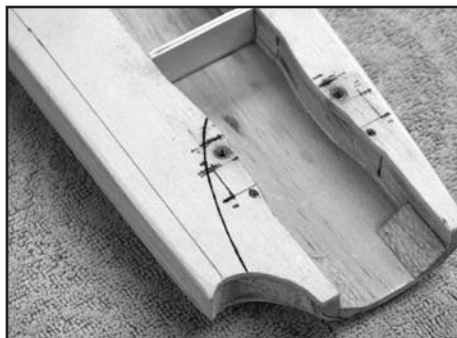
1. I changed the lead outs as shown in the picture. Sorry guys, but I still don't trust the short crimped sleeves that are



provided. I'm anal about this and do not want to worry about them. They are now done in the same style I've been doing more than thirty years.

2. The flaps were nicely formed, but were heavy enough to be weapons. I changed them to super light four pound stock.

3. The front of the fuselage took the most effort. I cut out everything between the motor mounts from the nose back to within 1/2 inch of the wing leading edge. Then I got out the Dremel tool again and started grinding away. I removed as much of the remaining motor mounts as I dared. There is just enough left to put two 4-40 threaded brass inserts to hold down the rear of the aluminum motor mount. Because the AXI motor is an outrunner, I need a little more clearance for the front mounting holes. I use sheet metal screws for those, similar to my RC Pattern engine mounts. This picture shows how it's typically done.



The modified front end creates a pocket for the batteries. This helps with the looks and also provides security for these rather heavy pieces. My battery packs are actually two Lithium Polymer (Li-Po) 14.8 volt 2100 mah packs hooked up in parallel (4S2P). I was a little concerned about the batteries splitting apart, so I created "fences" top and bottom to help hold them in place. These are made from .032 G-10 fiberglass sheet. Again, I was not sure about the stress loads, so I probably

went overboard on the Velcro. One and a half inches may be enough to hold four more battery packs, but it's not too heavy. Think "Test Bed" (better safe than sorry) and you will understand my rationale as well as any mistakes I made.

After the mods were complete, the Cardinal was framed up and finished normally. I went with a bare minimum finish, with medium (GM) silkspan on the open structure and light weight (OO) on the sheeted surfaces. I used nitrate dope until it was time to shrink the covering. Old habits die hard – I had to constantly remind myself not to use epoxy around the motor mounts. No fuel proofing is necessary with electric power – although we still want to seal the structure against moisture. I used butyrate dope for the finish because it can be sprayed light and thin.

Because I was in a major weight-saving mode, I decided to eliminate the wheel pants. This was a tough decision. The wheel pants on the Cardinal are very cool and really add to its looks, but they would have also added 1.5 ounces to the final product. It hurt, but I decided to leave them off. I substituted carbon gear struts from Ultra Hobby Products and used super light DuBro foam wheels.

Aside from the usual meaning in electronics, I decided on the name "Shocker" because I built this model in secret and I figured some guys would be shocked when they saw it. Ralph Geese at RG-Graphix came up with the font (Space Toaster) and created the paint masks for me.



The photo shows how all the electronics fit. The wing leading edge is at the far left. Working forward you can see the individual battery leads connected to the parallel harness. The harness is tucked



under the Velcro strap used to hold the batteries. The ESC (I use a Castle Phoenix 45) is mounted with RC servo tape below the batteries and secured with a small Velcro strap. The Ztron timer is mounted in a small notch on the bottom of the fuselage. My On-Off switch is also installed on a small piece of G-10 and mounts between the batteries and the motor. Finally, the AXI 2826/10 is mounted on a Jim Ehlen aluminum mount.

Side Note: Did you know that everything tends to move forward during a stunt flight? I believe Ted Fancher mentioned this many years ago and the reason is the abrupt deceleration that happens during maneuvers, especially hard corners. If I hadn't been using a locking switch, my timer would have disconnected that first flight. When I landed, the batteries were hard against the switch handle. I added a spacer behind the switch plate to keep the batteries back near the wing where they belong.

Ready to fly, the Shocker weighs 51.75 ounces. Based on the information I had, I knew Bob Hunt was flying his modified Genesis Extreme with a 12.54 ounce wing loading. That was my goal as well because I know that loading works. The Shocker has a smaller wing (579.3 square inches) so my target weight was 50.45 ounces. Oops, I missed slightly and my wing loading is 12.86 ounces. Oh well... that's not too bad, but it gives me something to work on next time.

## Flying

I am drafting this in the middle of March and the weather has been its usual variable (lousy) self. I now have a dozen flights on this model – not many, but enough to know it will work very well someday.

Here are some early observations:

1. Bob Hunt was right: moving the heavy weight back closer to the CG really does help the turn – even if the model is nose heavy (and heavier overall). The electric Shocker turns better than my 46 ounce IC Cardinal.

2. This motor/prop/battery combination is incredibly powerful. I would have to equate it with a good piped 40, but not quite an O.S. VF.

3. The plane is smooth and quiet. This may pose a problem if you constantly talk LOUDLY to yourself while you are flying (like me). The owners of my flying field stopped by to pick up some horses and were amazed to see me flying. They could not hear the plane until they came right up to the fence. This could be the most valuable lesson we learn from this new technology.

4. My first flights with this plane were done before work, wearing a suit and tie. No muss, no fuss – electrics are cleaner and easier to handle.

Those are the positives; now for the only negative:

1. I am not used to the plane. The motor comes on like a Top Fuel dragster and the first few maneuvers in the stunt pattern are flown much faster than I like. I've pretty much abandoned hope for a decent Reverse Wingover. Then the batteries soften up just in time for the inside squares, the plane slows down to a nice pace, and it flies very well. I spent the first ten flights trying different lines and props, but if I slow down the first part of the flight to my comfort speed, the plane lacks the grunt to do the difficult maneuvers later in the flight. More testing is needed – and we will need better technological tools.

## Just Over the Horizon

"We have the technology; we can make him better." – from The Six Million Dollar Man

Bob Hunt and I compared notes a few weeks ago and agreed that we need a more sophisticated motor control. The EMF (electromotive force), or voltage, is driving that early super strong motor run. We need to adjust the motor speed to our needs, rather than simply running wide open and following the battery discharge curve.

To do this, we will have to learn how to adjust the motor control. My goal would be to throttle the motor down slightly at the beginning of the run and increase power to the maximum sometime during the run. The shape of the curve (linear or exponential), the amount and rate of change, and the timing all have to be

worked out, tested, adjusted, etc. I am looking for a consistent lap time and possibly to conserve battery power for the more difficult maneuvers in the CLPA pattern.

To do this, I have created my own programmable timer. My graduate degree is in Computer Science and I still do a lot of work on embedded systems. Solving logic problems like this one is a challenge I enjoy. My controller is still in the prototype stage, but has worked perfectly during the initial test flights. Aside from the throttle curve, this unit gives more precise time control. I still have more testing to do, but am very optimistic about this new unit.

I haven't poured the full six million dollars into this project (yet!), but the possibilities seem endless and exciting.

"This is the worst it will get." – Bob Hunt

If you are interested in flying electrics, Bob Hunt's comment at the GSCB Clinic should seal the deal. Judging by the performance we get today (very good), tomorrow promises to be even better. The future looks bright for electric power. Stay tuned.

-Ron King





## BALL DIAMOND FLYER



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### P-40 WARHAWK BERKELEY KIT

Here is what Tom Dixon says in his plans list. "WARHAWK BY Bob Elliot, later a Berkeley Kit, but originally published as the Black Tiger in Air Trails. 45" span, flaps, for .29 or .35 Won 1953 Nats in Junior (Walt Pyron) and Open (Elliot) 3/53."



