

# STUNT NEWS



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AMA  
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Niu An Lin, China (7th) . Photo by Will Hubin.



Kazuhiro (Kaz) Minato, Japan (PAMPA member). Photo by Will Hubin.



Rob Gruber, USA (PAMPA member). Photo by Will Hubin.



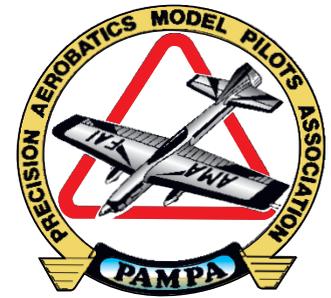
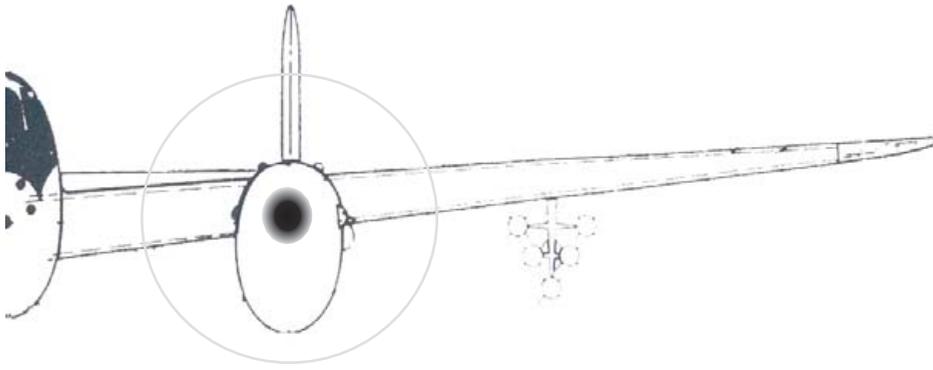
Salvatore Barile, Belgium (PAMPA member). Photo by Will Hubin.

Gilbert Beringer, France (12th. Photo by Will Hubin.



Andrey Yatsenko, Ukraine (6th). Photo by Will Hubin.





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Four F2B Electrics



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Mig-15 Dynajet



PAGE 39  
Rabe's big Mustang

COVER: 2006 F2B World Championship participants at Valladolid, Spain. Photo by Shal Walker.

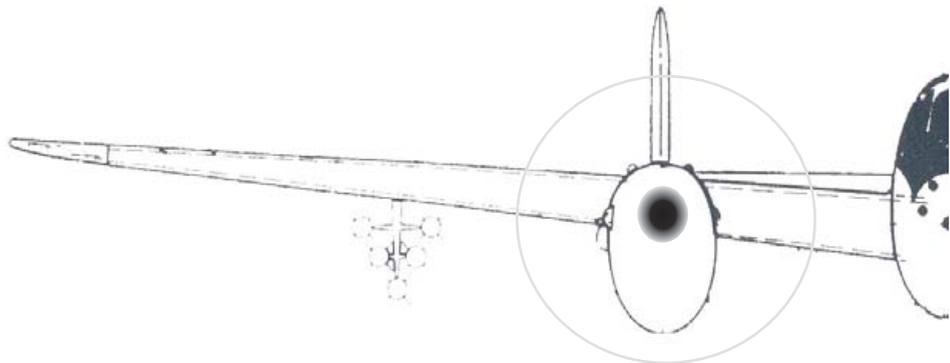
Insert Photo: 2006 F2B Champion Remi Beringer. Photo by Shal Walker.

CENTERFOLD: "Afternoon Delight" by Mike Keville, inspired by a magazine photo, was painted in Kuwait City and shipped to Dallas, Texas where it appeared in an aviation art show in 1999. The 22"x30" original is mixed media on canvas—"mixed" in this case meaning Tamiya model acrylics, latex house paint, water color pigments, stamp pad ink and pretty much anything else he could get his hands on.

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Randy Powell's Slider



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Kris and Ginger



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Pat Johnson's Mustang



SPECIAL FEATURED  
NEWS

2006 F2B World Championship  
results

- Will Hubin
- Kim Doherty
- Rob Gruber
- Paul Walker

World C/L Contest = a Spanish  
Adventure by Will Hubin

My generous Gran Canaria friends, Alberto Parra and his beautiful, supportive wife Rosa, made attending this year's world contest possible. Alberto arranged for me, with the team manager, to be a supporter of the Spanish F2B, including staying at the team's motel. (In partial repayment, my Canon recorded thousands of shutter clicks.)



Alberto and Rosa

This year the Spanish world team included 13-year-old Javier Aguiar of Gran Canaria as the Junior Champion. Javier is the protégé of Alberto and Club Tamaran.

Alberto and Rosa met me at the Madrid Airport on Sunday afternoon,



Javier Aguiar, Spanish Junior Champion

July 16; they had shipped their minivan from the Canary Islands. On the way north we met up with two other couples, good friends, who had rented cars after flying that day from Gran Canaria. (You'll no doubt notice here that Spanish women are indeed beautiful and the men handsome, as rumored.)



Carlos and Begoña, parents of Javier



Sergio and Soli

On our northward journey we took a little side-trip to Segovia to see the awesome and marvelously intact, 150 foot tall Roman viaduct, and then continued the 125-mile journey to our

motel a few miles outside the city of Valladolid, capital of the Castilla y León region and the contest location.

Valladolid has hosted the national championships in the past and has very nice control-line facilities. Opening ceremonies were on Monday and featured the usual welcoming speeches (in Spanish and English) along with colorful performers dancing to traditional Spanish music—plus some special treats.



Flyers marched in, country by country with flag in hand, at the beginning of the opening ceremonies. Here are the reigning F2B champions, Rob Gruber and Bill Werwage.



U.S. team members are in the background as dancers perform Spanish traditional dances.

Tuesday was a training day; Wednesday began the four days of qualifying flights in F2B because, for the first time, two circles and two sets of judges were used. (Four flights should help to equalize the effect of variable weather conditions because the best score from each circle was used.) Fly-



U.S. team members are smartly dressed as they watch opening ceremonies.



Alberto (PAMPA member and advertiser) entertained the crowd attending the opening ceremonies with a demonstration of hovering and tumbling, using the Bi-Slob he obtained at last year's Brodak Fly-In. We are used to this sight but most of the international flyers had never seen such a thing before. Later in the week he loaned the handle to a bunch of stunt and combat flyers. He also did a land-office business selling MVVS engines, kits, and other C/L necessities.



A colorful hot-air balloon added to the festive atmosphere at the opening ceremonies.

offs of the top 18 flyers (including Juniors) were on Sunday and Monday.

The weather was mostly good. At first it was very warm (around 100F)



Toward the end, three transport aircraft made an impressive fly-by in the twilight.

but then the temperatures moderated. (Bob Hunt remarked that they hoped it would stay that hot because they felt they had enough reserve power to cope with the thin air but their closest competitors were "falling out of the sky.") There was some rain toward the end of Sunday's ceremonies but then only an occasional light sprinkle—except one afternoon the "light sprinkle" very suddenly turned into a full-blown thunderstorm, complete with a driving, horizontal, hail-filled wind. (I was able to protect my camera and front side only.) The American team also hoped, in vain, for stronger, sustained winds.

The F2B circles were at a paved, fenced area (making photography difficult for me) and at a nearby turf soccer field belonging to the University of Valladolid. It turned out that the Spanish F2B team was in one group and the U.S. team in another, so I didn't have many opportunities to see or photograph the U.S. flyers. However, here are a few shots.



On the second day of qualifying flights, Paul Walker signals for the start as Dave Fitzgerald holds

This year saw the introduction of at least three electric-powered stunters, including our own Bob Hunt, but none made the fly-off. The French and other



.. in flight ..



Also on the second day, Rob Gruber pull-tests his new Starfire.



Rob's dad holds for him.



The Starfire in flight.



...wingover...





On Monday, Bob Hunt holds for Bill Werwege – in the last and deciding flight.



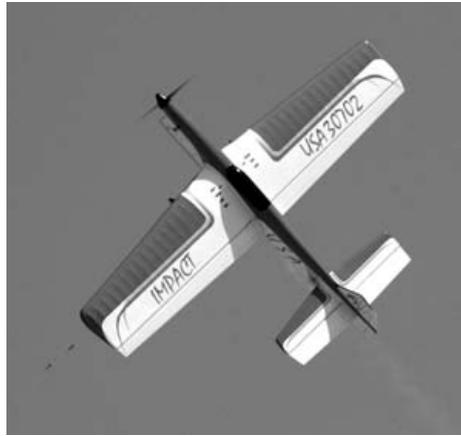
Bill's P-47 in a wingover.



Also on the last day, Paul Walker starts his Impact, with Dave holding. The official starter signals the start while team manager Keith Trostle starts his own count. The new Republic of California (?) is celebrated in the background, which includes Chris Rud.



Rob hands Paul his handle while Dave Fitzgerald waits for the release signal. Supporters are watching the action very closely. This flight brought Paul the bronze medal.



Impact wingover.

flyers were using Saito four-strokes. The U.S. F2B team did very well—but lost the individual championships by a smidgen. Dave Fitzgerald was on top after the first day of fly-offs but had to settle for second when Remi Beringer outscored him by 8.6 points (compared to 1068!) on Flight 3. However, Paul Walker moved up a place to take third with his beautiful Impact. Junior Chris Rud flew very well, finishing 15th overall and second-best Junior to Maurizio Milani of Italy in 4th place. Awards were presented late on Monday.



The new top three F2B flyers in the world: Dave Fitzgerald, Remi Beringer, Paul Walker.



My Spanish friends generously provided a look at many of the unique historical attractions of this ancient country. Each city has a central plaza, usually with a cathedral as well as restaurants and businesses, and the



The new top three Junior F2B flyers in the world: Chris Rud (U.S.), Maurizio Milano (Italy), and Maxim Korsov (Russia).

plaza can really come alive around midnight! In its plaza, Valladolid offers a tribute to Christopher Columbus who died there, largely forgotten, in 1506.

Tordesillas, about 20 miles to the southwest, is where Spain and Portugal divided up the New World between them (which is why Brazilians speak Portuguese while other Latin American



Valladolid's plaza at midnight

countries speak Spanish). Also, there are literally thousands of ancient castles in Spain, with a concentration in this region of Castilla y León because it was the ancient battleground between Moors and Christians. One of the finest castles, of the three we visited, is Peñafiel Castle, only 35 miles to the east of Valladolid. From there we could see a tiny square in the town far below—the bullfight arena where we later enjoyed a late dinner.

The Spanish do know how to enjoy good food and wine! Lunch at the flying field was in the mid-afternoon. Dinner for us started with a departure from the motel at around 10 p.m. and ended with a return about midnight. Each night a different restaurant, including a dungeon restaurant, was a recipient of our favors. The cost was on the high side, especially with the very



One of the castles we visited; this one still shows cannonball damage to its walls from a siege.

unfavorable Euro/dollar exchange rate, but the food (meat, seafood, vegetables, fruits, and salads) was uniformly good.

Alberto and Rosa reserved a motel room for me on the edge of Madrid so I could use the excellent subway system to spend a couple of days in the fascinating capital city. Madrid's Museo del Prado is justly famous for its collection of Goya, El Greco, and Velázquez paintings and the marvelous Royal Palace, still in use for

state occasions, were both included, for example. If you ever get a similarly suitable excuse to travel to Spain, do it! (In fact, Alberto and his club are sponsoring their sixth consecutive international contest, V&V Gran Canaria, from December 14 to 17.)

The 2007 edition of the Brodak Fly-In should be especially interesting because it will have a distinct Spanish flavor! These Seniors, along with Javier and other youthful flyers from Club Tamaran, are promising to establish a presence at the stunt and racing events!

-Will Hubin



## Al Rabe's Home Movies

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## FAI F2B World Championships 2006 Valladolid Spain by Kim Doherty



There are few things in the life of a control line competitor as convoluted, straightforward, frustrating, uplifting, exciting, disappointing, refreshing, challenging, rewarding, educational and satisfying as competing in the World Control Line Championships. Valladolid Spain 2006 would be no different.

The Canadian F2B team for 2006 would consist of Konstantine Bajaikine, Bill Konduros and myself. Just three weeks before departure for Spain, Konstantine was working 3.5m up on an improvised scaffold in his new home when he slipped and fell to the floor. The resulting injuries were catastrophic. Konstantine fractured his left hand and wrist, severely fractured his right hand and wrist and severely fractured his right ankle. He required five hours of surgery, had pins and an external fixator on his right forearm wrist and hand and multiple plates and screws in his ankle. I visited him in hospital four days after the accident. He put on a brave face but I knew that he was scared about the future and depressed at not being able to compete for Canada at the World Champs.

**Update: August 18, 2006**

I spent most of yesterday with Konstantine. He had the pins taken out of his wrist and the cast removed from his right foot two days ago. His spirits are up a bit but he is still

concerned about his right wrist. His foot still needs a flexible walking cast but he can hobble around on crutches. He is starting to lay out plans for a new stunt and will be judging at our Eastern Canadian Stunt contest next weekend. Please join me in wishing him a full and speedy recovery. You can contact him at: konstbaj@yahoo.com

Bill brought his wife Cathy and his two charming daughters Tamara and Christy to Spain. We flew Air Transat to Spain on Friday July 14 and landed in Madrid Saturday morning without incident. Our first stop was the car rental counter. Just as we approached, Bill started to look furiously through his luggage for his car rental documents. Not only could he not find them, he could not remember which company he had rented from. (It's a long walk to Valladolid Bill!)

As I stepped up to the Avis desk to get my keys, we asked if by chance Bill had rented from them. Yes came the reply. Luck knows no bounds! We collected our keys, loaded our vans and were off to Valladolid about 190km north west of Madrid. A fairly short two and a half hours later we were on the outskirts of Valladolid and here we would stay for quite some time. As others are sure to note in their reports, there are virtually no street signs! (well ok, there are but they are not where you would think to look). We toured the roads outside the city for a while to get used to the traffic circles and orient ourselves with all roads leading out of the town. Suddenly Bill's van slowed from over 120kph to no more than 70 while we are on a highway! His four ways came on and we are being passed at very close quarters by tractor trailers moving at 120kph! I pulled ahead and exited at the first opportunity waiting for Bill on the ramp. A confused Bill exited the van and explained that their van just suddenly slowed to 70kph and would not go any faster. We were very lucky to find a person working at a gas station not far away who although he did not speak English pointed to the words on the dash: LIMITADO or something to that effect. Not only do vehicles have cruise control in Spain but they have a speed limiter as well! Bill noted that as the van was a Renault,

that it must be a form of technology transfer from the F1 pit lane speed limiters.

We arrived at the hotel only to find out that Bill and family were not booked in till the next day and would have to spend the night in a neighboring hotel. We went to our respective rooms. Awake for almost 34 hours, sleep quickly enveloped and erased any other concerns we may have had.

### Sunday

By the time we awoke, had breakfast, got Bill moved from the other hotel and assembled the planes it was afternoon before we made our way to the flying site. We had been warned by the Americans that there was only ONE flying circle for everyone to practice on. 87 competitors, one circle, eight minutes per flight – do the math. Miraculously we both managed to get one flight very late in the evening. Apparently the organizers had not put an insurance policy in place on the offsite practice facility until Monday.

The Terradilos flying site is located at the edge of town only a twelve minute car ride from the hotel. It is a purpose built control line flying facility with permanent circles for F2A (speed), F2B (aerobatics), F2C (team race) and F2D (combat). The site also featured a workshop, washrooms, shower facilities as well as administrative offices. It looked like a good place to hold World Championship.

### Monday

Heat! Searing dry heat!, 44 degrees of it made the consumption of water the order of the day. Forget to drink, leave your hat off and you were a good candidate for sunstroke or dehydration.

We arrived at the site just before 7:00 a.m. and I was able to book a practice slot six flyers away. Bill would wait eight more flyers and we both booked another slot as soon as we were finished flying. I would fly again after 11 more flights. Bill would fly again after 34 more flights. That's how many flyers signed up for a flight between the time Bill booked his first flight and actually flew. We had been told that the grass practice facility would be open today and we went over to the University of Valladolid across the road to a well manicured track and



field stadium. Just as we arrived the flying was stopped. The organizers wanted to re-arrange the stadium from two circles down to the one official grass circle. Tempers were flaring as there was plenty of room on the field for two circles including marshalling areas and a good buffer between them. The organizer knew best though and frustrated everyone by eliminating a perfectly good practice area. Perhaps a part of the frustration was that there were other well manicured grass fields right beside where we were flying and we were told that we could not fly on them because one was not insured and one was the official soccer field of Real Valladolid. What did they think we were going to do to the grass? Eat it?

Bill and I signed up for a flight on the remaining grass circle and went back to the cement circle to await our next practice flight. By now, most of the competitors had arrived and were out at the site. While you might think that a World Championship is just one long session of aggressive flying and intense practice you would be way off the mark. Many of us have competed at this level for more than a dozen years and have developed close personal friendships with our fellow competitors. I always look forward to seeing friends like Luc DeSaucy from Belgium, Paolo Gomes and Bene Rodriguez from Brazil, Henk DeJong from Netherlands, Christoph Holterman and Uwe Degner from Germany, Igor Burger from Slovakia, Lauri Malila from Finland, Yuri Yatsenko from Ukraine, Serge Delebarde from France, Alberto Maggi from Italy, Keith Renecl and Loren Nell from South Africa and the list goes on. Each time we travel to a distant land we experience different cultures, cuisines, geography and do so with both old and new friends. It alone is reason enough to compete for a spot on the team. Competition isn't just about competing. It is very much about the people of the competition.

Enough of the touchy feely - back to aggressive flying and intense practice.

We finished practicing late that evening. I was starting to feel fairly good about my plane and motor setup as was Bill. Already the talk was of using up to twenty percent nitro and moving up an inch in pitch to adjust

to the high density altitude (up to 5300 ft.). I did not have this problem. I was flying one of the first electric F2B stunters in the World Champs. For more power I simply turned up the electronic needle valve. The motor is virtually impervious to temperature, humidity or altitude.

### Tuesday

Tuesday was model processing and official practice day. It was also a bit of an historic occasion as my plane would be the first electric F2B stunter to ever be processed. The big question was would they weigh the plane with the battery or without. If they weighed it with the battery there would be grounds for protest as they do not compel planes with IC engines to carry a full load of fuel for weighing. It was a moot point as they weighed it without the battery (as they should have) and asked how I could prove that my batteries were not more than 40 volts. A quick demonstration with the Fluke meter and they were happy. I was ready for the competition to begin.



Kim Doherty's new electric powered "SHOCKWAVE".

### Wednesday

The format for this competition involved two circles and two surfaces. There was one concrete circle and one grass circle. Competitors would fly two flights on each surface with the best flight from each going toward qualification for the top fifteen fly off. Our first flight would be on grass. The conditions were not the greatest. There were thunderstorms, hail, strong gusting wind, clouds and sunshine. The first flight of the day was delayed 1.5 hours. Bob Hunt had the honour of making the first flight and it would also be the first flight of an electric powered stunter in a WC. Just after take off and barely into the wing over

Bob started shouting "ELECTRICITY - ELECTRICITY" and pulled out of the maneuver. Well OK Bob we know you want to promote this new Electric F2B thing but really! This is a bit over the top! What Bob was really trying to convey was that his lines had picked up a charge and he was receiving shocks from his handle. It was funny to say the least. (I'm not sure Bob thought it was funny but I thought it was hilarious!) He asked for and was granted a reflight.



Bill Werwage holds while Bob Hunt removes the cowl of his electric powered model.

I was up around 1:30. On landing, just as my plane came almost to rest, the tail lifted and over it went. No landing points and an 835.83 score. Bill flew just a few pilots after my flight and put in a flight of 787.9. Not a good start and not enough to make the final. I was disappointed in my landing and the way the plane flew and beat a hasty retreat to the hotel to bend the landing gear forward to keep the tail on the ground and make an adjustment to the elevator to correct the level flight height. At the end of the day Billy Werwage was in first place with the rest of the Americans, Chinese and French close by.