I am sure this plane can really fly good so don't take my experience as typical. After I had mastered the loop and inverted flight, I was ready for a real stunter (at least that's my story). This was about 1958. I had already had my fill of the Tomahawk, Yak-9 and Guillows Trainer. I was ready for a full body stunter with spinner and working flaps. Two summers full of repairing profiles and beginner

stuff was enough for me. I drove my 1953 Chevy to the Color Center for something exciting. Roy was flying a Chief, Pat had a Smoothie; I wanted something like that. I was mesmerized by the picture of the Berkeley P-40; it was beautiful, I still think it is. It was not as big as the Chief or Smoothie, so I thought I could build that. It cost about six or seven dollars; I was working at Coca Cola so I could afford that. After work I went to the basement to look over my prize. I would not be happy looking at the contents of that box today. What stuck in my mind the most was the metal cowl and the decals; I thought it was going to be beautiful. It took me about six months to complete. The hardest part was that cowl; I had to give up and make it out of balsa. I know that cowl can be made to work; Mike Mustain used one on a Nobler. Anyway I struggled through it. Really it didn't look too bad. It was black with white and red trim. Let me say that probably a good builder could have made something decent out of this, but my overall impression of the kit was a C-. This in no way reflects on the designer; it was and still is a neat little airplane. I think an LA .25 would be just about perfect for this.

Time to fly. I had a Fox .29 in mine. Believe it or not the Fox .29 was more popular than the .35 here. I don't know what it weighed but it was not too heavy. On a nice Sunday morning my dad and I took to Pleasant School for a test hop. I had run the engine to make sure it would run a full tank. Trouble right from the start, it would take off and quit. Now I know that was a tank problem; but I wanted to fly. Many times Pat and I had dirt in the tank aid kept flying till it cleared itself My dad and I tried this several times; it didn't work. One more time I thought. I fired up the .29 got the needle to almost a peak, and headed for the handle. I gave my dad the sign to launch. He picked it up and threw it like a glider. The P-40 went about ten feet stalled and crashed. I was stunned at what had happened. The sad remains were hauled to the basement. I later used the wing on something else. I could not be mad at my dad; he didn't care for models, he was a sports man. My dad until his death always came out launch my planes when no one else would. However that

was the last hand launch he tried.

I wish this little plane were more popular. I know it can fly. It would be really something different for Classic. I only went to one VSC and I don't remember one there. Somebody please build this. If you have a Warhawk please send a picture.

-Jim Harris



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**F**eaturing: Charles (Charlie) Reeves  
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Aeromodeling, especially C/L, is one of those hobbies that naturally exposes you to others in the sport. Although we can fly and build alone, the sport is best when shared. Contests certainly do much to bring us together for fellowship; however, C/L Fun-Fly events are a no pressure arena where fliers can truly spend time admiring each others' models and stories. It was at a Fun-Fly event two years ago in Millington, TN. that I met Charlie Reeves. Jim Lynch (Charlie's building buddy and good friend) had invited Charlie down for the Fun-Fly and for a building session at his shop. Charlie brought his OTS "Victory" to the Fun-Fly and this was the first chance I had to watch the OTS pattern. Charlie is a master of the OTS pattern and makes it look easy as pie. Upon meeting Charlie I found that I liked him immediately. He has an infectious grin that instantly conveys an attitude of friendship.

## PERSONALITIES

The only thing intimidating about Charlie is his models. They are truly works of a skilled craftsman and they make me want to hide my models in shame when he brings his out. While a great competitor in C/L and R/C flying, Charlie is the only modeler I know that actually enjoys building more than flying. I have sat in on a couple of Jim and Charlie's building sessions and his love for building is evident. Charlie has a wealth of building knowledge and does not believe in secrets. While he does not pontificate, he will share his knowledge when you are curious enough to inquire. And believe me, when you see Charlie's work, you will have many questions. Charlie is a qualified NATS appearance points judge. If you need someone to critique your skills, he is the man.



Yes Charlie, that is a nice P-40 (Fox 35, 1959); however, I am more impressed with the Studebaker in the background.

Charlie is a retired engineer and now builds and flies models full time. He lives in Paducah with his wife Nancy. He has two daughters, Ginger and Charra, and is the proud grandfather of four grandkids. Charra is very interested in flying C/L and has been learning to fly on a Flite Streak ARF with a Fox 25. Charlie tried to get the grandkids interested; however, they ran and hid when they heard the motor running for the first time.

Charlie has been interested in aeromodeling since he was in the fourth grade (1949). He started with Stombecker solid models, Comet stick and tissue models, and Monogram Speedee-Built scale models. Two years later he saw his first gas powered model and was



Charra in training.

instantly motivated to find out where he could get one. Morris (Red) Nelson directed him to the "Sports Center" where modeling supplies were sold and Charlie ordered his first C/L kit and engine, a Jim Walker "Firebaby" and Wasp .049. His first attempts at C/L flight were disastrous, two launches with two figure 9s and two busted props. It was back to the Sports Center to buy more props. This time he was directed to a local C/L flier Phillip Beasley. As luck would have it, he lived only 8 blocks away, just a short bike ride for the then 6th grader. Phillip helped him get started and introduced him to other modelers, Boscoe Rice, Claude Lawson, Bill Grimes, and Vernon Vaughn who all helped Charlie through his young years of learning to build and fly.



Charlie Reeves or one of the original "Little Rascals"? Whoever it is, he is holding a Barnstormer with a Fox 35 2 bolt backplate (circa 1953).

There have been three people in Charlie's life who have inspired his modeling the most. Phillip Beasley upon inspecting and critiquing one of Charlie's models made the comment "You know, most people put a better finish on the inside of their cowls than you do on the outside of your planes". This inspired Charlie to start working on his building skills. Nolan Harton was an inspiration because of



the gorgeous planes that he built. Lew McFarland, whom he met while studying at the University of Kentucky, impressed him with his designs and inspired him to build three "Sharks". Charlie to this day still has a great fondness for "Sharks".



Charlie has a great fondness for "Sharks"!

Charlie enjoys flying C/L Stunt, OTS, and Classic. He also flies C/L scale and Navy carrier. He used to enjoy combat in his younger days but says the attrition and carnage rate was too high to suit him. Now don't cringe, but Charlie also enjoys flying R/C scale and once won the Tennessee Sport Scale Championship with his Art Chester "Jeep".



Art Chester "Jeep" (Fox 78) that won the 1987 and 1988 Volunteer State Sport Scale Champs.

His favorite models include: The Shark, with which he placed 2nd with at the 1966 NATS. The Stuntwagon with which he won the 1998 VSC OTS and 1998 and 2000 NATS. And, the Art Chester 1/3 scale "Jeep". The Fox 59 Long Nose is his favorite power plant. Be on the lookout in Flying Models Magazine for a build article on the "Big Job". It will discuss his innovative vibration dampening system which he uses to tame the long nose Fox.

His most memorable moment is placing

2nd in Stunt at the 1966 NATS held at NAS Willow Grove. He placed behind Bob Gieseke but .83 points ahead of Lew McFarland who placed 3rd.



The "Shark" that won 2nd place at the 1966 NATS. Don't you just love flat tops, white t-shirts, and Bermuda shorts!

His future aeromodeling goals are to continue to fly Stunt, mainly OTS and Classic. He also wants to dabble back into Navy carrier. There are also several Giant Scale R/C planes he wants to build. Another goal is to make the FAI Control Line Scale team. He has the plans and engine ready and waiting.

So, when you see Charlie at a contest or event make sure to say hello. If you get the chance, take a look at his models, you will be impressed. If you are entering an OTS event and Charlie happens to show up with his "Victory" or an old "Stuntwagon", be afraid, be very afraid.



If Charlie shows up with his "Victory", be afraid, be very afraid.

I hope everyone enjoys reading the "Personalities Interviews". I regret that I did not make it out to the VSC this year to meet some of the "Left Coast" guys. I plan on showing up at the NATS, so hopefully I will get a chance to meet some of you there.

Louis Rankin

## SPORT FLYING



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Hey boys and girls, it's hard for me to believe it's time to get back on the computer and entertain you fine folks once again. For better or worse, here we go!

Took a trip to Arkansas with the intent and purpose of getting in some trim and practice flights on the winter projects. Once again Joe Bowman decided he could put up with me for a few days. I had designed and built a plane for P-40 and as the first contest of the year here in District 8 featured P-40, we decided to work on it first. Got out to the field pretty early and had winds in the 10 MPH range so that worked out well. Had to do a little flap horn tweaking, add nose weight and move the lead outs forward about 1/8th inch. After 8-9 flights we were pretty happy with it and so I put in the full pattern. Very pleased with the Que Es Eso. It is everything I'd hoped it would be and now I am going to put in some serious practice.

"Que Es Eso" translates "What is that?" Now when someone asks, "What is that?" I can answer "Yes".

We got in one flight on the Skylark and it proved to have some serious wing warp issues. We decided to take it back to the shop and work on it. Isn't it strange how you can work and work and work to build





it straight and still wind up with a warp in the wing. It is covered with Polyspan so we were able to correct the issue fairly easily but the weather turned cold and windy. With a forecast of rain and wind for the next few days, I decided to head back to Paris and let Joe get back to his rat killing. Haven't had the opportunity to do any flying since then so the Skylark and the Eclectic remain untrimmed as we speak.

Dallas plans a February contest around President's Day that features Pampa Classes for P-40 and Flight Streak Stunt. (Flight Streaks only and no skill classes) This year the weather decided to do a freezing drizzle trick and so no one showed up on the 19th. Dale and Linda Gleason, along with many other members of DMAA, decided to hold the contest the following weekend. Bill Wilson topped all comers in the Flight Streak event. There were no beginners in P-40. Dale McCord won Intermediate, Mike Grebb Advanced and Larry Oakley Expert. Full results should be in the contest section so I won't bore you any more than I usually do. The weather was absolutely perfect. Temps in the mid to upper 60s and light south winds, which meant the sun wasn't a problem. Everyone enjoyed themselves and with only 17 entrants we got to fly in a very relaxed manner. Great way to start the season. Thanks DMAA.

The following five paragraphs are my personal opinion and not the stated position of PAMPA.

Beware, Dear Abby or Soap Box coming up. In February some PAMPA members received a letter with a South Jersey postmark. This piece of trash was apparently an attempt to discredit Bob Hunt. It was a total fabrication and a vicious attack on an individual who has given a lifetime of effort to the stunt community. I

have no idea what prompted this but I do know the individual is a coward (to say the least). There have been other comments and attacks on individuals and it is time for this to stop.

PAMPA has gone through a troubling time. It seems there are a few people in this world who just aren't happy unless they are making trouble for the rest of us. I have no idea what motivates these people. I compare it to the mentality of those very gifted folks who bless us with viruses for computers. It only takes a very small number to cause a lot of frustration and expense for the vast majority of people who use their computers for legitimate purposes. I suppose one could say that is just a "sign of the times" and perhaps it is but we don't have to put up with this in PAMPA.

PAMPA is an organization composed of individuals who share the common interest of control line flying and more specifically, Stunt Flying. If we did not have this love of model airplanes we wouldn't be in PAMPA or associate with modelers. In any group of people you will find a small percentage who, for reasons totally beyond my comprehension, will attempt to disrupt/destroy/subvert the goals/purposes of that organization. The officers of PAMPA cannot control the actions of these few individuals. BUT, we as individuals can do something about it. Peer pressure is a very real force. Use it! If you had a person who constantly started his engine in the pit area, flew out of turn, talked negatively about your other flying buddies, etc., etc., etc. You would take a stand and let them know that was not an acceptable level of behavior. You would probably also tell them that if they had a beef with someone to be man enough to discuss it with that person rather than just bad-mouthing him to the other flyers. If this person didn't listen and change his way of living, he would soon be ostracized from the group and not be welcome at the field. If that means packing up and leaving on a perfect day or staying and putting up with his BS, then take a stand and pack it up.

I remember a saying that has stuck with me for some time. I don't know where this came from or who said it but I will share it with you. "All that is necessary

for evil to triumph is for good men to do nothing."

I have been guilty of unnecessarily fanning the flames myself. The "Competitor/Sport Flyer" contest I announced last month is a good example. Totally stupid on my part because this is just not an issue. All of us share traits from both ends of the spectrum. Even if we never enter a contest, we compete with ourselves (and maybe our flying partner) to build a better plane, fly a better pattern. So we are all competitors. Conversely, I've seen some top competitors fly non serious planes just for the fun of it, spend several hours helping a not so talented pilot trim a plane or set up an engine. Competition flyers love the sport and enjoy doing it or they wouldn't be among our numbers. So I have come to the conclusion that the only difference is one of degrees of intensity and desire. Ergo: non-issue, or should be. The definitions contest is hereby canceled and I hope to not make that sort of mistake again. I apologize to one and all.

As I write this (10 March), the troops are gathering for the VSC. Tom delayed the deadline for this issue in order to include photos and reports from Tucson. I won't make it this year but urge you to put it on your "To Do" list in the future. Everyone should go to the VSC at least once, even if you don't enter, you will enjoy and remember the experience for a lifetime.

Later,  
-John Ashford







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**C**arbon-Fiber Prop Safety – This time I’m going to address the real safety issue in our hobby, carbon-fiber props. I wrote about this topic about six years ago – I think that its time to talk about it again. Props are getting thinner, engines are getting bigger, the danger is increased, and more people have been injured. I have a list of people who have been injured by carbon-fiber props – it’s about twenty names. My list is probably not complete (I’m sure there are incidents I don’t know about), but it’s grown since I last wrote on this topic. I’m not going to list the names -- you probably know most of them anyway. What I notice is that most of the victims are highly accomplished flyers who well knew the hazards of using carbon-fiber props. There are National Champions and even a World Champion on the list. The lesson is that if it happened to them it could happen to you or me.

I am struck by the fact that while we make a show of concern for safety in our hobby, we seldom address the safety issue that overshadows all others. I get contest flyers with prominent warnings that say “Safety thongs mandatory” and “Pull test required”. This year at the Nats we’re going to measure the diameter of everyone’s control lines. These are good safety precautions, but in truth stunt flyers seldom lose their grip on the handle and planes rarely fail pull tests. While we

## WE HAVE THE TECHNOLOGY

make a show of these precautions, there is a real safety hazard that has seriously injured a number of stunt flyers in recent years – carbon-fiber props.

Why isn’t this issue discussed more often? Maybe we’re afraid that carbon-fiber props will be banned from our hobby. Perhaps we ignore its existence so we can pretend that the danger isn’t there. I don’t know why the issue isn’t often discussed, but I am going to talk about it here. I won’t pretend that my safety practices are better than yours are -- I’m sure we all have room for improvement. What I am going to do is suggest some ways to avoid being a carbon-fiber prop victim. You can pick and choose and decide what safety precautions you want to employ, but I do hope that you will give the issue some serious thought.