At this point the only practice site was the parking lot of a large stadium south of the hotel. We had been to see it (assisted in finding it by a very helpful local policeman who went out of his way to take us directly to the site) the other day and were not impressed. The ground had a very significant slope to it (3 feet in the diameter of the circle) and very rough pavement to say nothing of gear swallowing cracks. No practice today. Wednesday night we went to dinner at a traditional restaurant just off the Plaza Mayor in downtown Valladolid. The food was very good



and the scenery and company even better. We saw an old building that must have dated from around the 14th century undergoing restoration on the square. The hand hewn details were stunning.

#### Thursday

The day dawned clear but there was still some wind.

We were on the concrete circle today. Bill flew at 10:50 a.m. and posted a 912.97 flight. I was up at 5:30 in a group that included names like Fitzgerald, Xin Ping, Hunt and Werwage. Tough company! I had a lackluster flight and did nothing to impress the judges posting a 913.9. The plane was tracking better but for the second time I took off with less power than I wanted. I had lots of power available but we were having trouble figuring out how to duplicate a precise setting.

The thin air was taking its toll. No one was putting up killer flights. Bottoms seemed to be suffering and top corners were wobbly. There was still lots of room for someone to steal the show. After two days of flying Dave Fitzgerald was at the head of the pack for a berth in the finals.



Dave Fitzgerald on deck while Warren Tiahr examines one of the beautiful models.

Thursday night we all went out for dinner in Valladolid at a nice pizzeria and delighted in a desert made in a frozen lemon full of lemon gelato. After the high heat of the day a taste to die for. Time for bed.

#### Friday

Again the weather was clear but the wind was quite strong at times.

Back on the grass, Bill flew at 9:20 a.m. and again put up a solid flight. I thought he might be letting the maneuvers get a bit soft and so I encouraged him to set his handle for more control. We went for some practice

at the sloping parking lot and it seemed to make a difference. His maneuvers were sharper and intersections more precise. The Americans were there (no doubt spying on us from afar) and Yuri was practicing with his stunning new Yak.

I had been searching for some way to repeat a setting given my electric power train. In theory, the same setting on the speed control should produce the same rpm regardless of atmospheric conditions. We initially relied on the previous setting to get a setting for the next day. Remember there was no good place to practice. We came to the parking lot because we were stumped. I tried taching the prop and this seemed to work within the time frame that we were practicing. I was also noticing a variation in rpm which seemed to be caused by the initial starting voltage of the battery pack. This was not supposed to be the case with the Schulze ESC but I doubt they have ever tested their equipment in a regime as demanding as ours. There was a fairly big wind that afternoon and with the right setting my plane - SHOCKWAVE could handle it with ease. Off we went to put in my third official flight. The conditions were sunny, hot and windy and I posted a score of 848.4. Just one small problem. Again we set off too slow. Not a lot, but to score well you must be flying at the right speed.

Friday evening we all went to eat at the Bodegas of Fuensaldania in a small town about seven kilometers north of the city carved into the side of a hill at the end of a dirt cart path. You could not have been more surprised by the quality of food and wine served. The lamb was simply out of this world, the wine a perfect compliment to the food and the ambiance of a hundreds of years old wine cellar carved by hand out of solid stone was awe inspiring to say nothing of the great company provided by the whole Konduros family. Yes, you too Christy.

#### Saturday

The weather was much like the previous day, variable winds in the a.m. and stronger wind in the afternoon.

Our last flights were flown off of the concrete circle. By now everyone knew that I was flying an electric powered plane and there was considerable

interest from many competitors and bystanders. By all counts the experiment was a success.

I flew a half hour after Bill at 4:35 p.m. Bill put in his best flight of the contest by far scoring 951.87. He was aggressive and I think moved his entire game up a notch. Congratulations Bill, you flew well and were a great team mate.

There was not much wind to speak during my flight and I again launched under the desired power. I have come to the conclusion that to accurately set the power for a flight you must use a separate battery and set the wattage to the desired figure. Watts is a direct reflection of the resistance the propeller is experiencing and thus represents the equivalent amount of power to generate the same lap speed at a given density altitude. I flew out the flight with the knowledge that I had accomplished what I had set out to do. I scored a solid 968.87.

I had embraced a whole new power train technology, developed an entirely new plane with all new take apart technology, fully molded fuselage, fully tapered wing, flaps, elevator and stab, designed and manufactured a cnc'd forked end dual ball bearing bell crank and a full inline ball link based control horn system including an adjustable ball link elevator horn, made an RTV silicone mold for the cowl, developed a successful cooling system for the motor, battery and ESC, developed a successful battery containment system and here with less than thirty flights on the plane I posted a score just shy of being enough to be a finals qualifying score. I was and am a very happy camper. SHOCKWAVE will be back and we will once again advance the



The first four competitors to fly electric powered control line aerobatics at an FAI F2B World Championship. Clockwise from the left: Willi Schmitz (GER), Kim Doherty (CAN), Bruno Van Hoek (NED) and Bob Hunt (USA)

state of electric F2B flight.

### Sunday

Sunday morning Bill and his family left for Barcelona and the beaches of the Mediterranean. We met up the next Saturday in Madrid for the trip home.

I had been asked by one of the people producing the video for the banquet if I would edit their script. I accepted and Sunday morning saw me busily working on the script while the first two rounds of the final were being flown. I was able to see most of the first and the entire second round. Most pilots put in very good flights. No one put in a great flight. The contest was still wide open. I then had to make a beeline to the editing facility to begin recording the voice over.

Sunday night was lost in a dream as I was whisked away by Laura and her husband Angel (Laura is an English teacher in Spain who was assisting with scoring and writing the video script and Angel was one of the circle marshals) to another Bodega in San Cristobal that dated back to the thirteenth century. Inside we viewed a recently discovered room that housed a large wooden gallows with a long since used noose hanging from it and toured centuries old wine making equipment. Once again the food and wine were outstanding and the company of two great new friends was more than one could hope for. I was truly fortunate to have had the honour of working with the entire video crew and we will remain friends forever.

### Monday

The finals on Monday were open for almost anyone in the top ten to make a bold statement with a jaw dropping flight, but it did not happen. No guts no glory. It looked like people were flying not to lose, rather than to win. Perhaps the most notable flight was made by the Italian Junior Maurizio Milani. The wind was variable and the density altitude was high. I suspect that the combination did not provide the conditions for great flying. At the end of the day it was Remi Berringer of France who had been the sharpest and most accurate. Congratulations Remi, a victory well deserved. Close behind were our neighbors to the south, Dave Fitzgerald in second and Paul Walker in third.



2006 World Champion, Remi Berringer of France removes his prop after an official flight.

As soon as the event was over, it was back into the studio to record and edit the final video segments. The video was shown at the banquet two hours later and the master given to me. (I can provide copies on DVD for \$15.00 U.S. please contact me at kdoherty@sympatico.ca) Note: the video is not a "Stunt Video" but rather a synopsis of the entire event and runs for about twenty minutes.

The banquet was held that night with the usual good food, wine and long goodbyes to good friends from around the world. Note to organizer: The banquet was excellent but you should not sit the volunteers and organizers outside. They deserved to be in the same room.



Kim Doherty and Bill Konduros of Canada smooth out some bottoms.

### A Special Thanks

This would be a good place to thank those who formed Team Electric F2B Canada. At the head of the list are Chad Northeast and Adam Glatt of our Canadian F3A Pattern team both of whom fly large, powerful electric F3A pattern models. They were responsible for spec'ing out the motor, ESC and battery as well as providing a shopping list of support equipment and advice on how to use all of it. Their advice was so right on that some people who

truly know about what's good and what's not, adjudged this setup the best of the electrics at the competition. Also included at the top of the list is Pat MacKenzie from our F2D combat team. Pat (who knew he was an electrical engineer?) designed and fabricated the electronic control system with the "Magic Wand" safety interface and electronic needle valve that worked flawlessly.

Adrian Ferazutti one of Canada's best furniture makers who milled out the large bass blank for the fuselage mold to within a few thousandths of an inch of its square dimension. Bob Hunt who made the custom lost foam wing jigs in record time and expedited their delivery. Dave Gierke who assisted in the delivery of the jigs and stayed late while missing a personal engagement so that a hopelessly lost Canadian could find his home to pick up the jig. Bill Konduros who machined the bell crank and the take apart pieces. Windy whose videos were invaluable in making the E-RTV silicone mold for the cowl. Paul Walker whose insistence that 63 ounces plus fuel was a good weight to build to, Jason Shulman for leading the way and Harry Ells who first put me in touch with Chad.

It took almost 1400 hours to design and build SHOCKWAVE and it could only have been done with a team effort. An enormous thank you to each of you.

### Some observations:

#### Judging

For the most part there was the all too familiar "non-judging" judging. Marking most maneuvers out of a scale of 1. i.e. 7, 7.2, 7.3, 7, 7.5.

Judging too low. One judge felt that it was their mission in life to award marks of 4, 4.5 etc. The implication is that 60% of each element of the maneuver was performed incorrectly. At this level this is almost impossible. We work on a deduction system not an award system. While I agree that it is important and necessary to use the entire scoring range when applicable, a quick review of other score sheets revealed similar punitive scoring. This is not acceptable.

Halo Scoring. I witnessed angels descend from on high (they weren't coming for me) to try to lift a well known



competitor to a place only they could take him to. It is not the competitor's problem but it is ours and something needs to be done to drastically overhaul the scoring system.

Ballooning. No not the kind that was on display during the opening ceremonies. (but just about as big). There was significant score ballooning during the afternoon of the later qualification rounds. Since not everyone was flying during this period it is simply unfair and must be eliminated.

#### **The site**

First let me congratulate the organizers of the 2006 FAI F2B World Champs. They made a good first attempt at providing an excellent facility and I would come back in a heartbeat. Practice facilities are not an option in the days prior to the contest and during the contest. One circle of each type of surface should be the minimum for at least four days prior to start of official competition. The quality and suitability of the offsite practice venue (rough, sloping pavement full of ruts) was not acceptable. Also not acceptable was the rough, unrolled, uncut grass (hay?) practice circle (beside the main circle). We travel a long way at great personal cost and our planes are worth a great deal. Please respect us.

The main concrete circle is not large enough. Pilots must be able to fly on full length lines right to the edge of the centre disc without being in danger of hitting something. There should also be no drop off from the disc to the ground. The hedges, although I am sure they make some landscape architect happy, have no place surrounding a circle. Remove them and grade all of the ground to the same level. There was also no need to limit the stadium to one grass circle. Stunt flyers do not mind another stunt plane flying nearby even during official flights. But again, these are not large problems and could be corrected easily.

#### **Organization**

Overall I thought they all did a very good job. While we may not have been in agreement with all of their decisions, the contest proceeded in an orderly fashion and the conditions were as equitably fair to all as could be hoped for. I think most competitors would love to come back to this beautiful

city.

#### **Electric at the WC's**

I think most would agree that the era of electric powered F2B flight is here to stay. The performance of the electric powered planes was for the most part the equal of many of the IC systems. They will only get better!

In the battle of the power trains, I think there were two clear winners.

The obvious:

The P.A. 75 of Dave Fitzgerald allowed him to motor anywhere he wanted to in full control and at a speed that allowed for a smooth accurate presentation.

The not so obvious:

When set right (like on the practice circle - duh) my Plettenburg Orbit 30-14 with Schulze ESC and Thunder Power 5S2P Pro-Lite 4200's was a match for any power plant with controlled power delivery and very consistent lap times.

The four strokes had to fly such a fast lap time that trying to be precise was almost impossible. They slowed a lot during the maneuvers and while a four stroke won, I expect to see less and less of them in the winners circle as larger two strokes and electrics prevail.

Will an electric powered plane win the WC's in the near future? Yes and I would be surprised if they do not dominate.

To Bob Hunt, Bruno Van Hoek and Willi Schmitz, we can all be very proud of what we have accomplished. It was an honour to be part of this group!

Hasta Pronto!

-Kim Doherty

## **Aeromodelling World Championship 2006, Valladolid, Spain by Rob Gruber**

### **The Trip**

My father and I rolled out Wednesday morning with high spirits and crossed fingers. I had a take-apart model packed in two boxes, so we had no trouble getting the plane on the jet. We weren't even charged for oversized luggage. After arriving in Newark, there was a six-hour layover to look forward to, so I sat down and started snoozing. Bill and Bob soon arrived. Bob was really excited about his new electric setup; he had brought a laptop that allowed him to program the kind of motor run he wanted. After a while we found Dave. Bill amused himself by standing on tiptoes at the window, fretting about how the model boxes were being loaded. He'd been to too many world championships not to worry.

Everything went fairly smoothly through customs in Madrid, and after about an hour of creative arranging and rearranging we stuffed everything into the rental van. Then we all left for Valladolid, about a two hour drive to the north. We planned to caravan. Keith, Barbara, my father, and I were in the lead in Keith's station wagon, and Dave, Bob, and Bill followed behind with the planes and most of the luggage. Our caravan lasted about eight minutes. We had trouble reading the map, and at the last minute Keith spotted the exit we wanted—and pulled into it from the left lane! His evasive maneuver worked flawlessly, but the big red van was left behind.

In a couple of hours we reached Valladolid. It was then that we really began to confront the intricacies of the Spanish road system. First, many intersections are a combination roundabout-and-traffic light; this effectively turns what would be one intersection into at least four. It also means that you first have to turn right if you want to turn left—except when the opposite is true. If you're unfamiliar with the town, you never know which it is until you've screwed it up. Most frustrating of all was the lack of street signs posted at intersections. When combined with

our maps, which were sketchy, flat-out wrong, or some combination of these, it was almost impossible to find your way. (Valladolid, by the way, is famous throughout Spain for being the city in which Christopher Columbus died. One afternoon we visited the museum honoring him—"the navigator," he's called. I guess we arrived about 500 years too late.)

Some time after we arrived at our hotel, the rest of the team pulled up in the van. In the meantime Bill, Dave, and Bob had made up a number of good-natured jokes about Keith's driving. Later that evening we tried in vain to find the flying site. To help in reading our map (most of the streets on it weren't named, and it lacked a distance scale), Keith invented a measure that became a great navigational tool—the "river unit." We explored every side road but one along a three mile stretch of highway. More than once we passed that road, and for some reason it had a highway marker: V-107. Nah, that couldn't possibly be it, we all said each time as we drove by. Our map clearly showed the site was located just off V-100. Next day we learned that the road we wanted was in fact the road not taken. Some time later that night Paul showed up and cautioned us not to return our rental cars early—in Spain, apparently, the early bird gets a big fine (600 Euros, which worked out to about \$800).

### Waiting Games

The next day (Friday, July 14), we arrived at the field at 8 a.m., only to be thwarted by what we later dubbed "Spanish time." In the summer at least, the local pattern of activity seemed something like this: breakfast at 10, lunch at 1 or a little later, then a long afternoon when everything shut down (it was pretty hot), and dinner at 9 p.m. Then finish off the day with an all-night party.

We got our fuel at about 10:30 that morning and started mixing. Keith had ordered a gallon of pure nitromethane, which proved invaluable. Because of the high altitude and heat, we needed all the power we could get. We got in seven or eight practice flights each, then packed up.

Saturday we again got to the flying field early, but it was locked

and guarded. This time the Italians and Japanese were there ahead of us; they had already been waiting an hour. No one was allowed even to enter the complex before 8. Because the other two sites (a soccer field and a parking lot) were closed until Tuesday (no insurance on the sites until then, we were told), a single circle was all that would be open for flying during the two days when nearly a hundred fliers arrived hoping to practice. Sunday and Monday we were lucky to get two flights each. Paul was still making minor adjustments on his equipment; Bob was always on the lookout for an unoccupied car battery to recharge his power packs; we predicted that he'd soon be wandering the streets of Valladolid, stopping passers-by: "Spare charge? Spare charge?"

By Tuesday (the day before the competition), everyone had their ships working pretty well. Paul had a new Impact with a RO Jett 65, and I had a new design by Randy Smith called "Starfire" powered by a PA 61. Dave and Bill both had planes that had won for them many times in the past, Dave flying his yellow and purple Trivial Pursuit retrofitted with the new PA 75, and Bill was flying his famous P-47 razorback with a PA 61 up front. Chris had built a brand-new, brilliant red Strega, powered by a RO Jett 61, and of course Bob had brought his electrified (and electrifying, judging by the crowds it drew whenever it flew) Genesis. With Dave and Bill's help, Bob worked on his plane's trim so it locked in during the maneuvers. I made some adjustments on the outboard trim tab to get the wings to hold level through hard corners, and Bill kept testing for the optimum nitro content. The main practice site was a large parking lot next to a huge football stadium, big enough for four circles. But it sloped pretty severely, and we used it only as a last resort. We flew most of our practice flights on Tuesday on the grass to get some experience on what was to be one of two official circles. We arrived at the soccer field early that morning, only to find (who would have guessed it?) the gate locked and no one in sight. Bill summed up everybody's frustrations when he shouted: "Spain! Tear down this wall!"

### Competition Begins

Competition began on Wednesday, July 19. The contest organizers scheduled all members of each national team to fly together, so that on any given day, for example, the Dutch and Chinese teams might be on the asphalt doughnut and the Americans and French on the grass. We flew first on the grass. Chris and Bob had early draws in relatively calm conditions. But there were some storm clouds off to the south. When Bob flew his wingover he suddenly pulled out high and upright. Then he began shouting loudly and with a distinct Spanish accent, "Electricitee, electricitee!" Once everybody figured out he was warning us about static shocks and not bragging about his power setup, the judges suspended flying for a while and granted him a re-fly. The rest of us flew late in the day. Not thirty seconds before our flights began the wind picked up. It blew hard and broke right over the stadium bleachers. Every time the plane came round to that side of the circle it slammed into a wall of turbulent air. I had a decent wind flight, but during rollout on landing the wind caught the tail and the plane flipped. I lost a colossal amount of points, but it wasn't a huge disappointment—I knew that flight would have been a throwaway in any case. Paul had a high score, one of the best of the day. Bill and Dave also flew in very tough wind but turned in good flights nonetheless.

On the second day of competition, Bob and I both flew very early on the paved circle. We put up solid flights in good conditions and got the kind of scores we were hoping for. Dave again flew late in the day; once more the wind blew hard in the afternoon, but his PA 75 motored on through. Chris put up great second flight which guaranteed him a spot in the Junior finals. Paul had the scores to beat, and Bill, Dave, Bob, and I were among the top flights on our circle that day. Later that night the organizers finally posted all the scores from the first round. Up till then we'd had to calculate our own scores, and of course we had little idea how our scores stacked up against the rest of the competition. There may be some advantages in not posting any scores until all flights in a given round



have been completed—for one thing, it reduces the chance that judges might inadvertently see how the competition was developing. But there are big disadvantages, too—you have no idea in the world how you're doing, what kinds of patterns are scoring well, what aspects of maneuvers the judges seem to be watching, and so on. It frustrates the fliers, and—what's worse—it leaves spectators completely in the dark. Imagine going to a basketball game where the score was posted only twice—once at halftime and then not again until after the game was over.

Team USA was on the pavement for Day Three of Qualifying. When we returned to the hotel around midday we had a little time to do some laundry. The nearest self-service laundromat we'd seen was several miles away at a mall, so we asked about other possibilities at the front desk. Not knowing Spanish, we had a lot of trouble. When the manager finally understood what we wanted, she said, "We can do that for you." Both my father and I wondered what it was going to cost, but we had no clue how to ask that, and besides (we both thought), how much can it cost to wash a bunch of socks and T-shirts? Thirty bucks? We gave them the bags and told the Ruds about our discovery. Later that evening when we returned to the hotel we found the clothes impeccably folded on the beds—with a bill for 142 Euros, almost \$200! It would've been far cheaper to throw the dirty clothes away and buy new ones. We felt we'd been had, but you can't complain very effectively when you don't know the language. The Rud's bill was even larger.

The story of our misfortune soon spread far and wide; it even inspired a practical joke. It developed like this: clowning around at dinner, Chris collected a couple of dozen rolls of bread and piled them on his plate. (These rolls were peculiar to our hotel. They were extremely hard, dome-shaped chunks of bread about the size of a fist, knobbed on top like an off-road tire, and about as edible. Each night at the end of the meal, the waiters cleared away the same number of rolls they'd set out in the first place. We wondered if night after night they kept serving the same ones.) Chris broke

open a roll, pinched a morsel from the center, ate it, and chucked the rest into a pile on the table. The waiters (who must have known how bad the bread tasted) thought this was pretty funny and brought Chris even more rolls, and those too he destroyed.

After Chris left to go out on the town with his family, we arranged for the waiter to make up a fake bill for 200 Euros for the bread and slipped it under the Rud's door. We were awakened later that night by scurrying of feet, slamming doors, and Chris's dad's loud voice: "How much did they charge me? How much did they charge me?"

The last day for qualifying was Saturday. As we loaded the planes and fuel into the van, Chris and his father pulled up; they'd been flying at the stadium practice site. Chris took his airplane out of the car and pointed to the elevators as he worked the leadouts: nothing. No elevator. The threaded insert in the flap-to-elevator pushrod had pulled out in mid flight and he'd pancaked upside down on the asphalt. Miraculously (except for a smashed canopy and vertical tail), the plane seemed to be undamaged, and with some expert help from teammates he was back in the air that afternoon—sans canopy. The moral of the story is clear: if you're going to crash, you can't pick a better bunch of people to crash among than the F2B team.

Final results for the qualifying rounds were posted early Saturday evening. Fifteen fliers advanced to the finals; they were selected by combining the high score from the grass and paved circles. Paul was the overall leader, Dave and Bill were also in, and Bob hadn't missed by much. Also qualifying were many of the usual suspects: Remi Beringer, Serge Delabarde, Han Xing Ping, Jiri Vejmla, Mitsuru Yokoyama, Andrey Yatsenko. These are all great guys, and during the three world championships I've attended I've got to know many of them better. At first it seemed I'd squeaked into the fifteenth and last slot, but later that night as I was mixing up a new batch of fuel Keith came to the door and said that the FAI jury had found an error in the scoring and I was actually sixteenth, not fifteenth. It was just one of those

things. Maybe it would have happened in any case, or maybe the error would have been caught sooner if all the scores had been made public in a more timely way.

### Finals

The top fifteen seniors and the top three juniors each flew three rounds to determine the champions. Seniors flew first, then the three juniors—eighteen flights per round, with the best two scores determining the overall placing within each category. Two rounds were flown on Sunday, with the final (and, as it turned out, decisive) round flown on Monday morning. Now at last the scores were being posted a little more quickly; at the end of Round 2, Dave had an edge of less than a point (out of more than 2000 total points!) over Remi Beringer. Paul's second flight put him within a whisker of the top; Bill lay just back of the leaders. Any of eight or ten people could still win it with a spectacular final flight. The big surprise to most everyone was the flying of Maurizio Milani, the Italian junior. Even though he and the other juniors weren't technically in competition with the senior fliers (Maurizio's qualifying rounds score had him at around 19th overall), his patterns were scoring very, very well.

It all came down to the last round on Monday morning. It looked like it would be either Dave, Paul, or Remi, but there was no way you could tell from the flying who had won. They all put up great flights. Rather than wait around for the contest organizers to publish the results, Dave and Remi sat down together to compare their last flights, and pretty soon the word got round that it was Remi by the slimmest possible of margins. Dave was second, Paul third, and Bill ninth. Chris took the silver in Junior, and with Bob's qualifying score of 20th, the US team won the bronze medal. That may not be as complete a win for the USA as in 2004, but I figure that any time you come home from a competition at this level with two silver and two bronze medals, it's not half bad!

-Rob Gruber



## 2006 F2B Championships by Paul Walker

The 2006 Control Line World Champs were held in Valladolid Spain, July 18th through the 24th. The US F2B contingent was, Paul Walker, David Fitzgerald, Bob Hunt, Bill Werwage (defending WC), Chris Rud (junior member) and Robbie Gruber (defending junior WC). Our team manager was Keith Trostle assisted by Rich Von Lopez. Most traveled different routes, and met in Valladolid. Getting there (for stunt people) is always a struggle due to the large size of model boxes, and the ever changing security and baggage requirements. As it was, David, Bob, Bill, and Chris flew Continental Airlines. Seemingly minutes before departure, they finally received special handling passes to have their model boxes transported. I had a take apart plane, and was told to take it through as "carry on" for consideration of placing it in the pilot's storage area. This meant taking it through the carry on security check. All went well, and after I went through I noticed a collection of TSA agents looking at the scanning screen looking at my box. They were all in amazement that a model airplane of that size could fit into the box it was in. They had me open the box, just so they could see what was inside, for their amusement!



Traveling with me was my wife Shal, and daughter Kristen. Just a few weeks before we left for Spain, Kristen had an incident with her motorcycle, and it fell on her and hurt her right foot. She was in a walking cast, and with that was escorted by wheelchair in all the airports. This meant we were virtually the first ones in, and last ones out. David, Bob, Bill, Robbie and Keith arrived in Madrid mid morning on the 13th of July. They found their way to

the rental car, and quickly departed the airport. There were two cars involved, and two sets of people navigating. They ended up apart, but still found their way to Valladolid. We (Paul, Shal, and Kristen) arrived in Madrid in the late afternoon, and with only a little trouble at the rental car counter, were soon on our way to Valladolid. It turned out to be rush hour, and at times we were stopped on the highway. Fortunately, Shal did a great job of navigating us through the traffic, and soon we were out of Madrid heading to Valladolid.

Once in Valladolid the fun started. We knew within a block where the hotel was, but couldn't get to it as there were no left turns allowed near the hotel. We took an additional fifteen minutes to get to the hotel due to the



traffic restrictions. It was a relief to get there after traveling all day from Seattle to London, to Madrid, and then driving two and a half hours to Valladolid. After dinner, we met with some of the other team members that had already arrived. Tired, we went to our room and we were able to get some sleep that night even though it was a nine hour time change. The next morning I dropped Shal and Kristen off at the rental car office in Valladolid for their four day tour of Spain by car. From there I went out to the site. It is easy to say, but not so easy to do. Prior to leaving, I had made several maps from google.maps.com from their satellite views to get a better feel of the area. It sure helped find the site, as I knew there was a line of trees by the site, and when I saw them from the cities perimeter road, it made it a snap to get there. Others had more trouble. Several groups went searching only to return to the hotel without finding the site. It was difficult as there were very few road signs, and the ones we found were not very large. After a while, we

all found the site. As I got there, I was met by the "team" van leaving the site looking for some acetone for their lines. Keith was there and he assisted me in assembling my plane. After it was assembled and checked out, I put up several flights. I discovered two things. First, I wasn't aware how tired I was from the previous days travel until I attempted to fly. Secondly, I was surprised how hot it got there in the direct sun. After two flights I was used up. Just as I finished, the remainder of the team, minus Chris Rudd, arrived and was ready for action. They flew until they were satisfied, and we left for the hotel.

We knew that the rest of the world was going to descend on the site soon, so we planned on getting to the field early Saturday morning. At 7:00 am Saturday morning, we were at the field. It was great, as there no one else there that early. We each got several flights in before anyone else showed up. One by one the stunt pilots were showing up. We settled for four flights each that day. Please remember that there was ONE circle for all 90+ F2B pilots for



practice. The plan for Sunday was to get out before the sun came up to be sure we got some time in before anyone else showed up. To do that we had to forgo breakfast, as it wasn't served that early. We arrived at the field before the sun was up, only to find the Italian team and the Japanese team waiting at the gate to get in. Fantastic, we were there at 6:00 am, and at best we were eight flights before we could fly! But not so fast eager beaver. We found that they had locked the gate, and it was not to open before 8:00am. They had also posted a guard at the site to keep the site secured, and he wouldn't open it up early. To review, we got there at 6:00 am, and our first flight would be at 9:30 am if we were lucky! By then,



the rest of the world arrived, and we managed to get two flights in that day!

But all was not lost, as the practice site was to open Monday morning, and we could then fly on the grass official circle starting Monday as well. The official practice area was a parking lot for the town's football stadium. OK, it wasn't level, and there were trees, as well as the stadium, to disturb the air, but the biggest problem was the poor condition of the surface. The team race people couldn't even think of flying there. If one was desperate, and had an emergency, it was usable. We opted



to use the grass circle Monday. Once again, we arrived before the gate was open at this complex, and finally the grounds crew opened the gate and let us in. The official grass circle was at a track and field stadium adjacent to the model facility. The grass didn't seem too bad, but would need a closer trim before the "official" flying could start. We started by splitting into two groups as we could get two circles on the site. All was going well until the competition officials discovered us using two circles there. They stopped us from flying to set up the official circle. This cost us a circle for practice. Once again, we stayed long enough to get about five flights each. By the time we stopped, it was about 1:30 pm, and I felt hot. I checked my portable weather station to find out that it was 102 degrees. No wonder I was hot! This was going to turn out to be the pattern we would see most of the time we were there.

I kept a complete record of every flight I made to attempt to find the best trim for a given set of conditions. It would start out at 75 degrees in the morning, and climb to around 100 degrees by early afternoon. The density altitude was around 3000 feet in the morning increasing to around

5000 feet in the early afternoon. The lowest I flew in was 3200 feet, and the highest was 5300 feet. In the morning one could "bang" the corners, but at 5300 feet, they had to be treated carefully. I chose to soften them in the morning, and push as hard as I could in the afternoon, to make them look as much the same as possible.



Tuesday was official processing day, and official practice. We were allocated a time frame on each circle. We flew on the concrete circle in the morning, and we were the last to fly in the grass circle. By the time the grass circle practice time came, a storm front passed through and there was a significant wind blowing. We went to the grass circle at the specified time only to find no one there, other than interested spectators. The wind was coming over the stands and adjacent buildings. I flew to find out just how bad this wind would be if it were to come that way on an official flight. The crowd collected as I am sure they wanted to see how many pieces my plane was going to make when it hit the ground. I flew, but disappointed them as I didn't crash, but I was not able to finish the pattern.

This weather was to stay for the next morning. The wind wasn't as bad, but it stopped just before the first flight, which happened to be Bob Hunt. At his assigned time he took to the air. Bob pulled into his wingover and did what I thought was a substandard wingover. No sooner had he got to level flight, he started yelling electricity, electricity, with a funny accent. Yes Bob, we know you have electric power, but now is not the time to tell everyone! In reality, he was getting a static buildup and discharge. They allowed him a re-flight, but stopped the competition for thirty minutes. The flying restarted, but the wind had built again. This time Bob had

to fly in the wind. He finished this time with no more "electricity" issues! Bill and David flew early in the morning as well, still in some wind. The rest of the US team was scattered throughout the day. They all flew without incident.

The qualifying format was new this year. It is much the same as what we use in the US Nationals. We were split into two groups, each flying on a separate circle. We then moved to the other circle and flew there. Do this twice and you have flown on each circle twice. Take your best score from each circle and that determines the qualifying positions. The top fifteen move on to the finals. In trying to determine your current position during qualifying, one needed to wait for two days for both circles to be flown in before any comparison could be made. To further complicate things, scores were not posted until the next day!

An interesting event happened near the end of the first day of qualifying. The storm front that went through the day before brought some wind and rain with it. In the mid afternoon of day one of qualifying a storm cloud passed over with significant rain in it. The US team had just arrived at the stadium circle to find out how far they had progressed. I had just got out of my car and was walking to the team van which was no more than twenty yards away. Half way to the van the sky opened and I was drenched before I could get to the van. I snuck inside the van for cover, with the rest of the group, to ride it out. The trees were bent over at a 45 degree angle and the heavy rain turned to hail. Sure glad we were in the van and not flying. That's when we looked up to see a plane flying in the stadium attempting to stay airborne. That poor fellow had just taken off, per the judges orders, when the sky opened. He was flying one of the Yatshenko manufactured planes. It continued to fly until the engine quit. His landing was not good. The wind took control and lifted it up and around and back into the ground. Surprisingly little damage occurred as a result! The judges gave him until the end of the round to fix it because they made him fly against his wishes. After the storm passed, the weather returned to normal very fast and the field dried up or drained off very quickly, and we

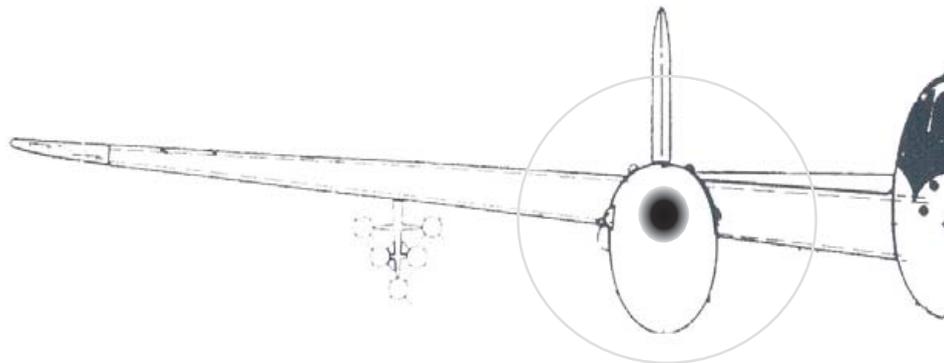


returned to flying in quick order. The rest of the competition was a non issue for weather. That was the last of the storms. The standard day consisted of about 70 to 75 degrees in the morning heating up to near 100 each afternoon. The humidity was around 25 percent. No clouds were to be seen after that day, along with no shade. Sunscreen was the order of the week, as that was the only way to beat the sun.

Qualifying continued on rather uneventful for the US team after that. One circle was scoring low and the other showed signs of the balloon. Uneventful except for Chris Rud who pancaked in inverted at the stadium practice site. His dad swung into action to make repairs. There really was no problem as Chris was going to qualify based on his performance to date. Uneventful except for Bob Hunt who pancaked in upright at the stadium practice site trying to get some practice to improve his position in qualifying. Minor scrapes and scratches were all that occurred, except for the frayed nerves. Uneventful except for the fact that Paul Walker broke (more like cracked badly) his carbon landing gear making a "hot" landing in the grass and apparently hit a sprinkler head that launched the plane back into the air. It was replaced later in the competition.

At the end of qualifying it appeared that Paul Walker, David Fitzgerald, Bill Werwage, and Robbie Gruber were going to make the top 15! Bob Hunt finished 20th, and Chris Rud was 36th overall. Chris qualified 2nd in the junior category. When we got back to the hotel, and finished our dinner, we discovered that there was an addition error that moved Mitsuru Yokoyama up to 13th, and moved Robbie down to 16th. That was too bad, as Robbie was flying well. Robbie was flying as the defending junior champion and he showed the world he deserved that title!

The finals were the same as the US Nationals in that three flights were flown and the best two counted. The first two were flown on Sunday and the last flight flown on Monday morning. After the first two flights, David was in the lead, followed by Remi Beringer and Paul Walker. I'm not sure any of those three slept well Sunday night as



it was close enough that any of those three could have won on Monday with a great flight. Monday's flying saw Remi increase his past score, while David slipped a little. Paul stayed within a point of his other best score. In the end, it wasn't over until the last score was counted, with Remi edging David by a whopping 1.6 points, and David beating Paul by 3.0 points. This was the closest World Champs final placing that I have even been involved with.

Later that afternoon the medals



The top 3 juniors and their planes. Mauriziu Milani 1st, Chris Rud 2nd, and Maxim Korsov 3rd.



Top 3 at the World Champs: Remi Beringer, 1st, David Fitzgerald 2nd, and Paul Walker 3rd.



The top three teams. China 1st, France 2nd, and USA 3rd.

were then presented. The closing banquet followed that and it was time for everyone to cut loose and let the tensions of the week pass. As you can see from the photographs, there was much mischief from our team members during the banquet. The highlight of the banquet was the roast baby goat that was served. It was excellent, but some people were put off by the tails attached to some of the "cuts". One of the photos shows Bob Hunt about to enjoy one of the tails. Yes, there was actually meat in the tail, and it tasted good as well. The organizing



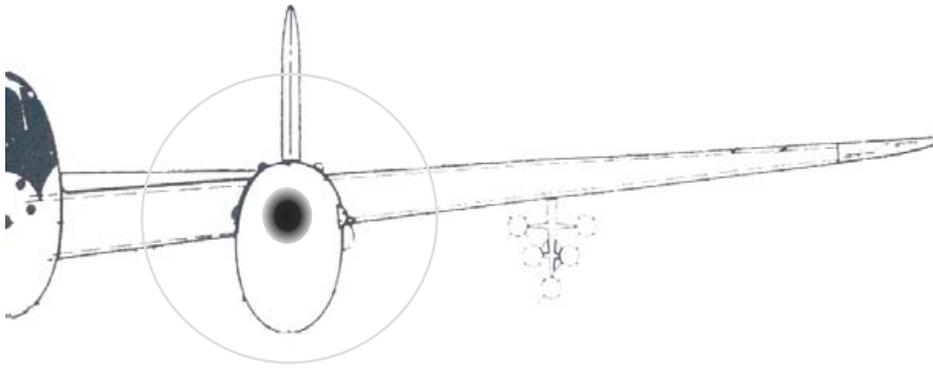
committee made a DVD of the entire week's activities and that was played at the start of the banquet. I just wish the AMA could have been there to see that!

All in all, I had a great time there. I was able to get my plane to work



acceptably well and I was mentally and physically in tune with things. I didn't feel that I left anything on the table,





It was then back to the US, and back to work. Adios Espania!

-Paul Walker



Paul Walker thinks back to the 2000 World Champs while at the Duxford museum.

and that made me feel good. I know David was disappointed that he didn't win. So close, yet so far! And Remi, the first Frenchman to win an F2B World Championship! His fortunes changed



The Walker family, Shal, Kristen, and Paul at the closing ceremony banquet. Kristen wants to get away from the baby goat!

will be back! The models ranged from the small to the large, from all built up to the completely fabricated. Most all were nicely finished, even though there are no appearance points!

I would like to thank Keith Trostle for all his hard work as Team manager for this years event. After being there and discovering how difficult some of these dealings were, I truly appreciate his efforts. He was not just the stunt coordinator but the entire team's manager. This at times made it hard to find him. He was assisted by Rich Von Lopez, who could be seen waving the US flag during most of the US teams finals flights!

after the 2004 Championships. In 2004 he was leading after two finals rounds only to have a substandard flight and let Bill and Han pass him. This year it was his turn to do the passing in the final round. Congratulations Remi!

It was nice to see all our friends that we have made over the years once again. We said our goodbyes and then left for home.

There was a diversity of models and engines as well. There were the two strokes on mufflers, two strokes on pipes, four strokes, and the electrics. Three electrics entered: Bob Hunt, Kim Doherty, and Bruno Van Hoek. Each suffered some teething pains, but they

Shal, Kristen, and I stopped in England for a week prior to returning home and back to work. While there we had the opportunity to spend a day at the Duxford WWII aircraft museum. What a thrill. There is no sound like a Spitfire and a Mustang flying together in formation. There was also a B-17 there that brought back memories of the 2000 WC's. It was very enjoyable.