Of course, one way to avoid injury is to abstain from using carbon-fiber props. However, I know better than to suggest that we quit using carbon-fiber props. The flyers who use them have already decided that the benefits are worth the risk, and they’re not about to change back to wood or plastic. So, with the assumption that stunt flyers are going to use carbon-fiber props, here are some ideas on how to use them with more safety.

Ways to avoid being a carbon-fiber prop victim:

1) Cultivate an attitude of healthy fear. If you’re not afraid of your carbon fiber prop, you’re ready to be the next victim. Props have always been dangerous, but going from wood to plastic raised the ante and going from plastic to carbon fiber raised it again. We got comfortable adjusting the needle on a Fox 35 with a 10-6 Top Flite, and we tend to have the same degree of comfort taching our high revving engines with their carbon fiber props. It’s not the same thing. Carbon-fiber props are an order of magnitude more dangerous. We need to realize that and be more afraid. Think of your carbon-fiber prop as a spinning straight razor and act accordingly.

2) Use a chicken stick. I’m always amazed that there are people who will

flip a carbon-fiber prop with their bare finger or with a piece of rubber tubing on their finger. Either way you have your finger in the arc of the prop and you’ve taken a big step towards getting sliced up. (Be sure that your chicken stick has a soft end so the prop won’t shatter if it backfires against it).

3) Use an electric starter. Although electric starters are allowed in stunt competition, they are seldom used. We tend look down on flyers using electric starters as klutzes who aren’t proficient enough to flip-start their engine. However, if you think about it, electric starters offer a safety advantage -- the engine gets started without putting anything in the arc of the prop. (People who are proficient enough to start their engine by back-flipping the spinner have the same advantage).

4) Wear gloves. Cut-resistant gloves are available in a variety of materials and combinations of materials -- Kevlar, Vectran, Spectra, Certranx, steel core, and steel mesh for a few. In addition to cut-resistance, many gloves are offered with special coatings to enhance the grip. I suggest wearing gloves that give the maximum protection consistent with the dexterity required by your starting procedures. The best gloves are expensive, but if they save a finger, they’re worth the money.

5) Paint your prop tips for visibility. Carbon-fiber props are skinnier than wood props and they are also a dull color. Because of this, carbon-fiber props are hard to see when they’re spinning, and it’s easy to forget where the tips are. Since carbon-fiber props are routinely heated to adjust pitch, you’ll need to use paint that has a degree of heat resistance (perhaps epoxy).

6) Don’t implicitly trust your holder. The surge of a big engine could catch him by surprise and pull the spinning prop (aka spinning straight razor) toward you. Back him up by holding the nose or wing with one hand while you start the engine. Also, communicate effectively with your holder. Make sure that he knows when you are going to start the engine and is



ready to go. Before starting the engine, I say 'Ok, here we go. Are you ready?'

7) Don't reach around a spinning prop to adjust the needle. Position yourself behind the prop before making adjustments. Will Hinton wrote a piece on this subject for the Jul/Aug 97 issue of Stunt News. He did a good job of illustrating how to position your body most safely to adjust the needle.

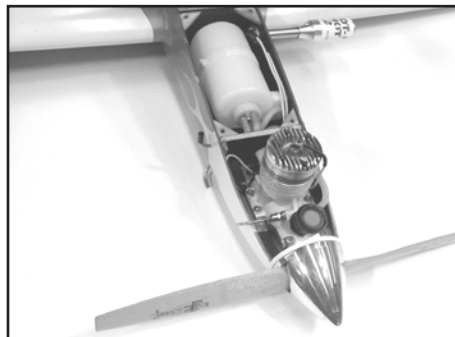
8) Use a remote needle valve. The idea here is to increase the distance between your fingers and the spinning prop (aka spinning straight razor). Remote needle valves haven't been used much in stunt, but they're becoming common in other branches of the hobby. Almost the entire line of O.S. Engines is now supplied with remote needle valves, so hardware is available. There is a question about what effect a remote needle valve might have on a stunt engine run. The line losses in our fuel tubing are very low. I don't think that a remote needle valve would have a noticeable effect on the engine run, but it might save a finger.

9) Don't adjust the needle valve while the engine is running. I don't believe that it's necessary to adjust the needle valve before every flight. If it's the same plane, engine, prop, fuel, fuel temperature, and ambient temperature, the needle setting should also be the same. I check my lap time and observe the engine run every flight. I adjust the needle after my flight (with the engine stopped) only when the engine run isn't right. I rarely ever adjust more than one click at a time. Using this method, I go for extended periods without adjusting the needle on a running

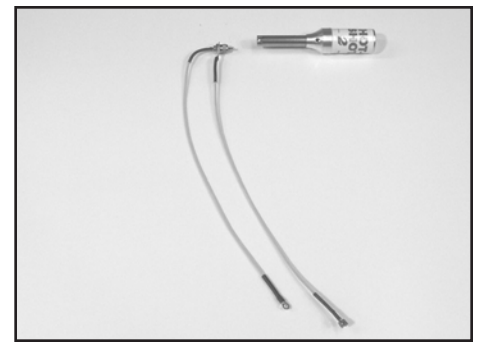
engine.

10) Use a remote glow driver. Almost all of us put our glow driver directly on the glow plug. After starting the engine, it's not possible to remove the glow driver without getting your hand and arm close to the spinning prop (aka spinning straight razor). Using a remote glow driver makes it possible to remove the glow driver safely without getting your arm close to the prop.

I've been using a remote glow driver for several years now. My glow driver connection is on the outboard side of the fuse, just forward of the wing and about ten inches from the prop. The entire setup (glow driver connection with mount, wires, and lugs) weighs less than 0.5 ounces. It's been reliable and trouble-free in operation.



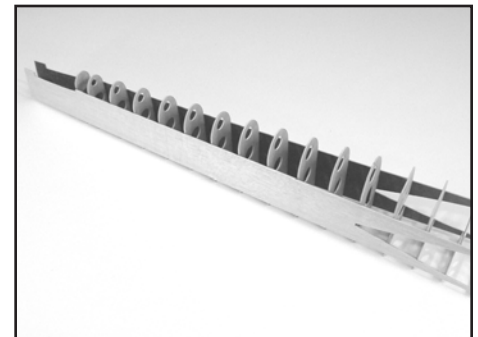
Here's my Super Kestrel with the cowl and tank floor removed. A glow driver is hooked up to the remote glow driver connection. There are two wires coming from the connection. One goes to the glow plug. The other connects to a mounting lug.



Here's a photo of my remote glow driver rig by itself. The connector with two wires and two terminal lugs weighs less than 0.5 ounces.

Remote glow driver hardware is available from O.S. Engines, McDaniel, Hobby Lobby, and Model Products Corporation. Here's where a few dollars and a little work can make your flying sessions safer.

I hope that you will consider the safety precautions that I've discussed here. You probably already use some of them. I hope that you will add some to your starting routine. If you use other precautions that I haven't discussed, please share them with the stunt community. There should be an ongoing discussion of this topic. People are still getting hurt.



This picture isn't related to the rest of the column. I just wanted to show the rear fuse for my new plane. Everything is of 1/16-inch balsa with 0.2-ounce carbon-fiber mat laminated to one side. The molded top and bottom shells (not shown) are also of 1/16-inch balsa with 0.2-ounce carbon-fiber mat laminated to one side. Weighs 0.75 ounces as shown.

Good luck with your next plane.