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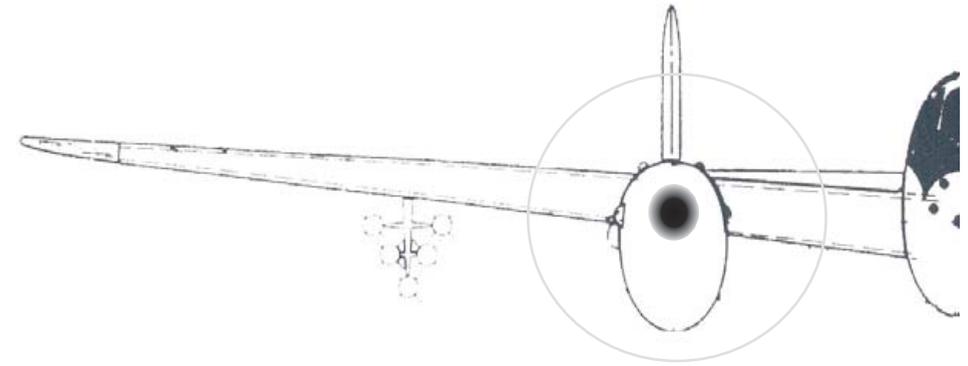
## President's Report



**Paul Walker**  
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I received an interesting letter from Bill Zimmer. In it he asked why he hadn't seen the updates on the then current rules proposals that were going through the AMA in the rules section of Stunt News. At first it seemed an obvious omission on our part. I am also District 11 Control Line Contest Board member (for Stunt) for the AMA. As such, I see all the rules proposals as they come through for vote. They come through for an initial vote to cull out the obvious problems. Once through that vote, if there are proposals that would be accepted with provisions, they are allowed changes by the author to meet that requirement. Once these are completed, they come up for final vote.

This last cycle had some interesting proposals and numerous BOM issues. In order to get my districts feel on this, I mailed out the proposals to all my districts' stunt members and asked them to send their vote back to me. Time was an issue as I had less than two months to make the vote. Based on their inputs, I submitted my votes for each proposal. The point is that Bill would like to see it in Stunt News. The problem here is the time lag in getting this information out for general review as it would take time to get it in Stunt News in the first place, time for the



mail to get out, and then the answers back in a reasonable time. If the rules proposal happens just after SN goes out there is about two month delay, then the mailing time, and then the response time. This will not support the need dates for CLACB votes.

There is an answer as some already know. The AMA web site follows this process and shows what each proposal is and after each vote who voted which way. It follows this until the final vote is taken. The PAMPA web site does have a link to AMA site so that information is available to any one who can access the PAMPA web site. Short of that answer, I'm not sure there is a good answer as to how to show this progression through SN other than as a historical reference. If someone has an idea as to how to make this work please let me know.

I know that a lot of you have returned your election ballots to PAMPA already but the deadline for voting is after the deadline for SN submissions this issue. This is exacerbated by the fact that Tom McClain is moving to Arizona immediately after the submission deadline and thus can't wait for additional information past that date. As a result, we can't post the "official" results in this issue. And, as you probably already know, there is not one contested race in the group, so I suspect you already know who won the election. However, there is always the chance that a write in vote will change the results, thus nothing

"official" can be stated. The results will be posted to the PAMPA web site as soon as they are available (which probably will be before you read this).

You also have probably noticed the size of SN has been increasing, as there has been a wealth of information to publish. To stay within our budget, Tom will now be holding SN to a maximum of one hundred pages to keep the cost within budget. I mention this so that if someone submits something thinking it will get in SN immediately, please understand that if it doesn't it is because he is working to stay within the one hundred page limit.

By the time you read this most will be in the "building season." Some in the "building season" areas lust for the regions where one can fly year round. That has its benefits. I look at it another way. I consider it an opportunity to get a new plane built in a time frame where practice does me less "good", as the winter conditions don't match the summer flying conditions. Winter is my time to get a new plane finished and ready to go for the upcoming flying season. Now that the "building season" is upon a significant portion of us, I wish you the best in your new projects that are in work!

-Paul Walker



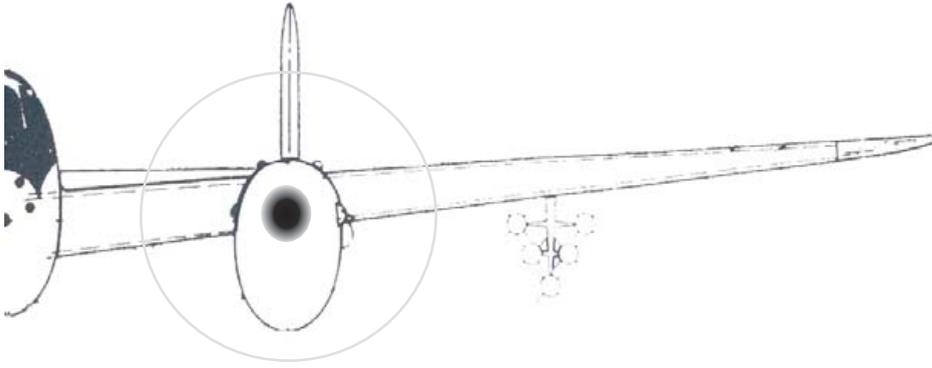
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## Vice President's Report



**Ted Fancher**  
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Well, it's time for my last STUNT NEWS Vice President's message. By the time the Jan/Feb 2007 issue rolls around it'll be Brett Buck's turn in the barrel (assuming he isn't swamped by write-in ballots). I'm very pleased Brett agreed to run for the office and am comfortable that he will be a valuable asset to the PAMPA Executive Council. It's been a pleasure serving the membership the last two years and, although there were some stressful moments (for which I accept my share of responsibility and ask your understanding) I am hopeful that, through the several votes on the issues in contention, the memberships' preferences about the future of the organization have been addressed. I regret that determining those preferences resulted in some

uncomfortable personal situations amongst some stunt flyers that should have nothing but common interests and mutual hopes for the future.

I feel confident your new officers and directors are well aware of the need to not act precipitously on sensitive issues but will, instead, work with the membership to determine their desires before acting on issues that may have a dramatic effect on the discipline we all love.

What I'd like to talk about in this last column is precisely one such issue. An issue I feel more than any other needs to be extensively discussed, evaluated and then acted upon before it becomes a predictable source of dispute within our ranks.

That subject is the need to "refine and define" our skill class system, especially in the area of determining proper placement of flyers within those classes and the means whereby they earn and/or are required to advance to the next skill class. The former PAMPA Skill Class system is now part of the official AMA rules and, as such, should properly state the manner in which flyers are placed in classes and how they advance (or, in rare cases, move back in class). As of today there is no such distinction stated in the rules. In fact, the entire subject is so nebulous that words such as "average" and "roughly" are actually codified in sections 2 and 2.1 through 2.4 on pages 70 and 71 of the AMA rule book.

As a PAMPA officer I have on several occasions fielded phone calls from members asking me to answer question regarding: what class they should fly in; when they should move up; when they "must" move up; and why the heck does local "Expert" Joe Bellcrank fly Advanced Class at the U.S. Nationals. Frankly, it's embarrassing

to have to respond to such questions using words like roughly and average. Shucks, it's embarrassing to have to use the rule book as a resource for such question.

Guy and gals, I'd like to issue a challenge to your incoming Executive Council and the membership at large to make resolving this mess a priority in the next two years so that a proper and complete rules change proposal can be placed before the AMA, by the PAMPA membership through their Executive Council, for the next rules cycle.

Here's what I think we need (and, before you jump all over me, I'll have a proposal following this to start the discussion).

We need to address several issues. Here's my list:

1. How a new flyer is to determine what class he should enter at his first contest.

2. How a flyer will qualify to advance to the next level.

3. We must address the subjective nature of our judging system and the very real propensity to score given quality flights higher in geographical areas of low participation and/or lack of exposure to higher quality flying than those flights would have received in areas of greater participation. In other words, we must develop a means to leaven the raw score requirements with expert assessment, i.e. a means of appeal.

4. We should decide if the system should preclude a flyer from entering a class higher than his record has indicated is appropriate. If he/she does do so, does that constitute a permanent advancement?

5. Finally, whatever system we develop must result in flyers being placed in classes that are reflective of their actual skills to the greatest degree possible, and once placed in those classes, flyers will be required to fly in that a class at all skill class competitions including our AMA nationals.

6. We must recognize this will be an imperfect system and find a means to act with reasonable dispatch to address legitimate appeals to prevent inappropriate advancement resulting in flyer burnout and loss of their participation. It will be a difficult path to tread but a failure to do so to the



best of our ability opens the event up to potentially contentious debate and well deserved criticism for not addressing the problems with the system as it exist today.

Here are some thoughts of my own to get your thinking caps in gear.

Let's look at the first item, how a flyer determines what class to fly in.

First of all -- at the local level - Beginner should be the default category for any new entrant until and unless he proves him/herself capable of performing the beginner pattern at a level superior to that which requires advancement (to be discussed later). A flyer should, if he/she is confident of their abilities opt to enter a higher class at a first contest. If the flyer does so I feel this should constitute an official skill class placement and any movement back to a lower class would have to be addressed through the appeal system to be discussed later.

The current rule book is very nebulous in its language regarding the Beginner Class stating that it is "for" flyers that can't fly the complete AMA pattern. In my opinion this is not acceptable language. Flyers within our system should advance based on scores achieved in official competition, not by what they do in practice flying. One caller mentioned that he was reluctant to have his youngster try the maneuvers in the AMA pattern because the rule book said that once you could do all the tricks you no longer qualify for entry in Beginner. That's silly for the simple reason that it inhibits Beginner level flyers from learning the skills needed to advance. Flying good beginner flights should be the basis for advancement the same as flying good advanced flights should be the basis for moving up to expert.

In this case only, I feel our National championships should be more restrictive in certain very narrow areas. I think it would be wise to require foreign competitors who have no means in their own country to officially achieve a skill class ranking to enter the appropriate age class event (Jr./Sr./Open) at the US Nationals. This may seem harsh but, if we are to do what needs to be done in terms of refining and defining our system, I think we need a hard and fast rule for this unique

situation where we are determining our skill class National Champions. If entrants haven't demonstrated lower level skills in a competitive skill class environment they ought not to be allowed to "experiment" at the expense of those who have done so. This is especially important if we embrace the concept of requiring entry at the NATs in the same skill class as flown at the local level.

Next, how do we determine advancement to the next skill class?

I see three distinct requirements for a sound system.

1. We need hard numbers as to what scores are indicative of skill levels which must result in required advancement from one class to the next.

2. We need to decide how many such scores must be achieved by an individual flyer to result in automatic advancement.

3. We need to decide whether the scores achieved must result in a victory in the current class.

Hard numbers. Here there is plenty of room for discussion.

First of all, we need a hard number for the beginner pattern. It should be pretty high because once we move a beginner up to intermediate we are pretty much throwing him/her to the wolves because it is a whole new pattern. They should demonstrate pretty good skills at the simpler pattern before being required to move up.

There are 320 flying points (eight maneuvers with a max of 40 for each) in the Beginner pattern, plus 25 pattern points. Thirty points per maneuver would be 240 + 25 or 265. That's probably too much since even though they are the simpler maneuvers, even Intermediate flyers are often well under thirty on them. I'd suggest starting a discussion at around a 25 point per maneuver level which would result in an advancement score of 225 points including pattern points. If they then take similar performance into intermediate the resulting scores (once the additional maneuvers are flown at an equal skill level) will result in pattern scores in the vicinity of 400 (15 maneuvers X 25 points plus pattern points). Right at the current "rough average" in the rule book.

However, because of the great equipment and the wealth of knowledge now available and the improved performance in flying skills from top to bottom that has resulted, that 400 point level to move up to advanced should probably be boosted a bit to an average of somewhere between 27 to 30 points per maneuver. For my suggested proposal, let's just say 28 per maneuver or a raw score of 445 including pattern points.

The big step that raises the most problems is from Advanced to Expert level. The reasons for the problems are: A. The inconsistencies between local and national level entries cited earlier and the animosities which sometimes result, and; B. the reality that advancement to Expert is often a sobering experience that puts flyers who enjoy the event but are not dedicated to stunt flying like the Pauls, Windys and Billys of the world into a competitive realm where they must choose between continuous also ran status, accepting a greater level of personal commitment or, alas, dropping out entirely.

None of these are particularly good alternatives. For that reason it is important to carefully re-evaluate the basis on which we advance flyers to the Expert level. We want to advance flyers obviously competent without setting the level of advancement at scores too easily achieved with a few exceptional flights. Not an easy task.

Not too many years ago there was an organization in southern California known as the 500 Club. The 500 was indicative of then exceptional levels of performance in precision aerobatics. Today, it is a good score but one frequently matched by good advanced flyers. Are these flyers ready to be fed to the wolves of today's expert level competitors? A tough question.

Several times over the last ten or fifteen years the subject of a "Master" class has been broached but never acted on. Count me among those who feel yet another class is not the best solution to our needs. Especially in terms of advancing flyers who can be reasonably competitive in Expert events nationwide. It's always going to be tough competing in Texas, the Northeast or out west. This isn't a bad thing. Tough competition tends to



breed top competitors; the reason guys like Brett Buck rise to the top through perseverance and talent.

In my opinion we should raise the bar for advancement to a score level that will demand consistent excellent performance in competitive advanced events to move up. That should certainly be well above 500 in local events. The actual number should probably be determined by extensive discussion, deliberation and comparison of scores nationwide. I'll throw out a number of 530 just to start conversation.

By the way, the proposed scores for all but beginner (which has no appearance points) would include appearance points for those entrants who qualify. This amounts to about a one point per maneuver average reduction in flight points given an average of 15 appearance points.

How many "move-up" level scores should result in automatic advancement?

As a recent northern California contest with multiple 600+ point scores showed, there can be anomalously high scores given at contests. Not that the placing are wrong but the scores themselves can be extraordinarily high. For that reason I feel a single score above the qualifying level should never be the sole criteria.

WAM, the Western Associated Modelers pioneered skill level classes for decades before PAMPA initiated the concept through the good work of Big Art Adamisin, Rollie McDonald and (as I recall) Jack Sheeks. WAM required two separated requirements to advance. First they must achieve the required score and second, the score must have been the winning score in the meet in which it was earned. That was an excellent system and worked quite well in the narrow geographical area in which it was used.

I would suggest that advancement in class in the now official AMA skill class system should require three scores above the required level, at least two of which result in a first place finish. The combination of these two factors should do a good job of preventing the occasional unusually high scored event from forcing a competitor into a class for which he isn't truly prepared.

The question of flyers competing

in classes above their ranking has been raised recently. This can happen in one of two ways. First, all classes might not be offered at a contest for cost considerations or other reason. In that case it appears obvious to me that no contestant should be disciplined for merely choosing to fly in a higher class in order to participate.

The second possibility is a flyer desirous of having a direct comparison of his skills against those in a higher class. This is likely more controversial. In my opinion the ability to volunteer on a contest to contest basis to fly in a higher class for such purposes should be considered. It is indicative of an active contestant attempting to evaluate his status. It does, however, raise the specter of an unexpected degree of success in the higher class which could raise problems of its own. Codifying this in the rules might not be the best idea. Worthy of discussion.

Appeals! Here's a subject that must be part of any comprehensive refinement of the system. Some means of appealing what a flyer feels is either an inappropriate advancement or the very real situation of an older flyer's skills deteriorating but not his/her desire to continue to compete.

I can propose only the most basic suggestion regarding the administration of such a system. No more complex than an ED decision backed up by an appeal to the District Director. Because skill class stunt is now an official AMA event in might be necessary to allow a final appeal to the AMA category

The more difficult questions are the subjective matter of determining what sort of types of appeal constitute ground for allowing an advancement to be rescinded or to determine whether a reduction in class for an established competitor is appropriate. This is a difficult question and should generate some discussion.

Probably the thorniest aspect of this proposal is one for which I've no easy answer. That is: how do we get there from here. How do we deal with the current cluster of flyers in light of any new determination of skill requirements for the classes? That is a tough one.

Perhaps it would require a one time individual selection of class. Perhaps those currently in classes would be expected to remain in those classes.

I frankly don't know and I don't think anyone should attempt to impose a solution until there's been a lot of discussion and airing of the pros and cons of any proposed method.

However, in my opinion, whatever discussion and proposing is necessary to get the job done, it is something that the PAMPA members have every right to expect and that the PAMPA leadership should willingly embrace as a high priority for the near future. Our skill classes are a remarkably successful addition to our competitive universe; an addition that deserves to be refined so that the question marks inherent to class placement and advancement in today's rulebook are eliminated and replaced with hard numbers and verifiable means of achieving the desired goals for competitors.

Easy to say as I back out the door as of December 31st. I've no doubt, however, that those who take or remain in office on January 1st are fully capable of attacking the problem and coming up with the right answers ... and a rules change proposal that will result in an advancement system we can all live with and respect.

See you all at the field.

-Ted Fancher

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

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Tom Lay, T&L Specialties, Email: [thelayer@aol.com](mailto:thelayer@aol.com) Address: Tom Lay, 1441 Paso Real Ave. # 82, Rowland Heights, CA 91748



## Editor's Report



**Tom McClain**

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**H**ello from Sun City Arizona. Yes, it is true. Sheryl and I have made the move to Arizona and the Valley of the Sun. This move has been in the works for some time and things finally came together to make it possible. We are now in our new home and slowly getting accustomed to our new surroundings.

Bob Storick and Kenny Budensiek recently informed me that they have decided to resign as Assistant Editor and Photo Editor for Stunt News. Bob and Kenny will both be sorely missed. Bob helped bring Stunt News into the 21st Century with his creation of a website for editing Stunt News. This capability gave the regular contributors an easy way to upload text and pictures to a central internet site where they can be downloaded, edited, and uploaded again for use by the Stunt News layout technician. This streamlined the assembly of the newsletter tremendously and helped in the process of managing the final product. Kenny did yeoman's service in enhancing the photos that are used in Stunt News. His work has always been outstanding.

Floyd Layton, Stunt News Advertising Director, has also informed me that he will resign from his position

in the near future, but will stay on until a replacement is found. Thanks for the hard work Floyd. Your exemplary service in restoring the advertising side of Stunt News is greatly appreciated. Therefore, PAMPA needs volunteers to fill Kenny's and Floyd's rather large shoes. How about it membership, do we have anyone who would like to contribute? We already have a volunteer for the Text Editor. My wife, Sheryl McClain, has stepped forward to take on these duties. Thank you dear. She has been helping with proof reading and editing each Stunt News issue since I assumed the Managing Editor position.

Things to look forward to in this issue are full coverage of the F2B World CLPA Championships in Spain. David Fitzgerald provided his view of the F2B Championships in the Sep/Oct issue, but a more complete discussion and pictures are in this Nov/Dec newsletter. Kim Doherty has provided his unique view of the event as well as our President, Paul Walker. Speaking of the F2B team, you can still help them by purchasing hats and t-shirts from Keith Trostle to defray the large travel expenses incurred by the individual members. AMA and PAMPA have helped with funds, but those contributions are still not enough to cover the large expense of the trip.

The attempts to prevent the USPS from implementing their magazine flow control policies still continue. First Class and International Airmail are being delivered expeditiously, but Periodical or Book Rate is still taking 30 to 45 days. I have no fix for this presently. The only suggestion I have is to pay the extra \$15/year for First Class service. Remember to immediately inform the Secretary/Treasurer when you change your address, especially if you have paid for periodical or book rate delivery. The USPS will not forward periodical or book rate magazines.

Bob Kruger is working on converting 1998 through 2002 of Stunt News to PDF. As soon as he finishes those, he will start on 2003 through 2005. Once completed, Bob will send the PDFs to Curt Nixon (PAMPA Products) for sale at the same price of the printed newsletter. 2006 issues will not be released in PDF to Curt until

after Dec 31, 2006. The overall plan is to digitize all years of Stunt News.