-Noel Drindak

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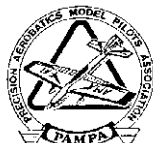
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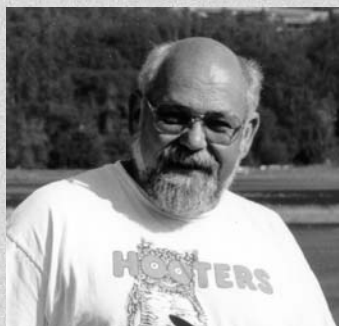
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**H**as it really been 17 years?

As Mack Henry was boarding a plane to come back from Ukraine and a CL World Champs, to a group of modelers from what was then Leningrad he said something to the effect of "Y'all ought to come to our U.S. Nationals next year!"

It was a friendly but casual comment; he had no idea they took it seriously.

Soon enough Vince Mankowski, then Executive Director of the AMA, got a letter asking for an official invitation. Vince mostly thought it merely unusual, had little idea it was a serious request. Or the power of such an official piece of paper in the Soviet Union.

Still, an invitation was written, mailed and promptly forgotten. Until the summer of 1989 when getting a call from a group I would soon be calling The Commies. "Thanks for the invite! We're down at the airport!"

They needed transport. To the AMA Nationals. In Washington. The state, that is.

They had gone to the wrong Washington. Three time zones removed from the action, although this may not have been viewed as a big deal, having come from a country 11 time zones wide.

Vince had a problem. A big problem, as with the invitation having been issued, nine citizens of the Soviet Union now on U.S. soil, the AMA had certain obligations. And our "Who are you? You're where? You need what?" guests--using their background as a frame of reference--just assumed the AMA is a state-operated organization.

"It will only take a phone call or two for your comrades to arrange a flight on the state-operated airline, da?"

### Shock Number One.

In a mild panic, Vince called Howard Rush. I have always regarded myself as having been blessed that Howard took the call. I could well have been next, it not being much of a stretch to go from "Rush" to "Rutherford" on an alphabetized list.

Arrangements were made for a flight to Sea-Tac. Howard and Marilou were tasked with housing for a night or two, this responsibility shared with Jim and Carol Green, and then getting them across the state to what are called the Tri-Cities--Kennewick, Pasco and Richland--the Nats taking place in the latter city.

Spencer Sheldrew was my CL Combat partner at the time. He wasn't so sure this particular adventure was a good idea, but we took my van to the airport and packed a few of them in the back.

The very first place we took them was a Super Safeway. Hey! It was a cultural exchange, correct? How better to demonstrate the superiority of the capitalist system to socialism?

"Oh, yeah, we be bad. We'll show you a good time; but do be very sure to tell all your friends what you see on this trip."

Imagine having lived all your life in a city of 6 million people with less neon lighting than the average American home, all of a sudden being plopped into the middle of Disney Land, big wads of "E" tickets at your disposal.

### Shock Number Two.

We let them roam around at will. Guess where we found the group, looks of incredulity on their faces? The produce section. Bananas! Oranges! Grapes! Sweet cherries! Blue berries! Strawberries! Not a rotting piece of fruit to be seen. You wanna talk about cultural exchange, a cultural awakening...?!?

Next stop, McDonald's. The drive-through, of course; we never got out of the van. Let alone dealing with what I was later taught to call "Soviet service" (said with a sneer): Interminable waiting in three lines: Selection; payment; pick-up. Mixed reactions and a fair bit of confusion, especially over why there might be ice floating in the soft drinks; where one could possibly find potatoes large enough to make fries; the smooth, cold texture of milk shakes.

Howard's shop at the time was voluminous. It still is, but can't some of the stuff accumulated over 30 years or more hit the bottom of a dumpster? It was in the very early days of our friendship that Starduster 900--nasty K&B 40 for power, even nastier fuel fed to it--bit the dust right at the explosive finish to a monstrous, high-speed outside loop...

While such is not the case today, in '89 there was not only plenty of room for the pleasurable art of cat-swinging, there was enough room for general fooling around by more than a dozen people. Most of which involved watching Alexander (Sasha) Gievsky build engines from parts. They had come halfway around the world with unassembled, untested F2D engines.

We thought this to be funny. Okay, call us naïve. But can you imagine trekking to a contest any distance at all from home, bags of factory-fresh Fox 36 Mk VI parts in your luggage, expecting to assemble the engines on-site and getting maximum performance, let alone 100% reliability?

Gievsky spent mere moments fitting bearings to a case, installing the crank and spinning it up. Hmmm, not quite right. Looked pretty good to me. The



rear bearing came out, some minor fiddling with the seat, the bearing went back in. Then the crank, which he spun casually, announcing it as acceptable. This assembly was passed around.

At the time I didn't know such a free-running lower end was possible in anything approaching series-built engines, even though Henry has shown us otherwise. In Gievsky we were clearly in the presence of a master engine builder.

The message was clear: Safeway? McDonald's? A huge van? A beautiful house? "Da, da, da! But can you do this with engines of your own design and production?"

At some point they needed to make a head shim. Knowing "This can't work," Howard took Vladimir to a drill press whereupon he simply fitted the proper drill, held thin shim stock in his fingers and popped a hole the size of a 2.5cc piston. Try it when you get a chance; Howard is impressed to this day.

Calling on friends, Howard began arranging rides to the Nationals site. And came up short.

Aha! Valentine (pronounced "Vuhlen-shin") had an international driver's license. While I have always suspected an employee came to work the next day only to find his company car having gone missing, Bob Carver had a new Lincoln Continental just sitting around at the Carver Corp. Perfect.

Valentine & Buds were taken to the car, whereupon Bob explained all the doo-dads and doo-hickeys. It was a long list. V&B politely listened to a range of features of which they were thoroughly unfamiliar, are not seen on the world's best Lada. Point of fact, they were soon to be driving around in an Amurricun automobile faster, more powerful and larger than anything Gorby could have dialed up on a moment's notice.

They did finally lose it, laughing out loud when the self-opening and -closing trunk was demonstrated, along with cautions to not over-ride the electric motors. In years to come I would ride in Soviet-produced cars with less interior volume than the

trunk of the Lincoln.

#### Shock Number Three.

One of the hilarious sidebars here was that they had a KGB spook with them. Some of us gringos quickly took a disliking to the guy; The Commies despised him. Possibly someone like him could be tolerated in Russia proper or a satellite state under communist control. In America--land of the free, home of the brave--we and they had no truck for KGB Dude.

You should have seen his face, the smug satisfaction on Valentine's face, when people for whom he had a certain amount of responsibility to a rather unforgiving state agency were allowed free and unlimited use of the Lincoln.

#### Shock Number four.

To McDonald's again, this time for breakfast. My new friends had no idea one could shoot the paper slip-covers off straws. I demonstrated. Repeatedly. We went through most of a dispenser.

Off to the Nationals. All sorts of AMA officialdom took it upon themselves to fret and worry about guests from a strange land. This was totally silly, not to mention counter-productive. They had been around Howard and me for almost two days. They was acclimated, knowwhatImean? Rules? Well, they might be real rules with real consequences. They might simply be guidelines. They might deserve to be ignored, "Nyet problema."

One of the good things the AMA took care of was coordination of families to serve as hosts, although I kinda thought they could have been a bit more selective. At least a couple were quite officious in their duties, dragging their guests around like new puppies, demanding of the time of their mildly exotic new friends, staging command-performance dinners and so on.

I was of a mind to just let 'em get used to the surroundings, roam around, get lost if they were inclined to do so, practice with their equipment and so on. In other words, to operate as if they were here for a toy model airplane contest in a free

country. We were there to support them, not direct their every action.