I would like to talk about a pantheon of our hobby, Tom Lay. Tom Lay has over the last year had some tough times. I will let Tom tell you about it himself:

"I recently had a very involved surgery, which I didn't tell many people about until I reviewed the final results. I was at Loma Linda Hospital for surgery, and they: 1. Removed a 1 1/2" diameter, Squamous Cell Carcinoma (skin cancer) from the left side of my head. 2. Ground away a portion of my outer skull, with a "dremel like" device. 3. Opened up the entire left side of my head, and neck, and removed 38 lymph nodes, some of which were wrapped around my shoulder muscles. 4. Did a skin graft, from my leg, and used the skin to close the gap on my head. 5. Then they closed the wound with 43 staples, and many stitches. All was NON-MELANOMIC, and all of the biopsy reports were negative. Thank God! I did NOT need chemotherapy, but as a precaution they did 6 weeks of daily Radiation therapy. After the surgery the left side of my face and neck were numb, and partially paralyzed, and my left shoulder would not function well. All of those have improved considerably over time, and will eventually return to normal. The surgery cost well over \$100,000, and since I have poor insurance, I need some funds to pay my co-pays. As most of you know, I'M TOO PROUD to accept any cash contributions, but I have created a T&L Engine Rework Special, to support me financially, through my recovery. I am hoping my friends in STUNTLAND, can send me some work? Many Thanks to all, for your continued support over the years! And any work you can send me during this rough time, would be Sincerely Appreciated!!!! I can email you a T&L Special Flyer, with my Low pricing T&L Specials.

Tom Lay ("The Starving Stunt Guy")

Thank you,

Tom McClain  
Managing Editor  
PAMPA Stunt News



## Secretary/ Treasurer's Report



### Shareen Fancher

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### Elections Results in January/ February Issue

The final count of our 2006 elections will be reported in the January/February issue of Stunt News. Due to the time constraints of the deadline for the November/December issue it is not possible for us to get the results into the current issue.

I expect to have the results on or about October 7, 2006. The final report will be available at the PAMPA web site shortly after that date. You may get the information at [www.control-line.org](http://www.control-line.org).

If any of you wish to know the results before the January/February issue arrives at your doorstep and do not have access to a computer please don't hesitate to contact me after October 7th at (650)345-0130.

Shareen Fancher  
PAMPA Secretary/Treasurer

## EATHER - PROPS & PIPES

I wish to thank all my customers for their support over the last fifteen years. Due to shoulder injuries I am unable to hand finish my propellers. I continue to mould propellers and will supply all those on my list at reduced prices. The purchaser will need to remove any remaining flash and adjust the pitch and balance. The finishing takes about 15 to 20 minutes. With your order I will supply a set of steps to follow. I continue to make pipes which are finished and ready for use. The high performance level of my new 75/90 pipe is pleasing.

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**CONTACT :-** [brianea@optusnet.com.au](mailto:brianea@optusnet.com.au)

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## C. F. SLATTERY

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## District 1 Report

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



**Dave Midgley**

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I want to start this column by letting you all know that I am not dead! I missed the deadlines on the last two columns, and our new editor is not lenient with tardiness. I also wanted to thank everyone who has called to see how my Father is feeling. I am happy to report that after a few days in the hospital they figured out what was going on, and within 24 hours, he was a new man. He really missed being at the NATS this year, and given the choice between three days in the hospital or a week at the NATS, I guess I would feel the same way. He had us all worried, but Woody is tougher than a Boiled Owl, and he surprised everyone by recovering so quickly. If you see Woody, ask him if he has checked his blood sugar levels, and keep him away from the Dairy Queen!

Another member of the "Boiled Owl Stunt Team" is our own Len Harding. In the past few years, Len has dealt with needing every (and I do mean every) one of his body parts replaced. Recently he was able to stand up straight enough to take his first flight in almost three years. Len has dealt with the adversity of growing old by just refusing to give in. In my mind this makes him the King of the "Boiled Owl Stunt Team" He has also made sure that no one in New England goes without a plane if they need one.

In recent discussions with Len and Woody they have decided to bestow honorary membership in the Boiled Owl Stunt Team to Bob Geiske, John Diotavio, Lew Woolard and Dot Cook. They all live by the simple rule that "You have to be tough to get old!!!"

I just walked into the house after a 5 hour drive from the Pal Park contest and finally we actually had a contest in the area that wasn't rained out. So far in New England we are 0 - 3 this year. The spring NEST meet, The Hampton meet, and the Lee Mass meet were all nasty weather, but I guess when Herman Guering (I meant Rich Giacobonne) and Rich Peabody plan a contest, Mother Nature co-operates. Many of the New England Guys showed up at Pal Park for what turned out to be probably the best flying day of the Fall so far. 80 degrees, light breeze, and fliers from all over the place made for a great weekend. Woody, Peter Mical, and I drove down on Saturday and arrived just after lunch. Perfect timing as they were just giving out the awards for classic and old time. So after a quick lunch we unloaded the planes and flew until 6 pm. For those of you in New England who haven't attended this meet in the past, the site has three paved circles and the conditions are usually very good. The only thing you have to watch out for is low flying Canadian Geese! The location of the site in Palisades Park, New Jersey is centrally located and brings guys in that we don't always see at a local contest. The other half of the New England contingent chose to make this a one day event and left at 3:00 am to make it down by 8:00 am. Rick, Steve, and Iceypoo all loaded up into Emma1 and armed with a 5 gallon box of Dunkin coffee they headed South. I had just finished a flight in the morning air when someone told me that the three amigos had just pulled in but Emma1 had suffered rear end damage on the Cross Bronx expressway..... It seems that a woman towing a horse trailer tried to get a little too friendly.....the result....Crash #1. Fortunately the planes were fine, Rick didn't spill any coffee, and Iceypoo slept through the whole thing.

The contest started at 10:30 with 20 expert entries, which meant that the

second round wasn't going to get over until sometime around 5 pm. With a 6 hour trip back to my house, we decided to only fly the first round and leave at 1:00pm. When I left all was good with the universe....Rick was in first place, Boris had broken 500 points at a contest for the first time, and Dave Eyskens was just getting ready for his flight. I wished him well and off we went. We couldn't have been more than 5 miles away when I felt a strange disturbance in the force. I could feel the presence of the dark side.....I turned to Woody, (Boy it is strange how he looks just like Yoda when he is asleep in the back seat of his truck) and mentioned that I had a strange feeling that something was just not right.... He grumbled something about Sue Giacobonne's hot dogs talking to him and nodded off again....Later that evening I searched my feelings again and just knew something terrible had happened.... No, Sleepy hadn't wandered into the circle, Flying monkeys hadn't carried Buddy Weider away to Yankee Stadium (Where the Red Sox had just won both games of a double header against the Evil Empire)....Finally, the vision was clear.... I could see bits and pieces of pink airplane all over the parking lot. Nah....Eyskens is too good to crash; it couldn't have been true but I was soon to learn that the "Elan" had quit at the top of the overhead eight and became a lawn dart. A life ended much too soon.

Things were not looking good for Dave because we still have a few more contests this year, and as Windy has always told me "A man with only one bullet in his gun is in trouble when the Indians come over the hill." Dave has lots of friends out here, and when people saw Dave crash, it only took a minute for Jose Modesto to offer up his spare SV22 complete with motor, lines, handle, etc.... Just add fuel. Jose is simply a class act... always has been, always will be.

This month's story is titled: Revenge of the Philly fliers:

Usually I have the Philly boys well under control trying to avoid spontaneous birthday parties for Mr. Banjock, etc... but this year they came to Brodak's prepared for me. I never know what contraption is going to magically appear from the bowels of Banjock's



trunk, and this year was no exception. First they pulled out this thing that was powered by compressed air..... all well and good until I offered to man the bicycle pump. After 10 minutes of pumping, Mr. Palko informed me that I only had another 10 to go. Not wanting to give in to their shenanigans, I kept pumping. Finally the plane was charged and ready for flight. Danny boy released the valve and the motor started to humm. The plane rose in a nice tight circle for about 5 seconds and then the motor slowed down and stopped. Boy was that exciting..... NOT. I did manage to burn 15,000 calories pumping up that stupid thing though. If the bicycle pump wasn't enough, they really got me this year by having me be the battery boy (Stooge) for Dan's Dynajet MIG plane. As best I can recall, the evening went something like this..... It was just before dark and a crowd gathered on the upper circle. Danny, Mike, and Ted had brought the all metal antique MIG dynajet stunter out for a flight. I unsuspectingly moved my way into the crowd of onlookers. The next thing I knew, I was being summoned from the crowd to assist, by simply holding the battery pack and getting it out of the way when the dynajet started. Simple enough I thought...No Problem. Just push the button when Ted starts pumping and then when the plane is ready to take off, you simply walk away with the battery box. Got it Dan! Oh, by the way, do I get ear plugs? Nah, your tough don't be a girly girl..... Well after the first POP of the jet, I decided that I wasn't that stupid and took a paper towel from my back pocket and made myself earplugs. Now I was ready..... Round two. Palko Pumped, Ted Jumped, and I got shocked from the battery box, and Banjok was bent over at the knees laughing. Round three. Home made earplugs, a silicone finger flipper on the button, and my life is in the hands of the guys I had recently checked out of the hotel without their knowledge. I was in trouble, and everyone knew it! Round four... A little more fuel from a bottle with a skull and crossbones on it, and away we go. The noise was deafening, but that did not bother me as much as the fireball coming out the back of this "Toy." It literally melted

the asphalt, and I was the only one near the rear end of this thing.....

Next Item..... The adventures with MATRIX catalized polyurethane clear. Got a call from Rick Campbell the other week, asking if I would be willing to shoot this new clear on the fuse of his plane. I agreed, and he made the trek to my house on a steamy hot Staurday with temps and humidity that were off the charts! Rick informed me that the clear was one of these two part PPG products that some people are using with success. First of all, the stuff is nasty, and it should not be sprayed by people who don't have the proper equipment for protection, and second, it should be sprayed out of a gun with a small nozzle. After Rick and I cleared out the spray booth and suited up, we mixed the paint and sprayed a test piece. Initial results were good, but we were told it wants to go on in one thin coat that is followed up with a thick coat that is left alone to cure. Boy did I screw up!!!! Before I knew what I had done, there was a giant run in the paint that was dripping off the bottom of the fuse..... I was in shock, and Rick was glad he didn't do it. We made a call to Rick Clark who uses this stuff all the time and also to Bob Brookins. The initial reports were easy....let it dry for 12 hours and block sand, then buff as normal. Now there were some spots on the model that I wanted to touch up anyway for Rick and so I spent the better part of a Sunday sanding everything flat. There were a couple of spots that had sanded through the color and a call was placed to Bob Brookins for advice....Find a decal was the message, but I decided to give the repair a try anyway. A dusting with the airbrush of sig color and then a light

coat of the Matrix clear and the repair was perfect!

Last, but certainly not least, if you haven't gotten on Rick Campbells e-mail list for the On line Nest Newsletter, what are you waiting for? It is awesome, and is available on line all the time. Great job Rick!!!! Rick has also agreed to supply the photos for the column until he turns 76 years old! Thanks

-Dave Midgley



David Chang and son with his electric Oriental. Model started out as a Brodak ARF, now majorly modified!



David Eyskens flies his OS 46 VF powered Elan. A kit-bashed SV model.



Davis and Sharon Midgley hosted the Hampton Beach fun fly and Beach BBQ. This event DEFINES fun in District One.



Don Herdman's Brodak .40 powered Super Chip. Don moved from District 2 to Vermont. Welcome to District One, Don!



Dick Carville's Green Box Nobler. The definitive Classic ship with Fox .35 power. Typical Carville front row finish!



Doug Cook's classic model in bones. It's a Billy Suarez P-38!



Bill Suarez' Epoch. This one's been around since the late 80's. Still flies well and looks gorgeous.



The trick to selling 50/50 raffle tickets: Beautiful and intelligent little girls. The rain and mud at the Lee, Massachusetts contest did not dampen the spirits of Sarah Hummel and Emma Campbell.



Cold, wet, but not miserable. Contestants and family huddle under the tent in Lee, Massachusetts. Note the jackets. August in New England??



Another Carville Creation: Dick refinished an older ship. He tells us it's more work than building a new one! ST60 powered and beautiful.



## District 2 Report

New York, New Jersey



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Here in District 2 there's a lot of interest in O.T.S., and Doug Benedetti is certainly among the most enthusiastic. Listen to his four-bolt Fox .35 run—if that isn't music to your ears, you're just too young. Doug even gets his ignition engines to run great. Check out the checkerboard silk—look closely, and you'll see that the squares match perfectly. Even Larry Scarinzi's beautifully finished silk combat jobs would be jealous. Thanks to Doug and many others, we get to relive a pleasant part of our childhood each time one of these masterpieces takes to the sky.

Mike Cooper's Strega has his first full finish job, and with some help from his friend Mike Ostella, it's really looking good. Power is a RO-Jett bar stock .61 with Windy pipe. Mike did some tests with various props to get the speed and feel to his liking, and it's now one of the club's top flying ships. When Reuben and Stevie MacBride bring out their matching father and son Stregas, it looks like the G.S.C.B. field is the Reno Air Races.

Carlos Serra has finished his Cardinal kit with beautiful paintwork and graphics of the cardinal in a pose I've never seen before. Can't make this up! Last time Karyn and I visited the Serras, he had a baby snapping turtle that he rescued...and it's now the size of a pizza and living in the shop right next

to the new Cardinal.

Neal Beekman has a large and unique air force that now has a very unique twin-engine Cardinal. Why didn't I think of that? A twin Cardinal! To make it worse for me, the ship flies great, and Neal never misses a chance to rub it in. I think it has two Max .15s, and it seems to have plenty of power. People like Dave Downey who are engineers at Boeing have told me that two small motors are more efficient than one big one, due to the increased prop disk area. On my twins that certainly seems a plausible explanation of their good performance. Last year when we had the Tigercat "fun fly" at the Nats, I was happy to see so many pilots get a chance at the handle, and I got to see it from outside the circle.

It was great to see Jim Borelli and Bob Lampione at this year's Nats and local meets. Jim is host to "Sunday Building with Borelli" at his house, and in spite of many lessons, he can't keep Bob from putting on the last three gallons of clear—everything's fine until he opens up the paint. Jim is working on an article for Stunt News titled "It's hard to help Bob, but I'm still trying because we love him." Seriously, Bob's ship is beautiful, but a tiny bit heavy for a Big Jim ST .60. Bob swears next year's ship will be lighter. He flew Sparky's S6B at the Nats and really liked it. OK, Bob, you've talked the talk—now you have to walk the walk!

Poor John Duncan—ships using his foam wings won the Concours Award in 2003, 2004, and 2005, but this year he didn't win. He's been supplying the Stunt world with great quality foam products for many years, and everything of his I've ever seen is world-class. His telephone number is 518-583-8839. Without all the product suppliers it would be very difficult to keep our event alive. In the early '80s nobody even made four-inch bellcranks, horns, handles, or big reels. PAMPA only had a few hundred members back then, and you even had trouble buying a good fuel tank. Thanks to all our suppliers, that's all changed for the better, and John Duncan has done his part. Thanks, John!

Les Demmet and John Cafaro were the sources of inspiration and design of the Testarossa. In the beginning I wasn't

sure we could make it work, but people have responded to its uniqueness in such a positive way, I'm virtually speechless. It won the Brodak Fly-In, got a Top Five fly-off spot at the 2006 Nats, and wound up in the front row alongside the Concours winner by Kenny Stevens. That's really beyond even my wildest expectations for a prototype that is so unique. Maybe this will not be a last Ferrari in the series. I have so many projects now to dream of: a RO-Jett .90 ship, another Ferrari, maybe even another twin. (No wonder I don't sleep much at night.)

Certainly one of the best builders and finishers of all time, Mike Rogers, has yet another beauty in his air force. Last time we had dinner, Mike told us that he'd gotten involved in ballroom dancing, and quite frankly, Karyn was jealous. She once tried to get me to take lessons, but luckily the instructor agreed that I had no talent at all for dancing. As time has gone by, I realize even more how right he was.

Billy Suarez is yet another world-class builder. His 10 and 20-year-old planes stay new...while we get older. His latest is a true jewel—it looks brand new, even though it's several years old. Quite an accomplishment. How does he do that? I wish he'd write an article for us.

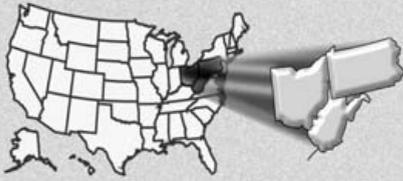
District 2 has given us all wonderful memories. John D'Ottavio being chased around Bradlee's by a snapping turtle. George Gaydos flying the DC-6 with four McCoy .35s. Picking up Kaz Minato at La Guardia with his plane in a box so big that it had aluminum siding. Lou Dudka flying into his open trunk during a flight. Karen Meador and Mary Figgs competing for trophies. Walter Umland combat stories, putting a stripped glow plug in with Hot Stuff. Windy almost getting electrocuted at Scott Smith's contest. Dick Kurth teaching kids to fly at Flushing. Mike Palko's first electric Twister. Rich Giacobone learning that when the pattern ends, the flight is over. Jim Casale stories... There's just not enough room in the magazine.

The adventures we've all lived and shared together, the stories, the memories both good and bad... They are the stories of our lives, the stories of us all.

-Windy Urtnowski

## District 3 Report

Ohio, Pennsylvania, West Virginia



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As usual I find the speed by which time passes as scary! To me it's only been the day before yesterday that I was preparing to conduct the Skylarks of Sharon's annual Swap Meet on March 19th!

On the positive side my wife, Sondra, and I made a road trip to visit old friends in Grove, OK this past July. Neither she nor I had driven that far west before. We saw this as an opportunity to see parts of this great country neither one of us had looked at previously. Prior to our departure, I called my telephone friend, John Ashford, to inquire if he might drive up to Grove, OK so that the two of us might have a flying session together! John let me know that to drive that far for him would be way too long for him to travel. My next brainstorm was to recall that Grove, OK and Tulsa, OK are not that far apart at least from my perspective! John Agreed to drive up to Tulsa so that we might fly on and with the Tulsa Glue Dobbers M.A.C.

It was October 1990 and October 1995 when I met De Hill first and second times! De had traveled east to Northern New Jersey to participate in the 20th and 25th Anniversaries of Old Time Stunt as sponsored by the Garden State Circle Burners. De is still quite active in the Glue Dobbers and so it was a great pleasure for me to get

reacquainted with him again.

When my friend and I arrived at the Glue Dobbers' John Ashford was driving their tractor cutting the grass! We both recognized each other instantly! The rest of the day was a string of magic moments for me as well as my friend, Wayne. The following set of pictures chronicle much of the day in Tulsa as I lived it and enjoyed it!

At the end of a magical day of flying and meeting and making new friends, Wayne, John and I adjourned to find a place to have dinner. As usual the table talk turned to the people I had just met and the flying, which we all enjoyed. I took advantage of the situation to ask John about my flying and where he might suggest improvement was needed. Now this is not something that the faint of heart nor should anyone do this unless one is prepared to get the answers you really NEED! I continue to



John's Que es esso? Original profile, powered by Brodak .40, stunter that Spillman flew and found to be most responsive and a true delight!



John's Oriental powered by Brodak .40 engine



Superb Ruffy built by John Ashford, powered by an Aero Tigre .36, automotive paint.



John Ashford himself! One fine gentleman and great friend, coach and builder!



Left to right John Ashford chats with Linda Gleason with De Hill and Dale Gleason in the back round.

be most grateful to John for the remarks he shared with me! You see where I fly there are no readily available coaches to help me to improve my patterns. We discussed the positioning of the pilot in relation to the maneuver, the wind, the sun, the judges, and 45 degrees! This discussion took about 45 minutes in a back room so that no one could see me whimper and snivel! When Wayne and I arrived back home in Grove, I went





(l to r) John Ashford, Linda Gleason, Bob Reeves, De Hill and Dale Gleason enjoy the air-conditioned clubhouse on the Glue Dobbers site. Very nice in 105 degree heat!



Orange Twister powered by a Fox .35 and built by Lee Thiel



Yellow Jamison Special by Elwyn Aud. Brodak .40 for power ARF Nobler in back round is Phil Spillman's and is powered by a Brodak .40. Phil is very pleased with this combination.