Not everybody was thinking this way and once again the Lincoln came into play. I was off to the side and one particular host family was literally crestfallen to discover V&B had their own wheels, would not be dependent for transport, might even--Gasp!--not show up for a single pre-arranged dinner party, there being a whole series of such nonsense.

While I do not know the origin of what took place--surely the spook was involved--it was only a couple hours later that Valentine, with his halting English, was able to tell me there was a limit on how far they could drive their car from Contest Central. It was a mere 50 kilometers. Referring to above on rules, this one obviously fell into the last category.

I chose to not snort and say it was a lie or people unknown to me were just making stuff up. After all, there really might have been some kind of limit on their travels and were there a confrontation the keys to the Lincoln might be confiscated. By you-know-who, a man assumed to have a lot of leverage back home even if well out of his element in the U.S.

It took only a few moments and scribbles on a scrap of paper to convince Valentine that this was merely a failure to communicate accurately. "Nyet, nyet, nyet. Somebody made a mistake. If there is a rule like this, they dropped a zero. It's not 50, it's probably 500. And it's not clicks; it's miles. If you want to go someplace, just go. It's a free country, it's Bob's car, he doesn't care and he expects you to use it. If you want to drive to a place more than 500 miles away, ask me first and I will get permission from the apparatchiks."

I figured that was a reasonable position to take on a "rule" that begged to be ignored and a beaming smile was my reward.

#### Shock Number Five.

Come Thursday we didn't see Valentine, Vladimir, Sasha or Eduardo for a whole day. By then they had sold lots of stuff for dollars, this nicely supplementing what Bob had supplied as walking-around





money earlier in the week. We ran into them when going for dinner that night.

"Let's go eat, we're headed there now. Say, we missed you at the contest. Been having a good time?"

The four of them got up real early in the morning, tip-toed out of their places of stay, filled the car with gas and took off without a clue as to where they might be going. Just out seeing America. And doing it the right way, I might add.

About mid-day they got more gas, turned around and came back.

"Yeah, but where did you actually go?"

"Dan, we went well into Idaho."

"Kewl."

There was more to the story, all of it in fragmented English and hand gestures. They did indeed have a great time.

#### Shock Number Six.

I didn't mention the wild-eyed looks of a couple host families badgering Spencer and I with questions for which we had no answers. Did they think the four of them had gone to Canada? Come to think of it, that thought crossed my mind as well, although not to the point of doing anything about it or putting the spook on a suicide watch...

Sometime during the week--and I know of no U.S. witnesses to the event--The Commies found themselves out on George Washington Parkway. GW Pkwy leads straight to the Hanford Nuclear Reservation. You know, bombs. Big, nasty bombs. Wouldn't want to be packing a Soviet passport and get caught snooping around a place like that.

At some point they realized what sort of facility they were approaching. Maybe the international symbols for radiation. Or signage in English which pretty clearly states what is up ahead. Possibly the wire-topped fence and armed guards at the gate, something with which they had some familiarity.

At any rate, while traveling along what

looks for all intents and purposes like your typical U.S. freeway...they whipped a U-turn.

And high-centered the Lincoln in the median. Stuck and stuck good. With Hanford as a back-drop.

A policeman stopped by, a Richland cop, not a military or federal guy. He was mildly amused by their predicament, looked over their identification. And just waved as he drove off.

They couldn't believe it! Cops in their homeland can be puhlenty nasty, plus a fair number of them aren't "just" cops, they are soldiers packing Kalashnikovs. This experience made a lasting impression, I assure you.

#### Shock Number Seven.

There was the day I bought a couple disposable cameras and made a nuisance of myself taking pictures, this primarily so the memory would be clear. A friend ran the cameras over to a one-hour processing shop, hustled right back to the CL Combat site and I gathered all around. As we went through the pictures it suddenly dawned on Anatoly they had been taken that very day. A disposable camera? Taking color pictures? Developed and printed in less than an hour? Whatta country...

#### Shock Number Eight.

On the weekend most of us went to a fairly rowdy bar where they had both kinds of music: Country and Western.

Coming up on the 2:00am closing time we were pretty much thinking about leaving when the spook was seen heading to the men's room.

We split. Piled everybody into the van, the Lincoln and the car of Will Byers, noted RC Glider Guider. We just flat ditched the spook. As said earlier, nobody liked him. We laughed and hooted all the way.

There were repercussions. The next morning one of the host families confronted me directly: "Do you know where we found (insert forgotten Russian name) last night?"

They actually had quite a lot more to say, but when the guy got so agitated both words and light droplets of spit started coming from of his mouth I quit paying attention. Well, there was something about "missing" guests, plans for an evening barbecue and so on, but c'mon...

At 3:00 in the morning they had found Spook Dude hitch-hiking along the GW Parkway. And you already know where that road leads: The Nuke Shop.

To be fair, some of their concern may have been understandable. KGB guy here. Hanford--Hanford, I tell you!--just down the road. This is a real conservative community, they depend greatly upon Hanford, they are very proud of their history.

I mean, do you know what the Richland High School mascot might be? The A-bomb. I'm serious! The sports teams are called "The Bombers," the cute little cheerleaders strut around in sweaters with a huge mushroom cloud embroidered on the back, same image on letterman's jackets, T-shirts and so on. In a P-C world, ya just gotta love it...

We came back to Seattle in a small convoy. Vladimir and me in the van, four of them in the Lincoln, the rest with Howard and Marilou. Howard thought it a good idea to go via Mount Rainier National Park and one of two lodges--Paradise in this case--high on the side of the most prominent and beautiful mountain in this region.

Paradise is clear up at tree line, is indeed spectacular and completely deserving of the name. We hiked, fed chipmunks, staged a couple snow-ball fights and gleefully participated in other assorted silliness. Eduardo--known as "Edik," although at the time I did not know what adding "ik" to one's truncated name really means (it's a term of endearment; we weren't that close!)--thought the caution to not eat yellow snow was wildly funny when it was simply a blatant rip-off.

One of the last acts at Paradise saw Howard thoroughly frustrated. Anatoly--like all of them less The Red Menace--had serious money in his pocket, probably



more purchasing power than at any time in his life. He was out of film for his camera, fixin' to buy some.

(Svetlana, Ruskie Stunt Chick, was thanks to Spencer tagged "The Red Menace." She had no equipment to sell, having crashed her model during Open PA. And none too happy about it even years later, I might add.)

We were at a site for tourists. One a long trek up the side of a mountain. No outside competition. Real high prices. Being accustomed to a top-down economy, Anatoly just figured that was the price and film couldn't possibly be any cheaper 100 miles down the road.

You should have seen Howard! I will not say he is cheap, but he is. Verbal communication was impossible. Sign language? Exactly how does one use hands and facial expressions to say, "Look, that film you're getting ready to buy is so over-priced nobody but the rich and foolish buy it! We have lower prices at convenience stores! We have lower prices than that at grocery stores! We have really low prices courtesy of buying clubs and I'll take you to one! Honest! Just as soon as we get back to Bellevue."

Yes, much cheaper film was available where the trees and the scenery are not nearly so spectacular. I got Howard calmed down a bit by pointing out the futility of his efforts, that we were seeing "need" not "want" on display. Anatoly bought his film. I have since been to his home, had dinner with his family, been treated to viewing an album jammed full of pictures taken that very day. Anatoly's purchase was worth far more than he actually spent.

This was not always the case as by then they had developed the habit of cleaning out convenience stores attached to gas stations. On the way to Paradise I clearly remember gassing up and chowing down in Naches, Washington. Among other notably bad purchases, Valentine bought a fishing pole/spinning reel combination. One of those deals where the goods are wired to cardboard, the whole assemblage shrink-wrapped. I did announce it as being intended for children. No matter, he packed it back home, the pole snapped

off at the handle while trying to land the first fish of the day. "I tried to tell you not to buy it..." seemed so hollow when I next saw the pole.