Steve Raney's Brodak ME 109, powered by an L.A. .40. Flies really well!



Welcome shelter in 105-degree heat in front of the Club's air-conditioned clubhouse. The house is situated on Indian land and since none of the improvements to the site are permanent the club should be set with a flying site for life or perpetuity which ever come first! (l to r) Joe Gilbert chats with John Ashford, and my friend and Grove, OK host Wayne Weis occupies right front seat.



Forerunner/ Pathfinder combination powered by an L.A. .46 built by Brian Norton



Red Banshee, powered by a Fox .35 and owned by Lee Thiel



Yellow and white Smoothie ARF is by Jerry Neafus who actually owns the field! Is powered by a Fox .35 with its head painted red!



Vector .40 ARC, by Brodak, powered by an LA .40 and constructed by Bryan Norton who states he is quite pleased with this combination.

directly to the kitchen table and wrote down as much as I could remember from John's remarks. After having reviewed my notes with Wayne I felt that I had noted most if not all of the critique noted by John. I refer to that set of observations mentally as I have flown every pattern since.

The moral to this story is, if you are lucky enough to have someone to observe your flying, take his or her comments seriously and honestly. You will be the beneficiary in improved scores going forward. If you argue with

your observer you will in all likelihood lose a resource, which only could have helped your patterns and growth. Flying alone is not the most happy thing we do for sure! However if that's all that's available to you try to objectively criticize your patterns from memory. I suppose that it might be possible to teach a wife or significant other to be a helpful coach. This might put a strain on your relationship though!

Two days later Wayne, his wife Barbara, my wife Sondra, and I drove over to visit the Air and Space Museum at Tulsa, OK. From the outside this place is nice but not nearly as imposing as the Smithsonian Air and Space Museums in the Washington D.C. area. But was I ever impressed once inside! Pat Neely, Wayne's cousin, treated the four of us to a personally guided tour. One of the exhibits on display is a jet engine from a German ME 262! Pretty neat since I had seen two ME 262's in the flesh: one in Washington D.C. and the other sitting outside the Willow Grove N.A.S. in the greater Philadelphia area but had never seen nor had the detailed operations of one of their engines explained to me. In addition there were many airplanes on display including an F-14 Tomcat carrier plane of the U.S. Navy! The following pictures present some of what is on display in Tulsa.

In mid-July I heard from my Philadelphia connection, Harry Freeland, who sent me several pictures from the Phila. Flyers at one of their road trip outings to Reading, PA. This time the flyers had ventured out to test Dan Banjock's jet powered Mig-15!



Exhibit Spartan C-3-225 Hung from ceiling of museum.



Another Spartan Plane



Lear Corporate Jet once made in Tulsa.



Shown here are( l.to r) Jack Weston, Ted Heinritz, Mike Palko, Dan Banjock, Bob Willie, who is a jet plane man. The fellow in the back row was unknown (Picture by Freedland).



The Mig-15 itself as built by Dan, who had to remake many of the original parts, which were in bad shape at acquisition.( Picture by Freedland)



L to r, Dan Banjock adjusting his compressor tank, Jack Weston, and Mike Palko watching Dan do his work.( Picture by Freedland)

a small pin vice like tool, which we found in that store. This is just right for enlarging elevator horns if some slop is desired to cancel hunting. This will fit nicely in your flight box for just that time when you or someone you're with needs to drill out that too tight horn.

Next column will address the 13th Annual Fly In as sponsored by the Skylarks of Sharon and the Skylark's Western Pennsylvania Stunt Championships. Until then please keep me posted on any news items you'd like to see printed here.

I wish all of you a Joyous Thanksgiving, a most Merry Christmas, and a Happy Healthful New Year!

Yours in the sport of Stunt.

-Phil Spillman



## District 4 Report

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



**Bill Little**

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Hello PAMPA,  
A lot has happened since my last column's fiasco! Hopefully there will be no problems this time. To be honest, a lot has changed since I was writing the "Products" Column in SN many years ago. Someone actually wants me to be able to use a computer! LOL!!

I received this from John Tate on the Brodak Fly-In. Congratulations to those from our District who were there and those that placed or won in events!

"Hi Bill,

Here is our club report on the Brodak contest; Subject: Brodak Fly-In Report.

Hi Gang,

Willis Swindell and I made it back from the Brodak Fly-In. It sure was a long week. Artie Jessup rode his motor cycle up for a few days. We lined Artie up with some of the Brodak factory employees to get a personal tour of the factory. Artie mentioned that he flew free flight. The next thing I knew Artie was looking at old ignition engines and old free flight kits back in some hidden corner that I did not know about.

Willis got to be one of the first people to fly the proto type take apart Cardinette.

Steve Fitton came up Thursday afternoon so he could place his PAMPA stunter on the Brodak front lawn for the appearance judging starting at 5:00 PM.

This was the year of great weather for the Brodak Fly-In. There were 80 degree days up until Friday, and then it was 90 degrees (no rain like in the past). The wind was no problem.

Willis and I stayed out at the field until dark every day. I was exhausted by Wednesday. Thursday was supposed to be our rest day but our arms were twisted into judging Advance Old Time Stunt that day. Allen Brickhouse, (two time Nats winner), gave us a training seminar Wednesday night. Then on Thursday morning, Jack Sheeks gave us a hands-on judging with the first Expert contestant. So now Willis and I know what the judges are looking for doing the Old Time Stunt pattern.

The United States Scale Team was there practicing for the World Champs. This was the place to see some of the best control line scale model airplanes on the planet.

You always see some the best and unusual control model airplanes at the Brodak Fly-In.

Steve Fitton got some good scores flying the Expert pattern. Willis and I did well. We had some good engine runs during the competition. I had some mental lapses in the pattern from being too tired to concentrate that long.

Next year I need to go to the gym and work out for about six months to get into shaped to do this again for a whole week.

Go to the link below to see the hodge podge of pictures that I took at Brodaks Fly-In: <http://community.webshots.com/myphotos?action=viewAllPhotos&albumID=551516371&security=osXIhJ>.

The one sad note is that when bad things happen, they happen in three's. There were three bad propeller hand cuts that needed medical attention during the week. Enough said on that.

-John Tate"

I received this information from Bill Mandakis who is a District 4 member and Hobby Shop owner who advertises in Stunt News:

BJM Enterprises  
Owner: Bill Mandakis  
1423 Spring Hill Circle  
Kernersville, NC - 27284  
(336)499-1192

"BJM has started to market two new models for competition stunt. The first to come out will be the Enterprise-PRO. It is a large 54" wing span profile precision stunt model. It will be released in approximately one month. Orders are now being taken. The second model is about 2 months away. It is a smaller (equivalent to approximately a .25 stunt model) electric stunt. We have to understand that electric is coming to share the kit, ARF, and ARC limelight. The prototype is flying well. It should be released with pictures shortly for pre-orders and in kit form in about 2 months. The kit will come fully equipped with motor, battery, and controller. So, there will be no guesswork about what to use.

Hopefully this will be just the start of a successful line of kits from another PAMPA member and stunt enthusiast."

From Steve Fitton:

"This job was observed at the most recent Huntersville contest. Alleged to have some Gorilla pipe motor under the hood!"



This is the Geo Juno with a PA 61 on pipe. This plane was built almost 10 years ago, based on a Super Saturn layout with Juno ascetics.

The October annual meet at Huntersville put on by the MCLS is coming up soon! And \*might\* have taken place by the time you receive this issue. This will be the 25<sup>th</sup> Anniversary for this event, and always had a super turn out!

CAROLINA CRITERIUM  
OCTOBER 20,21,22 2006  
HUNTERSVILLE NC

From Sonny, at the MCLS about the flying site:

"Gentlemen, I am the bearer of GREAT news. I just spoke with Stephanie Huffstetler and she advised me that the Parks & Recreation Department had AGREED to enlarge and repave the flying circles. The new budget year started July 1 and the money would be appropriated. She is going to try to give me a timeline this week so I will have it before our Saturday meeting. Unfortunately there will not be enough money to do an extensive renovation of the RC runway, but they will do as much as the budget permits. I advised Stephanie that I had found out last week that AMA has a special fund wherein they will kick in an amount sometimes up to 10% of the cost of field repairs. Upon receipt of the information from Stephanie which will include a budget amount I will submit to AMA for consideration. Now ain't that sumthin? What a great thing if we can have all that done before the October contest and I believe it will be.

-Sonny"

One area I am a \*little\* disappointed in is that I did not receive any information on the NVCL Walter Musicano meet held recently by the club.

The following are shots of several Dist. 4 flyers! Photos are credited to the fine members who took them! Thanks Guys, I just don't know who sent what. Sorry.

Until the next time, I hope to see you soon, fly safely and HAVE FUN!



Larry Draughn's Jamison w/ DS 54



John Rakes with his Vector 40 Powered by a PA 40 Ultra Lite w/ Header Muffler.



Joe Owen's 60 size Nobler



BJM Enterprise-Pro

-Bill Little



Steve Fittons III fated Avanti 50 w/ LA46Lit



Willis Swindell's highly modified Brodak ME 109 w/ Brodak 40



Joe Owen's Legacy



## District 5 Report

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



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This is going to be a fairly short report this time, mainly due to there not being a lot to talk about. There has been only one contest in the last couple months in District 5, and family obligations prevented me from attending.

Normally the September contest would have been held in Marietta, Ga., but Tom Dixon turned his dates over to Louis Rankin, so the contest was held near Memphis, Tn. Louis e-mailed me some of the information so everything here is courtesy of him. Saturday had excellent weather for the three events flown and they had a good turnout. I've only got the top three places for OTS, Profile and Classic, so here goes. Old Time didn't have a District 5 member in the top three, but Bob Dixon won Classic with his reworked ARF Nobler. John Simpson was second with his Cavalier. Marshall Busby finished third in Profile.

Sunday's weather was good, but I think approaching storm made it a little breezy. Beginner had Jim Oliver in second and Lewis Popwell third, both from Alabama, I believe. Mike Donovan from Mississippi won Intermediate, with Ty Marcucci and Ronnie Thompson also flying. Marshall Busby and Charlie Pate flew in Advanced, though not to the top three. Expert had Bob Dixon in second

and John Simpson in third.



Jim Lynch and Louis Rankin.



Ronnie Thompson and his Thunderbird.

That's about it for now, I could bore you with all the things going on in my shop, but I won't. If anyone has anything to share or pictures you'd like to see here, please send it my way. A lot of us in District 5 will be going to Huntersville next month, so I should



Bob Dixon and his Classic winning Nobler.



Marshall Busby and Zuriel Armstrong judging Classic.

have some results from that next time. See you there.

-Dale Barry

## District 6 Report

Illinois, Indiana, Kentucky, Missouri



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The Nats is in the bag again this year and I would like to attempt to compliment those District VI individuals who participated and accomplished many of their flying goals in the summer of 2006. The first step is to recognize Mike McHenry for winning Advanced during the C.L.P.A. event at our Nationals. Mike is from Speedway, Indiana, and is a fervent NASCAR fan. Seems the Japanese Navy did not know about any NASCAR drivers or Mike would have painted his new Zero with a number 43 or the likes.

Mike's Zero was powered by a PA .65 with a muffler. Warren Tiahr commented that the model and engine combination flew slowly or at least gave the impression of "slow" while meandering through the pattern. Just as a comment, Mike does not meander, but accurately shapes the maneuvers in a precise manner. Congratulations to Mike for his 2006 win.

The dynamic duo of Eric Taylor and Wes Eakin attacked Advanced, Classic and Old Time Stunt. Eric put his SV-22 through the paces and Wes used one of Kenny Stevens' Legacy's to make the top twenty in Advanced. Eric finished 8th and Wes in 16th. Roger Wildman eased in just behind Eric to place 9th. Dennis Vanderkuur flew his profile Pathfinder to 19th while Mark Hughes rounded out

the District VI people with the 20th spot. Louis Rankin is from Memphis, but is a consistent District VI flyer and he took 13th in Advanced.

Open saw two accomplishments by Lexington, Kentucky native Kenny Stevens Jr. Kenny placed 11th behind top District VI event person Matthew Neumann. Matthew has been consistently in the top ten lately. Kenny also wrestled the Concours d Elegance prop out of Warren Tiahr's hands at the Banquet on Friday night. Jim Lee invades District VI occasionally, and he found the 20th spot in Open. Allen Goff just missed the cut with a 22nd. My control lock-up caused a very low finish for my part. My controls are still very stiff, and I believe surgery will only resolve the issue.

Classic saw several of our members to take to the grass circles. Allen Goff was our highest placer with a 7th. He flew a Charles Mackey Lark. Michael Schmitt of the very northern end of Illinois took 10th with his Jamison Special. Jim DeYoung of South Holland, IL was 12th and he won the Best Appearing Classic model. His was a beautiful rendition of Bill Werwage's USA-1. Roger Wildman took 13th, our friend Jim Lynch placed 16th, and Wes Eakin took 20th.

Old Time Stunt was a tight battle at the top with Charlie Reeves finishing 2nd to Dale Barry and at the same time receiving the Best Appearing OTS model with his Big Job as designed by Addie

Mae Naccarato. Allen Brickhaus took 4th, Wesley Dick-11th, Scott Condon-15th, Michael Schmitt-16th and Wes Eakin-17th.

I only have records of the top ten in Intermediate and see that Steve Smith of the St. Louis area placed 8th. My phone buddy from Florida, Chuck Feldman placed 4th. My other Beginner helper, Toby Acierno took 6th. Steve Smith and Bill Marvel took plenty of time judging as well as Mark Overmier's guidance as Head Judge at this year's Nats. Mark will be the Head Judge next year also. Larry Lindburg and Randi Gifford worked on the Advanced and Open judging circles while Randi's husband Russ flew in Advanced. Randi also helped with Classic judging.

Thanks to so many District VI and other areas for helping me with the Beginner event. Those include Byron and Jane Barker, JoAnn Lynch, Louis Rankin, Mark Overmier, Wes Eakin, Eric Taylor and Dick Kirk. The New Albany Skyliners and the Peoria Area Wyreflyers are really a great help in this yearly event. Thanks so much for the assistance guys. Chris Stevens, son of Kenny Stevens Jr., took a one point second to Ryan Young in Jr/Sn Beginner. Nice to see the young kids being helped by dads.

I am including some shots from the Fellowship of Christian Modelers event held August 12 and 13 on the AMA "L" pad site. Due to being a part of several



Check out the nose on Joe Reinhard's Jim Silhavy designed Gypsy 35 at the FCM meet this year in Muncie.



military funeral details and a quarterly voter's meeting at church, I was not able to attend the FCM but Allen Goff sent me several shots, which I am including here. I will also include some shots of the New Albany Skyliners' event in Indiana.



Joe Reinhard launches for Matt Neumann at FCM '06. Matt must be in the lead with that grin.



Jim DeYoung of South Holland, IL is assisting Eric Taylor at this year's FCM contest.



Carl Lovins pilots his Tucker Special in Muncie.



Dennis Vander Kuur really enjoys his Pathfinder and you will find him at most contests with this very nice profile.



Joe Konas always keeps the home fires burning by supporting local contests.



Chris Steven and his father Kenny get ready for the New Albany Skyliners event held the weekend after Father's Day in Sellersburg, Indiana. Kenny's SV-22 won the Concours trophy for the pretty plane of the day.



Matt Neumann brings his "snake" Stuka to Sellersburg and the Skyliners contest with a first place in Expert.



Allen Goff of FCM takes in the Skyliners contest. He took third in Expert.



Mike McHenry from the western side of Indianapolis (near the 500 Speedway) brings a dash of Japan to the contest with his PA powered Zero.

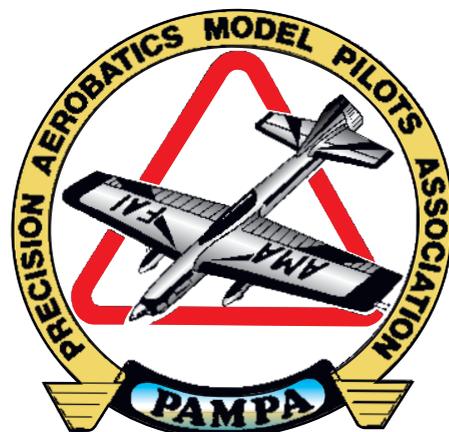


Byron Barker just finished a phone conversation to check on one of his club members. Byron is a real spark plug of the Skyliners.



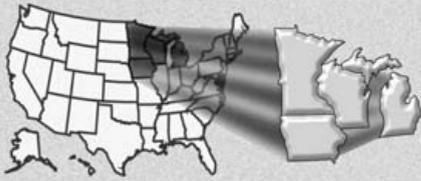
Sunday's PAMPA group at the Skyliners contest. Readers, do your own caption.

-Allen Brickhaus



## District 7 Report

Iowa, Michigan, Minnesota, Wisconsin



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**H**i everyone! By now the flying season is just about done and we should be into the new building season. Don't forget to oil your engines, clean and wax your stunter for the winter. Might be a good idea to look them over closely and take care of any repairs and such now. Then come spring time you'll be ready. It seems that when spring rolls around, I'm still trying to put a finish on a plane or just trying to finish the plane! It'll be here quicker than you think!

I attended a lot of contests this summer and took a lot of pictures, which I'll share with everybody during the winter columns. I could also use pictures and some short notes on your winter building projects. I prefer them to be digital pictures at as high a resolution as you can get. My camera is usually set to 5 MB per picture. Naturally I crop them as needed. I also have a scanner so I can scan regular photos too.

This column will focus on my trip to the Detroit area to the Michigan C/L Championships held on the 19th and 20th. I drove to Detroit on Friday the 18th and got caught in traffic jams near Chicago and Kalamazoo. Needless to say it made a long trip longer. After I checked into the motel I headed for the field. The contest was held at the Signal Seekers R/C field which was all

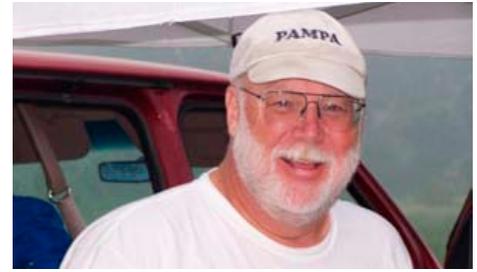
grass but cut short and well groomed. I met Bob McDonald there and he showed me where the c/l circle was. I needed a couple of practice flights on my Jamison Special due a tank and muffler change. All went well except that I needed a heat gun to "tweak" the outboard wing up a bit. Bob was kind enough to offer help and I met him at his house and used his heat gun. Bob has a very impressive array of P-47's hanging in his basement!

Saturday arrived with it raining. I headed out to the field expecting to get wet today. Curt Nixon the CD was there along with others setting up. The contest was delayed about 1 hour until the rain stopped. We flew OTS, Classic and P-40 that day. During my first OTS flight, the engine broke lean about half way through and it was speed stunt from then on! On my 2nd OTS flight, I lost the muffler stinger with the exhaust deflector. The air was good and so was the flight! But it was only an attempt and I put up my 2nd flight soon afterward. The wind had kicked up quite a bit and the flight wasn't so good.

There was quite an assortment of airplanes and pilots too! Richard Sawicki flew an electric powered Smoothie and Chief. Peter Hanson flew a 4 stroke profile that had an interchangeable vertical fin depending on the wind.

Randy Ryan invited everyone over to his house for a Bar-B-Que that night. It was well attended and his "yard" was big enough to hold a full circle! Yup, guys were flying! I had a very enjoyable evening. A special treat was a visit to Randy's shop. I got a close look at some of the engines he made. A very talented modeler. Thanks Randy.

Sunday came and it looked like rain again, but it held off and as the day went on the weather began to clear. It was still a bit windy at times. The club had a lot of raffle prizes to give away and all had a very good time. Curt Nixon and crew did a fine job of hosting the contest and you should plan on attending it in the coming years. Here are some pics of the contest.