For all the shocks coming the way of The Commies during this trip--and truly I have only listed a few--there were plenty more in store when I began making trips of my own, first to the evil empire of the Soviet Union, then to Russia proper.

I might even share some of these stories with you in a future issue. Yes, that's a threat...

Thanks to Mack.

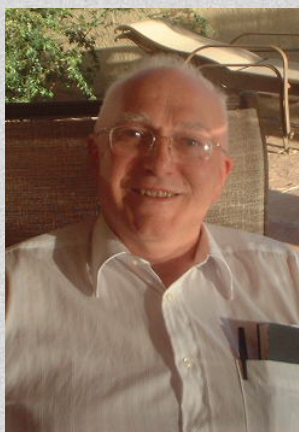
Thanks to Vince.

Thanks to Jim and Carol Green.

Thanks--a Big Thanks!--to Bob Carver, his generosity yet again having been parlayed into the most entertaining of circumstances.

Most of all, thanks and a huge tip of the hat to Howard and Marilou Rush, their generosity and genuine caring for modelers of all persuasions and lands.

-Dan Rutherford



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**B**ob Palmer 50th Anniversary Celebration"

## INTERNATIONAL NEWS



In 1957 Bob Palmer came to England and demonstrated his Thunderbird C/ L stunt design at Woburn Abbey, the country seat of the Dukes of Bedford. This was a seminal event in British C/L stunt history. I was there, and it is one of the major memories of my life.

2007 will the 50th anniversary and CLAPA (Control Line Aerobatics Pilots Association – the British equivalent of PAMPA) will be holding the "Bob Palmer 50th Anniversary Celebration" of that event at the same venue. The Woburn Abbey estate is situated about 50 miles north of London. The dates will August 17, 18, and 19, 2007.



Woburn already has strong aeronautical connotations. There was a "Fly Duchess" in the 30's who was lost at sea in the DeHavilland Moth aeroplane, and recovered parts of her plane are displayed at Woburn. And every year on the 3rd weekend in August the DeHavilland Moth Club holds its annual fly-in at Woburn, and a temporary airfield is set up for three days in the estate grounds. The Dowager Duchess Henrietta is President of the Moth Club and makes an appearance in her vintage Rolls Royce. Woburn has agreed to host us on the weekend, so a feast of aeronautica is guaranteed! In 2005 100+ Moths of all types plus a Dragon Biplane





(rides available) and the repro Vickers Vimy attended. A strong attendance of assorted Vintage Cars is also in evidence.

The format of our event is not decided yet, but it will be more of a celebration than a cut-throat competition. Friday the 17th will probably be practice/fun-fly day. Obviously we are hoping for a good representation of Palmer designs, but all are welcome. If you cannot fly, come and spectate.



A point of interest – The model which Bob Palmer flew in 1957 (the famous Radial

Cowl Thunderbird) will be on display, and we anticipate Woburn will be accepting ownership of the model for permanent display among their other aeronautical memorabilia, thus safeguarding the future of this historic model. In 1955, faced with the enormous cost of maintaining the Estate, the "Old Duke" Ian Russell, (where have I heard that name before?) opened the Woburn Estate to the paying public, (the first Stately Home to embark on this path?) and established the famous Woburn Safari Park. So when Bob flew in 1957, the Estate had only been open for two years and he made his own contribution to the Woburn aeronautical tradition.

#### Bonus

The following weekend will be the British Nationals. So a good family/social holiday could be made of this. For non-aerominded folks the attractions of the Duke's Stately Home and the Estate will be available the weekend, and the weekend between will be available for

all the normal touristy things, (whatever they are!).

Watch out for updates in Stunt News or keep touch with [rustler@aero.fslife.co.uk](mailto:rustler@aero.fslife.co.uk). An information pack will available in about 1 year.

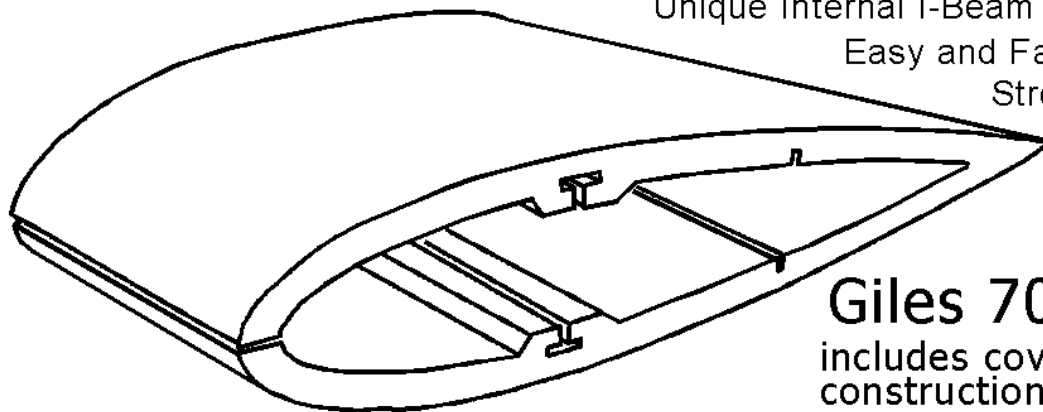
There is a year and half to prepare, Come and join us in 2007.

-Ian (Not the Duke) Russell.



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## CLASSIC PLANS



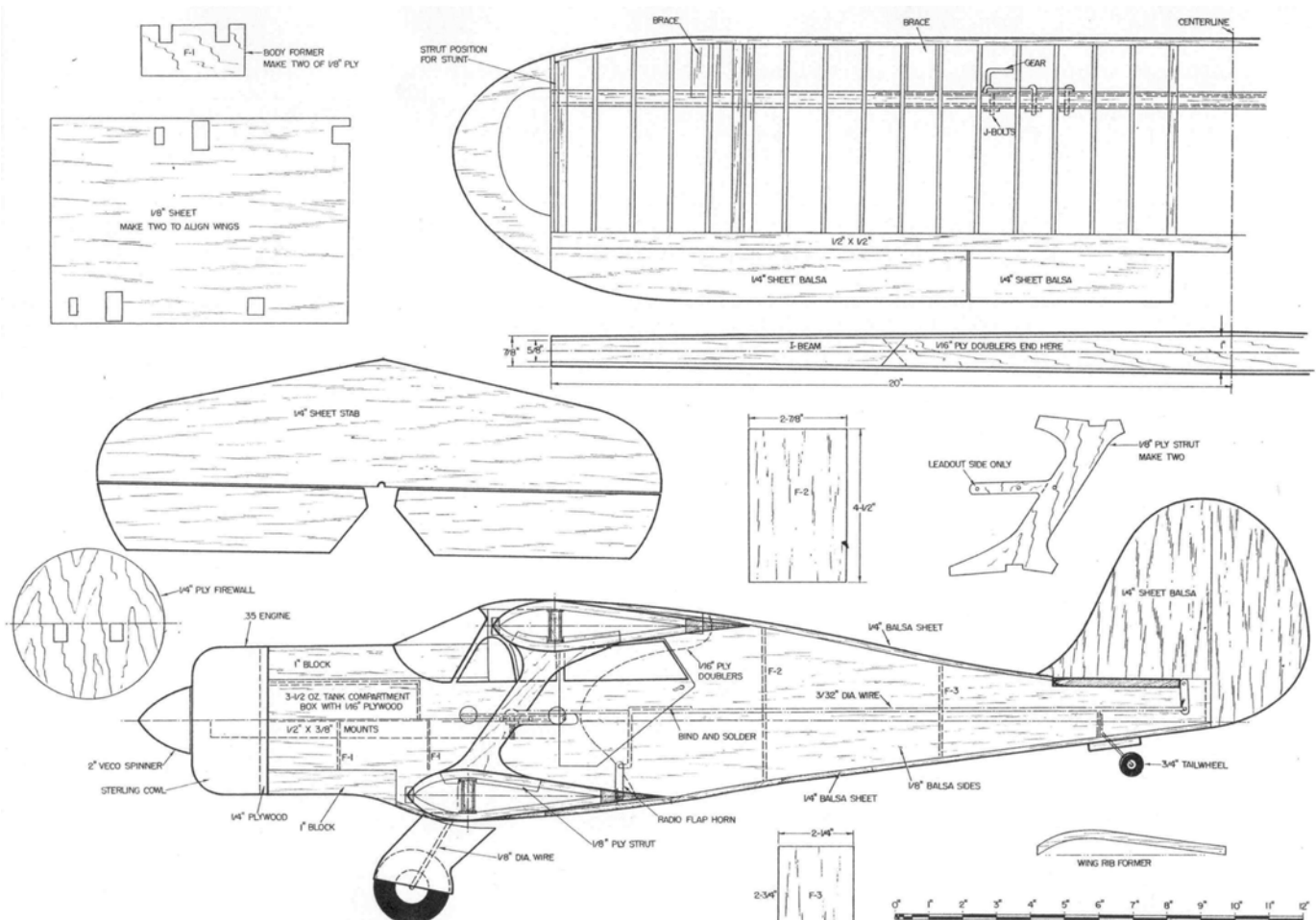
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george.mcclain@verizon.net