Curt Nixon as the CD.



Peter Hanson from Canada with his profile entry. The tail is interchangeable.



Frank Carlisle with his patriotic colored profile entry. Frank is a real competitor and he likes to talk too!



Richard Kirk shows off his Humongous which he flew in OTS.





Mystery photo! If I'm taking the picture who is that standing behind the judges?



Bob McDonald shows off his Ares.



Randy Ryan with his granddaughter during the picnic. Starting 'em young, huh Randy?



Richard Malik was a big help to Curt Nixon during the contest. Always smiling too!



Bob's P-47. A very good flyer! Both him and the airplane!



Grace Paris holds here entry, a Super Clown.

-Crist Rigotti



Richard Sawicki with his electric powered Smoothie.



The peanut gallery. Wes Dick, Allen Goff, and Randy Ryan.



Michael Paris with his Super Clown.



Chow time!



At the picnic table at Randy's house.



Gary Lutz's beautiful Spitfire.

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## District 8 Report

Arkansas, Louisiana, New Mexico,  
Oklahoma, Texas



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After a blistering hot July and August in North Texas, the weather gods smiled on us just before the annual Charles Ash Memorial contest over Labor Day weekend. Two days before the contest the weather cooled off and stayed in the mid-80s or lower all weekend. Welcome relief!! To go along with the great weather we also had a great turnout, with many folks coming up from the Houston and San Antonio areas and many also coming down from Oklahoma and Kansas. All in all, a great weekend.

On Saturday, Joe Bowman took home the trophy for Classic Stunt flying his brand new Road Runner. His is the first built from the new kit by Blue Sky Models. Local District 8 member Tom Niebuhr is the man behind Blue Sky Models, and like his previous kit, the J D Falcon, the Road Runner looks like a winner. The master of the Ringmasters, Dee Rice came out on top in OTS competition.

On Sunday, PAMPA classes were flown. With eleven competitors in Expert and nearly as many in Advanced and Intermediate there was a lot of flying on Sunday. Fortunately, the stout judging corps of Tom Farmer, John Grigsby, Darrell Harvin, and Bill Lee were up to the task. Young Hot Shot Ryan Young took top honors in Intermediate (I see moving up in your

very near future), Dale Gleason once again bested everyone in Advanced (I also see moving up in your very near future), and Nine and seven-eighths Finger Richard Oliver handily won Expert. With light winds and overcast skies it was a great day for flying. My brother Doug and I were having such a good time we hung around and put in several more flights after the contest. Would have been nice if we could have done that before the contest, but the weather just wouldn't cooperate.

All of this is just a warm-up for the really big news concerning this contest: the return of Al Rabe to the competition ranks. Yep, that's right, Al competed in his first contest since 1980. Now, this isn't to say Al hasn't been doing any flying. Al flies as much as anybody around, he just hasn't competed in a quarter century or so. Flying his newest Mustang with RO-Jett 76 power Al looked better and better as the day went along. His final flight was a good one and Al finished 4th. A great showing, and congratulations Al! Al also took home the Pilots Choice award for his Mustang. We hope to see you in the contest circles much more in the future Al.



Al Rabe poses with his latest in a long line of beautiful Mustangs.

In the Beginner class young Zachary Wright was competing in his first contest. Zachary has been working with Andrew Rainey recently and had just completed his first solo flight only days before the contest. Zachary completed two incident-free flights on Sunday to win Junior Beginner. Zach was telling Jake and I later in the day that he was really happy that his score went up on his second flight. Sounds like we've got another true competitor on our hands. Great job Zach!!



Zachary Wright proudly displays his Beginner Trophy with Joe Bowman, Mike Scott, John Grigsby, and Al Rabe looking on.

There were also Carrier and Racing events flown at the Charles Ash contest. This is the biggest contest of the year in District 8. For a complete contest report go to: [www.dmaa-1902.org](http://www.dmaa-1902.org). Next up on the contest calendar is the Fall Stunt Clinic and Contest. Tom Farmer presents the District 8 Perpetual Trophy at this contest to the contestant with the most points awarded (determined by contest placing) during the entire contest season. It is a beautiful trophy with some very worthy name plaques on it from the past.



Classic Stunt winner Joe Bowman poses with his recently completed Road Runner.



Don Hutchinson and George Hamby ably handle appearance judging duties at the 2006 Charles Ash Memorial contest.



Al Rabe's big Mustang keeps a weary eye on Dee Rice's little Stuka.

After the rains at the Nats the toads came out and Phil Nickles' Texas Bear becomes the Texas Toad. Turns out that once he got up there, he didn't want to leave. He hopped onto the flap and went for a ride as Phil moved the handle up and down several times. The Texas Toad rules!!

It's been an eventful two years as the District 8 representative for PAMPA. I'd like to thank everyone who has supported me during that time. I'd also like to say thanks to all who have supplied me with pictures; especially Elwyn Aud, Dee Rice, and Linda Gleason. Thanks everybody and keep 'em in the air,

Steve Moon.



Saturday's OTS, Classic, and Racing fliers pose for the camera.

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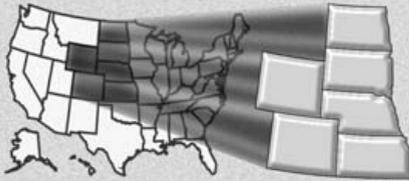
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## District 9 Report

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



**Carl Shoup**

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Well now the contest season is over, but what an end to the contest season. We went from one weather extreme in Wichita, KS to the complete opposite in Denver, CO. Wichita was 108 in the shade with what seemed like 50 mph wind (actually it was about 25), to dead air and a high of 59 degrees in the sun.

Wichita had a good turnout, with several states being represented. On Saturday they flew their racing and combat, leaving Sunday for mostly Stunt and Carrier across the park. Despite the wind and bad air conditions there was only one serious crash and I can not remember who it was. Jim Lee, Marvin Denney, Joe Gilbert and Mike Donovan were the big winners.

Labor day weekend started off cold in Denver, 48 degrees to start but the weekend ended well, with only 1 1/2 crashes. Keith McMahan was flying his Katera when a dust devil came through and caught him in his level laps. When he made the second corner of the outside of the square eight the wing exploded, and what was left went straight into the pavement. Chris Jacobson flying in the ARF class with a carbon fiber take apart airplane, lost the outboard wing and managed to land what he had left with no more mishaps.

-Carl Shoup



Joe Gilbert, Wichita KS



Doc Holliday, Wichita KS



Group of the fliers in Wichita



Dale Gleason, Wichita



Saturdays flight line, Denver CO



George Wodkie, Denver



David Myer teaching a spectator learn to fly



David Myer's Pegasus



George Wodkie's Pathfinder



Jerry Chamber's Stuka



Keith McMahan's airplane after the crash



The Lost Wing brigade



Mark Garber's Thunderbird



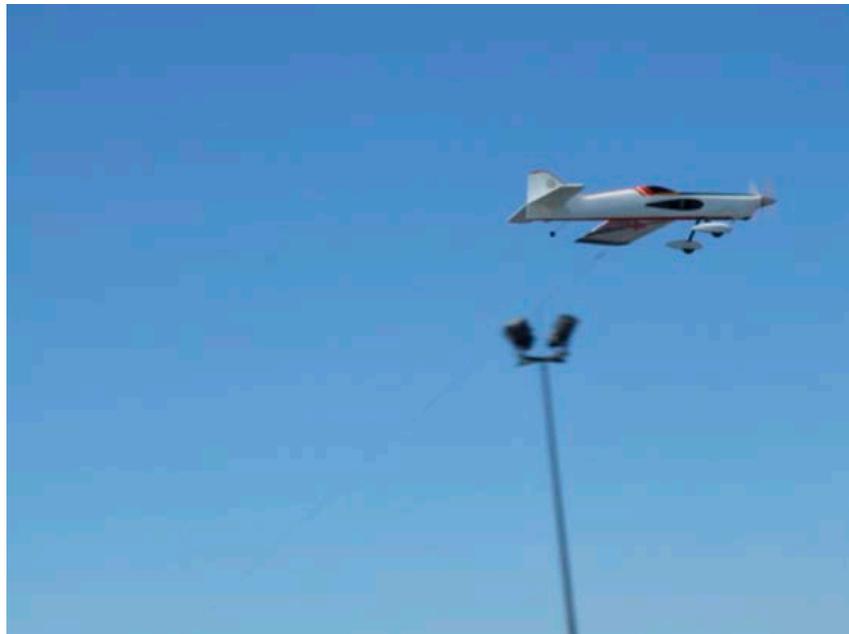
The spinner off of Keith's Katera



Emmy receiving her trophy



Emerald (Emmy) Dennison flying in beginner



Chris Jacobson with only 1/2 a wing



Chris Jacobson

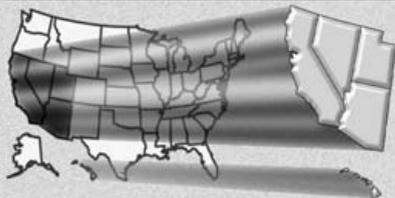


Carl Shoup, Keith McMahan, Dave Myers



## District 10 Report

Arizona, California, Hawaii, Nevada, Utah



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I'm back, and I profoundly apologize for my not being available to write last issues column. I knew that Jim Aron can run on about some stuff, and that Jim sometimes has a colorful sense of humor that not many can truly understand let alone appreciate, but I had absolutely no idea that he would run out of control with a little sense of power, and a pulpit with an audience. My sincerest apology—after all, he is the godfather of my children. They need a good example to follow, and I may have to reconsider that appointment. I hope that my readers can understand the subtly of Da Dirt's rantings because I feel that Jim's prose is of similar quality. I would hate to mislead the readership because of Jim's sense of humor. You see, I fail to see why people don't take Dan seriously, I'm just afraid that the same might happen with Uncle Jimby Aron—I take Da Dirt's ramblings very seriously. My sincerest hope is that should Jim Aron ever decide to run for PAMPA office or when my time as District 10 director is over, and heaven forbid, Jim decides to run for District 10, that he will have seen the error of his ways, and some sense of propriety will infuse his writings for this column. I would have trouble sleeping at night if I knew people took Jim seriously. But for now, I can rest at ease.

As for what Jim wrote about, well, ok, so there may be a bit of truth in what he has to say. But in my defense it really is all about me. My status as hero should not be questioned by plebes and pages. I certainly don't question the hero status of my hero, Ted Fancher, but come to think about it, I may have to adjust the order of heroes and put Brett at the top of the list, right next to Paul Walker. Now how can anyone question that? Bob Hunt and most of the CLPA modeling community have Bill Werwage, I have Brett Buck—well, ok, so maybe Billy is really at the top of my list too. Hero worship, that's what stunt is really all about. That gives me an idea. Send me an E-mail and tell me who your model heroes are and why, I'll put it in some future column.

On to the really serious stuff. By now many of you have read the accounts of the World Championships at Valladolid, Spain. My sincerest congratulations to Remi Berenger. He did a terrific job. He has been flying well at several recent championships, and this is well deserved. Also, as Jim said last month, District 10 had a small but very important attendance at the Nats, my hat is off again to Paul Ferrell, and Brett Buck for their Nats performances. Don't forget Ted's second place finish, all the glory goes to the top spot, but second place is also a major accomplishment, now if I could just talk him into moving to Napa to be my full time coach....have to figure out a way to get Shareen convinced....

The Barton's and Woodland Aeromodellers have been doing a wonderful job putting on CLPA contests at the Woodland site. The last contest I was able to convince Kathy to come and bring the twins. So, Michael and Rachael flew in their first contest as Beginners. Rachael squeaked past her brother. Now Michael wants to go out and practice to beat his sister. Unfortunately for me this means some extra building. Eric wants to build a Sig SkyRay. It'll be with the magic OS 20FP, and the twins want something that will loop. The 1/2A is out, so we'll have to put together another couple of FLIGHTSTREAK ARF's. I'm going to need a supply of APC 9 x 4's.

We've been getting between 5 and 15 beginners at each of these contests. It

really helps when we bring the baseball equipment and have a batting school put on by Jeff Anderson in the slow times. It's amazing how tired the kids get when they have to chase balls hit by Jeff and Larry Fernandez. Speaking of Larry, by the time you read this the famous Fox 15 hurl at Jim Aron's Meat & Meet contest will be history. We'll have to wait for the rest of the story. Both Eric and Michael plan on entering—watch out Brett.

We've been debating about having a clinic in the spring and judging seminar associated with that. Let me, Ted, Brett, or the Barton's know if you think this is a good idea or want to help. I'd think springish.

I have a note from Jim Hoffman about CLPA in the Phoenix area:

This past summer Mike Pratt, Grady Widener, and I have been flying together most weekends in Phoenix. Here is what we are flying.

Grady Widner has been flying his beautiful Classic Novi first seen at VSC 2006. All monokote and feather weight approximately 48 oz. The monokote workmanship is truly remarkable Powered with a Stalker 40 and a rear exhaust muffler designed and built by Grady. The Novi uses carbon gear mounted on the fuse for flying on our local grass field and has classic legal wing mounted gear w/ pants for contest work on pavement. Grady has become a master at tuning engines and is flying better than ever.

Mike Pratt has been flying his Delta Force. It is really cool to see (and fly) something different than our more traditional stunt configuration. This is a most unique profile delta design that flies EXTREMELY well. We've seen a few different engines on this ship all in the 40 size. It has tricycle gear, is most competitive, and could be decorated with some neat military schemes. Mike has plans for this great design; contact him at [michael\\_pratt57@yahoo.com](mailto:michael_pratt57@yahoo.com) for information. Hopefully a short kit will be available also.

I recently built one of Mike's Primary Force kits (not the ARF). It builds fast and flies great. It has a different feel w/ no flaps but does a fine pattern. Great ship to train on or use to get some stick time. Mike is slightly overpowered w/ an Aero-Tiger 36.



Also is a photo of my Impact w/ PA 51. Still going strong after five years



Grady Widner and his beautiful Classic Novi



Another view of the Novi



Jim Hoffman's PA51 powered Impact

Since coming back from Spain, I've made a couple of minor setup changes on the PA 75. I'm now running Brian Eather's #8 3-baffle pipe, where I ran his 4-baffle pipe in Spain. The 4-baffle pipe sounds just a bit mellower and softer, but comes on just a bit harder. This is what I was looking for in the high altitude. At home however, I like the raspier sound of the 3-baffle pipe with a bit more mellow run. Interesting that the sound characteristics are opposite how the engine runs. I've also put back in a larger spigot in the venturie with a larger ID. This seems to also be an improvement in stability during maneuvers. However, either Brett has



Mike Pratt has been flying his Delta Force



Delta Force Side View



Delta Force Bottom View

questions. Ever since Larry vented his engine exhaust out his inboard wingtip, we try to discourage that, but to no avail. He is wondering if there is any interest in northern California, for reviving the event of crate racing. For those of you who do not know what this is, here is the quick and dirty.

one incredible halo from his Nats win or maybe he has just been flying well and beating everyone out here in the west. I guess I'll have to get serious about Golden State in October.

Larry Fernandez has been asking

You start with some kind of wooden vegetable box, engine, and tank. Then who ever can build a plane and fly it the required number of laps first, wins. This is a lot of fun. WAM used to have crate races. The ones I remember the

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Jim Hoffman's version of Mike Pratt's Primary Force

most were put on by the Modesto Club, big end of season contest, run by Paul Isenhower. Greg Raleigh and I were WAM balloon bust champions always neck and neck with the Carpenter girls—missed opportunities....Names like Jerry Imboden, and Don Chandler were WAM staples and grand champions back then. Anyway, if you are interested, send a note to Larry, but please remember how serious he is about our sport, he also runs the FOX 15 hurl.

Golden State should be over by the time you read this, but I recently got unfortunate news from Jerry Silver about the contest site:

Hi David & everyone else,

The baseball coach, who to my understanding is not new to the job, at Buchanan Learning Center, told me as recently as two months ago that we could not use the site even this year. He finally agreed after I was able to explain to him who we are, what we're about etc. etc. It's not as if we use the place free of charge. It costs us \$438.00.

Yes, he did say that we would not be able to use this facility next year but left the door open by suggesting that we use another High School in the area and then maybe coming back to Buchanan the following year. He obviously was just trying to put me off! So as of now, this whole thing is up in the air. Who

knows, maybe I can convince him once again next year to cooperate with us. I didn't like his idea that we go some place else next year and then maybe come back to Buchanan the following year. This would be very difficult, if not impossible, for me to arrange because of my inconvenient location to the Clovis/Fresno area. It seems that their (the coach & athletic directors') main complaint was that there has been too much wear & tear on the field! I will once again stress this point at the pilot's meeting both days. I even invited them to come by either day to see what we do and how careful we are. To my knowledge, there have not been any complaints about noise from the encroaching new homeowners.

Because of these uncertainties I didn't want to spread this around just yet. The Contest Flyer will be mailed around the middle of Sept. and I will soon be asking for volunteers to judge, etc. Thanks for continuing to promote this event.

Best regards to all, Jerry Silver  
There is a good chance that we will be looking for an alternate site for Golden State next year. I agree with Jerry, if we go to an alternate site for one year, they may use this to keep us out all together. Good luck Jerry and thanks for all the hard work.

Once again, Jim Aron's family had held the Aaroone Cup in Lake Tahoe. This involves flying maximum displacement engines of .020's around a pylon on an 8' tether. Jim reports that they approached 70 mph again this year, but the overall speed demon was a junior. What a great way to get kids involved in modeling.

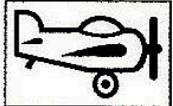
That about wraps it up for this issue, however I can't resist. Here is a recent picture of the new beginners.

Newest WAM Beginners, Michael, Rachael, and Eric Fitzgerald.

Sincerely,  
Dave Fitzgerald



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## District 11 Report

Alaska, Idaho, Montana, Oregon,  
Washington



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

After the Nationals at Muncie and the World Championships lose the spotlight, the northwest contest season restarts with three contests, the Western Canadian Stunt Championship in Richmond, British Columbia, the Country Classic in McMinnville, Oregon, and the Stevenson Memorial (formerly the Raider Round-up) in Seattle, Washington.

The Western Canadian Stunt Championship is hosted by Chris and Joan Cox and this year they out did themselves. Saturday's events showed light attendance for the advertised Old Time and Classic events. By early afternoon with the regular competition complete, there was a call for some Profile-40 competition using Dan Rutherford's 20FP powered Flight Streaks. With Dan handling the pit for every pilot, five pilots put in ten flights without a hitch. It was great fun and very efficient making multiple flights with the same model. Bruce Perry eventually walked away with the prized coffee mug given as a last minute trophy. Dan managed a third place finish by a single point to Bruce Hunt who took second. It should be noted that the little Flight Streaks flew well even for pilots who were flying them for the first time. As much as we kid Dan about campaigning the 20FP over the last two seasons, they have been a consistent and durable

setup capable of scoring well in the hands of a good pilot.

Having finished our flying for the day, everyone adjourned to Chris and Joan's local airport for drinks and dinner. Chris and Joan are finishing the construction of a homebuilt RD-7 in their own hanger. While we looked through the hanger decorated with Chris' stunt models sipping margaritas, Chris was giving sight seeing flights in his Aeronca Champ "Wilber". While the rest of us were eating and enjoying the beautiful evening, Chris flew passengers out to the US border and back along the coast to the airport. The next day as the contest finished up in almost perfect conditions, we once again wondered why more pilots don't make this annual trek north to the best contest in Western Canada.