Planes I would like to see built and flown. A visual series of classic era aircraft that deserve to be brought back, flown and admired. If you know of a classic era aircraft and would like to see it here, send me an email.

-Tom McClain



Plan Credit - Jack Sheeks' Beech G-17S FM Jun/Jul 1964







BY: DENNIS ADAMISIN

# HAWKER TYPHOON

HAWKER





## The New Detroit CONTROL LINE STUNT CONTEST

Hosted by: The Radio Control Club of Detroit

AMA Sanction # 06-799

***Saturday June 3 2006 (rain day Sunday June 4)***

Modern (PAMPA classes), Classic and Old Time Stunt

All events (JSO)

**Awards and Prizes through third place**

Location: Radio Control Club of Detroit Flying Field

Time: Registration 9 a.m. Flying Starts 10 a.m.

FOOD AND REFRESHMENTS AVAILABLE ON SITE

REGISTRATION FEE: \$10.00 first event, \$5.00 each additional

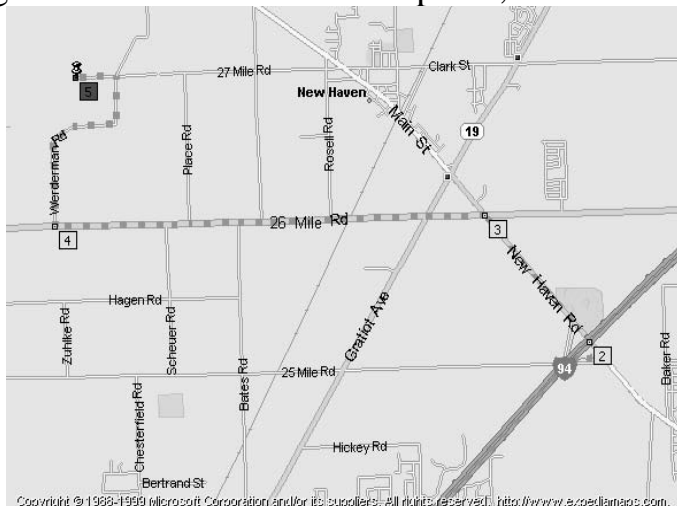
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OR

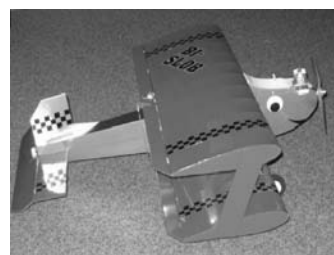
Frank Carlisle - Phone: (313) 882 8349-Email [aircarlisle@comcast.net](mailto:aircarlisle@comcast.net)

More details and map available at club website: [WWW.RCCD.ORG](http://WWW.RCCD.ORG)

All events flown over grass. We have an eight-acre flying field. The club has been sponsoring flying events for many years and our experienced field support group guarantees a fun time for all pilots, families and guests.



At I-94 Exit 247, turn off onto Ramp 0.3 mi  
Turn LEFT (North West) onto New Haven Rd 1.1 mi  
Turn LEFT (West) onto 26 Mile Rd 3.1 mi  
Turn RIGHT (North) onto Werderman Rd 1.4 mi  
Turn LEFT (West) onto 27 Mile Rd 0.3 mi  
Arrive RC Field-Detroit





# 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.

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# Stunt News

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## **PAMPA Web Site**

[www.control-line.org](http://www.control-line.org)

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Ad and Editorial copy

<u>#</u>	<u>Issue</u>	<u>Deadline</u>
2-06	Mar/Apr 2006 . . . . .	Jan 20, 2006
3-06	May/Jun 2006 . . . . .	Mar 20, 2006
4-06	Jul/Aug 2006 . . . . .	May 20, 2006
5-06	Sep/Oct 2006 . . . . .	Jul 20, 2006
6-06	Nov/Dec 2006 . . . . .	Sep 20, 2006
1-07	Jan/Feb 2006 . . . . .	Mar 20, 2006

Deadlines mean in Editor's hands

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4 Aces: Kurt Mullinix and Corsair, Gordon Delaney and Tony, Ron Burn and Zero, Keith Trostle and Rabe Bearcat, photo by Larry Renger



Ron Burn's immaculate Zero, photo by Larry Renger



Ed Capitanelli's Bob Hunt F-105 Thunderchief, photo by Ricki Pyatt



Tom Warden's Continental, photo by Elwyn Aud



Paul Walker, Billy Werwage, Michael Duffy, Keith Trostle, Bob Hunt, 4 Champions and the Future, photo by Ricki Pyatt



Tom McClain's B-26 in a wingover, photo by Will Hubin





Jeff Reeves, Palmer  
Thunderbird by Rickii  
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Masuru Hiki, Giseke Nobler  
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Renee Berger, Palmer  
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Renee Berger's VUM by Elwyn Aud



Konstantin Bajankine's F2B  
ship, photo by Elwyn Aud



Ouki Minato, Kaz Minato, Mit-  
suru Yokoyama, Hiromi Ohata,  
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Billy Werwage, 59 Ares by Rickii Pyatt



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Paul Walker, Skylark by Rickii Pyatt



Bart Klapinski, Madman, photo by Rickii Pyatt



Keith Trostle, Gambler, photo by Rickii Pyatt





Bob Lipscomb's Dave Gierke  
Novi III, photo by Rickii Pyatt



Warren Walker's Bob  
Palmer Smoothie, photo  
by Rickii Pyatt



Michael Duffy's 57 Nobler,  
photo by Rickii Pyatt



Randy Powell's Wooley Co-  
bra, photo by Rickii Pyatt



Tom McClain's B-26 Marauder,  
photo by John Hill



Wild Bill Netzeband and his  
HumBug, photo by Rickii Pyatt