A couple weeks later there was a good turnout for the second running of the Country Classic in McMinnville, Oregon. This contest is held at The Evergreen Aero Modelers flying site adjacent to the Evergreen Aviation Museum, home of the "Spruce Goose." This contest is another must go and see contest. Every year the Museum adds new attractions and is currently in the midst of an expansion which will double their space and add a Cine Max theater. Adjacent to the flying field is a grove of Oak trees perfect for camping. With the construction of a restroom and shower facility underway, the location will be perfect. You would think that the trees would make for bumpy conditions during windy days but even with the wind from the North, as occurred on the first day, conditions remained easily flyable. The local club provided hamburgers and hotdogs for lunch the second day and most people made use of the Museum's café on Saturday. With plenty of sunscreen, the two days were perfect. The usual suspects went home with their awards but the fun was being at a great location with great folks having a good time.

Labor Day weekend is a traditional weekend for the Seattle Skyraiders' fall contest. This year the name has been changed from the "Raider Round-up" to the "R.F. Stevenson Memorial" to honor a long time local modeler, R.F. "Steve" Stevenson. Gem Patterson, Steve's niece, was present at the contest and

got to see the contest trailer the Raiders purchased with the proceeds of her family's donation of Steve's modeling collection. One of the changes this year was a change of contest date to the second weekend of September. The site also moved onto the grass soccer fields from the paved parking lot. After seeing all the other activity at the park it's easy to see why the park management originally wanted to cancel our contest. After some tough negotiation the site and arrangements worked out well. Speaking of competition for the park, on Saturday there was a walk for dogs that filed around our flying site and another charity walkathon was held on Sunday (See pictures below of how Howard Rush supported that walk) Notable for the two day contest was the attendance of Paul Walker who flew in both Classic and PAMPA Expert events and managed to come in second in both. With Don McClave flying his much improved equipment to a first in Classic and Howard Rush making an outstanding second flight in PAMPA Expert to take first, Paul was left a point short in both events. If anything can be said about the events of the weekend, it is that good competition makes for good flying.

For a complete report on the events of the Northwest, go to the Flying Lines Website: [flyinglines.org](http://flyinglines.org)



Alana and Bruce Perry sort out her model at the Western Canadian Stunt Championships



A close-up of Alana's model - She tries to convince everyone that that brown stuff on the dash in front of the pilot is gloves. Most think it is something else.





Mike Connors signals for a start in Old Time at the Western Canadian Stunt Championships. Chris Cox holds the model, International Stunt Champion.



Steve Helmick does own a couple of models. We even got to see him fly the profile Cavalier in some practice flights in Canada. Now if he would just get an engine on the front of the Cavalier we could see him in P-40 competition.



Dan Rutherford flies a perfect wingover in front of the Evergreen Aviation Museum.



Dan Rutherford's scratch built "Killer" Flight Streak. He allows that maybe his "Most labor intensive" ARF Flight Streak flies better.



The crowd watches Pat Johnston's Mustang at McMinnville's Evergreen Aviation Museum. Nothing like a little noise to attract a crowd.



Dan Rutherford brought his Saito 56 powered Impact back from its 20FP induced absence. "Darn, that really pulls," he remarked. He has even started working out to improve his grip.



Getting the Flight Streak ready for the P-40 event at the Western Canadian Stunt Championships. Five pilots flew this and another of Dan's Flight Streaks.



Gerald Schamp and his significant other take in the sun at McMinnville.



Canadians plot together on the flight line.



There was camping in the adjacent oak woods during the McMinnville Country Classic Contest. A nice 70 degrees in the shade made the weekend perfect.



Pat Johnston pits his Mustang in Seattle.



Paul Walker's "For Reals" with its 40VF makes its appearance in Seattle.



Howard Rush took time out to "Support" the belly dancers encouraging walkers on Sunday in Seattle.



The champions pose for a picture to commemorate beating Paul Walker, Center, in PAMPA Expert and Classic. Howard Rush to the left and Don McClave on the right.



Howard Rush's Impact flies to first place in PAMPA Expert at Seattle.



Bruce Hunt and Mike Haverly prepare for their second flight. Mike went on to win Advanced. Notice Randy Powell's brand new model, "Slider" in the foreground. (It is not a toad)



Randy Powell's Slider made its contest debut at the RF Stevenson Memorial contest in Seattle.



Don McClave finishes his Classic winning flight in Seattle. He just edges out Paul Walker's Skylark by one point.



Howard Rush proudly displays his winning Impact.



Check out those elevators on Randy Powell's Slider. Combined with slow controls it took some getting used to. Randy is always pushing the envelope with his designs.



Saturday saw hundreds of dog walkers walk past at the Sandpoint contest site in Seattle.



Pat Johnston checks the balance point on his original Mustang. Looks like it needs more tip weight to me!



Bruce Hunt with his Shark and Richard Wallbridge with his Immitation pose at the NW Regional Contest.

-Bruce Hunt



## PAMPA NEWS



August 2006 PAMPA EC meeting  
 A PAMPA EC meeting was held during the month of August. The meeting started during the second week of August and run through the first week of September. Issues discussed were: The new PAMPA ad for Model Aviation and Flying Models, The proposal from Phil Spillman regarding the method of our banking, and the process for reviewing the PAMPA by-laws.

The ad was generated by Jim Renkar's group who finished it during the meeting. The EC suggested some changes, and the group incorporated them immediately into the new ad. A vote was taken to approve the ad and the vote was unanimous to use the ad as changed.

Phil Spillman motioned that we should change the way we hold our funds. He proposed that most of the account be held in an interest bearing account that would yield more money for us. It would limit additions and subtractions to the account, but an operating account would be set up for the daily running of PAMPA. After much discussion, a vote was taken, and the yes votes were from: Bill Little, Phil Spillman, Allen Brickhaus, Steve Moon, and Jim Renkar. Voting No were: Dave Fitzgerald, Ted Fancher, Shareen Fancher, Dale Barry, Dave Midgley, Crist Rigotti, Bruce Hunt, Tom McClain, and Carl Shoup. The

final tally was: 5 Yes, and 9 No's. The motion thus failed.

The third issue was the process to update the by-laws. Much discussion ensued, and no general decisions on this process were agreed upon. It will resume in the next meeting.

The meeting was called due to length (nearly four weeks).

-Paul Walker  
 President

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## CONTEST CALENDAR



**Howard Rush**  
14321 SE 63rd St.  
Bellevue WA 98006  
(425) 746-5997

[hmrush@comcast.net](mailto:hmrush@comcast.net)



**Jim Snelson**

7200 Montgomery Blvd NE #287  
Albuquerque NM 87109  
(505) 296-2884  
[janjhobbies@msn.com](mailto:janjhobbies@msn.com)

## Stunt News Contest Calendar

Listings are what we had at the Stunt News deadline. For up-to-date listings and additional information, see the PAMPA Web site: <http://www.control-line.org/DesktopDefault.aspx?tabid=24> and the AMA Web site: <http://modelaircraft.org/comp/ContestCalendar/Webcalendar/Flying%20Events/calendar.htm>. Be sure to confirm with the CD before going to a contest. Submit new listings to Howard Rush, [hmrush@comcast.net](mailto:hmrush@comcast.net), or Jim Snelson, [janjhobbies@msn.com](mailto:janjhobbies@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:

#### 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](mailto:crickballs01@aol.com)

#### November 10

Central Arizona Control Line Club Navy Carrier Plus IX, Friendship Park, McDowell Rd. between Avondale Blvd. and Dysart Rd., Avondale AZ. Take the Avondale Blvd. exit north from I-10, 1/2 mile and turn west (left) on McDowell (first street north of I-10).

Saturday: Profile\* (Beginner and Intermediate combined with handicap for Beginner, Advanced and Expert combined with handicap for Advanced)

CD: Ted Kraver, 225 West Orchid Lane, Phoenix, AZ 85021, (602) 944-8557, [tkraver@qwest.net](mailto:tkraver@qwest.net)

#### November 11-12

Rebel Rally,  
Fairgrounds, Stark, FL  
Old Time, Classic,  
Precision Aerobatics  
(Beginner, Intermediate,  
Advanced, Expert)

CD: Dale Miller, 9380  
Joloru Dr., Jacksonville,  
FL 32210, (904) 371-4995,  
[provector1@aol.com](mailto:provector1@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](mailto:mike.ostella@verizon.net)

### 2007 Contests:

#### March 14-17

Vintage Stunt  
Championships XIX,

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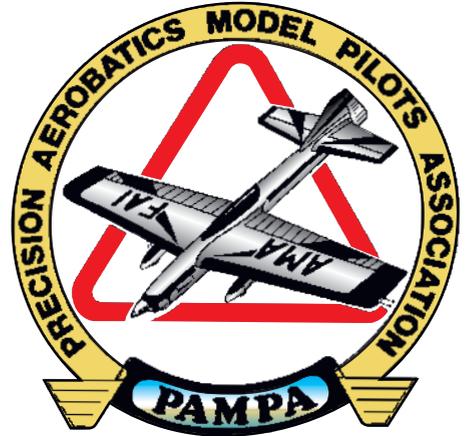
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Christopher Columbus Park, 4600 N. Silverbell Rd, Tucson, AZ

Wednesday: Old Time round 1, Ignition\*

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

Friday: Classic round 1

Saturday: Classic round 2, banquet

Entry deadline March 7

CD: Lou Wolgast, 3652 E. Northern Dancer, Tucson, AZ

85739, (520) 591-3021 or (520) 850-9685

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

www.ccmasonline.org

March 31-April 1

King Orange International,  
Bradford County Fairgrounds,  
Stark, FL

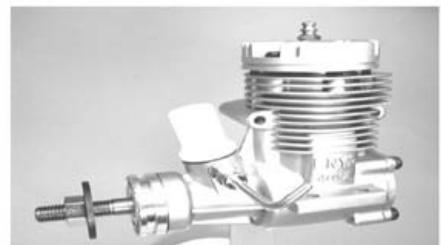
Saturday: Old Time, Classic,  
Basic Stunt\*, Profile\*

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

CD: William Hodges, 5060 US  
Hwy 1 N, Bunnell, FL 32110, (386)  
445-2238, clpahodges@aol.com



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## CONTEST REPORTS



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

### Second Bob Palmer Memorial

April 1-2, Whittier Narrows, So. El Monte, CA

Results from <http://www.kotrc.org/Contest/06Palmer/Results.htm>

#### Expert

1	Keith Trostle	563.5
2	Bob Whitley	546.5
3	Steve Harris	538

#### Advanced

1	Antone Kephart	488.5
2	Jim Lally	475.5
3	Stan Tyler	473.5

#### Intermediate

1	Matt Shorey	470
2	Joe Hildreth	441.5
3	Al Shorey	401.5

#### Beginner

1	Stan Kitzes	216
2	Fred Staley	149

#### Lucky Pyatt Classic

1	Keith Trostle	547.5
2	Bob Whitley	535
3	Dave Sabon	531.5

#### Old Time

1	Bart Klapinsky	498
2	Keith Trostle	477
3	John Wright	451.5

#### 1cc/Leprechaun

1	Bob Whitley	496.5
---	-------------	-------

2	John Wright	480
3	Scott Urabe	469.5

#### P-40 Competitor

1	John Wright	524.5
2	Scott Dinger	508
3	Bill Netzeband	489

#### P-40 Sportsman

1	Matt Shorey	439
2	Al Shorey	420
3	Parrish Jacoby	411.5

#### Special Awards

Spirit of '52	Bart Klapinski
Spirit of '65	Bob Whitley
Concours	Kirk Mullinnix
Bob Palmer	Glen Allison
Leprechaun	Scott Dinger
Palmer	Keith Trostle
Continuing Support Bill and Elaine Heyworth	

### Valley Circle Burners' Stunt Clinic and Profile 40 Meet

May 7, 2006, Sepulveda Basin, Los Angeles, CA

Results from Lee Strickland, CD

#### P-40 Competitor

1	Stan Tyler	510.0
2	John Wright	500.5
3	Robert Harness	484.5
4	Terry Thorkildsen	434.0
5	Mark Wasnick	419.0

#### P-40 Sportsman

1	Bill Barber	432.5
2	Scott Harness	427.0
3	Joe Hildreth	413.0
4	Bill Taylor	396.5
5	Fred Staley	32.0

Stunt Clinic:	Keith Trostle
Judges:	Dennis Coleman, Antone Kephart
Tabulators:	Verna Kirchner, Silvia Strickland, Alice Hildreth.
Food:	Steve and Billie Schiff
Pit Boss	Bill Taylor

### Valley Circle Burners' Roland Baltes P-40 Contest

August 13, 2006, Sepulveda Basin, Los Angeles, CA

Results from <http://www.kotrc.org/Contest/06VCBP40/IndexVCBP40r06.htm>

#### P-40 Competitor

Judges: Jerry Silver, Rudy Bustamantie

1	Dave Sabon
2	Ray Firkins
3	John Wright



P-40 Sportsman  
Judges: Larry Renger, Jim Lally

- 1 Bill Barber
- 2 Scott Harness
- 3 Parrish Jacoby

CD: Scott Dinger  
Tabulators: Verna Kirchner, Silvia Strickland, Maria Dinger.  
Runner: Ricky Dinger

### Sir Dale Kirn Knights' Joust

June 3-4, Whittier Narrows, So. El Monte, CA  
From <http://www.kotrc.org/Contest/Joust06/joustindex.htm>

#### Expert

- 1 Dave Sabon
- 2 Steve Harris
- 3 Stan Tyler

#### Advanced

- 1 Jim Lally
- 2 Matt Shorey
- 3 Bill Netzeband

#### Intermediate

- 1 Matt Shorey
- 2 Richard Walbridge
- 3 Bill Barber

#### Beginner

- 1 Fred Staley
- 2 Frank Martin

#### Classic

- 1 Jerry Silver
- 2 Stan Tyler
- 3 Mark Wasnick

#### Old Time

- 1 John Wright
- 2 Scott Dinger
- 3 Jim Lally

#### 1cc

- 1 Pete Jurczyk
- 2 Scott Dinger
- 3 Eric Rule

#### P-40 Competitor

- 1 Jerry Silver

#### P-40 Sportsman

- 1 Parrish Jacoby
- 2 Bill Taylor
- 3 Joel Chesler

## Michigan Control Line State Championships

September 9-10, 2006, Rouge Park, Detroit, MI

Results from Paul Smith

<http://www.clstunt.com/htdocs/dcforum/DCForumID1/20773.html>

#### Expert

Judges: Curt Nixon, Richard Sawicki

- |   |               |              |              |       |
|---|---------------|--------------|--------------|-------|
| 1 | Pat MacKenzie | Sig Chipmunk | Fox 35 Stunt | 533.5 |
| 2 | Paul Smith    | Magician     | FP 40        | 466.5 |

#### Advanced

Judges: Paul Smith, Richard Sawicki

- |   |                     |        |       |       |
|---|---------------------|--------|-------|-------|
| 1 | Tom Polk Stuntcraft | Vector | PA 65 | 563.5 |
|---|---------------------|--------|-------|-------|

#### Intermediate

Judges: Paul Smith, Richard Sawicki

- |   |               |            |               |       |
|---|---------------|------------|---------------|-------|
| 1 | Bob Branch    | Vector     | Aero Tiger 35 | 435.5 |
| 2 | Brad LaPointe | Forerunner | LA 40         | 341   |

#### Beginner

Judges: Paul Smith, Richard Sawicki

- |   |              |           |           |       |
|---|--------------|-----------|-----------|-------|
| 1 | Keith McCray | F-Twister | Brodak 40 | 216.5 |
|---|--------------|-----------|-----------|-------|

#### Classic (based on Classics flown in modern, not separate attempts)

- |   |               |              |              |       |
|---|---------------|--------------|--------------|-------|
| 1 | Pat MacKenzie | Sig Chipmunk | Fox 35 Stunt | 553.5 |
| 2 | Paul Smith    | Magician     | FP 40        | 481.5 |

#### Old Time

Judges: Art Adamisin, Curt Nixon

- |   |                 |                    |          |     |
|---|-----------------|--------------------|----------|-----|
| 1 | Richard Sawicki | 1949 Viking        | Electric | 260 |
| 2 | Paul Smith      | Trixter Profile BC | OS .25FP | 260 |

Tie was resolved by the backup score (258 to 236.5).

## Cleveland Area Stunt Champs

September 16-17, Berea OH

Results from Wayne Buran, CD

#### Expert

Judges: Gary Tultz, Wayne Buran

- |   |                |     |
|---|----------------|-----|
| 1 | Bob McDonald   | 548 |
| 2 | Dave Heinzman  | 499 |
| 3 | Frank Carlisle | 497 |
| 4 | Pat Rowan      | 493 |

#### Advanced

Judges: Gary Tultz, Wayne Buran

- |   |            |       |
|---|------------|-------|
| 1 | Curt Nixon | 501   |
| 2 | Tom Polk   | 496.5 |
| 3 | Ray Kidner | 474   |
| 4 | Ron Lutz   | 449   |
| 5 | Jim Harris | 447   |

#### Intermediate

Judges: Dave Johnson, Tom Klinginsmith

- |   |               |       |
|---|---------------|-------|
| 1 | Dick Hodge    | 481   |
| 2 | Don Sopka     | 426.5 |
| 3 | Richard Malik | 407   |
| 4 | Clyde Richey  | 390   |



### Beginner

Judges: Dave Johnson, Tom Klinginsmith

1	Frank Zabudske	284.5
2	Rich Alesandro	260
3	Keith McCrary	242
4	Duane Hammett	239
5	Will Hubin	220
6	William Stewart	205.5
7	Dalton Hammett	DNF

### Classic

Judges: Gary Tultz, Tom Klinginsmith

1	Bob McDonald	602.5
2	Dave Heinzman	592.5
3	Joe Reinhard	588
4	Jim Harris	539.5
5	Pat Rowan	538.5
6	Ray Kidner	502.5
7	Paul Smith	473
8	Clyde Richey	441

### Old Time

Judges: Gary Tultz, Tom Klinginsmith

1	Pat Rowan	316.5
2	Jim Harris	304.5
3	Paul Smith	245
4	Ron Lutz	240
5	Clyde Richey	214

### Profile

Judges: Dave Johnson, Dave Heinzman

1	Mike Alimov	503.5
2	Jim Harris	481.5
3	Pat Rowan	477
4	Ron Lutz	476.5
5	Don Sopka	408.5
6	Paul Smith	391.5
7	Dick Hodge	383

### ARF/ARC

Judges: Dave Johnson, Dave Heinzman

1	Joe Reinhard	483
2	Ron Lutz	483
3	Jim Harris	481.5
4	Ray Kidner	449.5
5	Mike Alimov	442
6	Don Sopka	400.5

## Ron Connors Memorial Stunt Meet

June 10-11, 2006, NEST Field, Wrentham, MA

Results from Guerry Byers, CD

### Expert

1	Bill Suarez	Epoch	ST60	495.5
2	Rick Campbell		40VF	461
3	Waldo Cargill	Blitz	PA 61	447
4	Dick Carville	RETRO	ST 60	DNF

### Advanced

1	Will Moore	Nobler	Electric	496
2	Bob Robertshaw		ST 46	495
3	Lin Smith Legacy		PA 61	447
4	Jim Sumner	B.D.S. Special	DS 60	337

### Intermediate

1	Norm Liversidge	Tiger Shark	ST 60	225
---	-----------------	-------------	-------	-----

### Beginner

No entries

### Old Time and Classic

Both events were rained out.

Judges: Dick Wolsey, Lionel Chamberlain, Dave Cook, Dave Eyskens

Tabulator: Teri Suarez

Concours: Dick Carville

Ron Connors Award: Bill Suarez

## Northwest Control Line Regionals

May 26-28, 2006, Eugene, OR

Results from <http://www.flyinglines.org/nwregionals.06.html>

### Expert

1	Paul Walker	579
2	Brett Buck	570.5
3	David Fitzgerald	559.5
4	Ted Fancher	557.5
5	Bruce Perry	553
6	Chris Cox	548
7	Howard Rush	543
8	Jack Pitcher	537.5
9	Jim Aron	527
10	Pat Johnston	524.5
11	Bruce Hunt	511
12	Pete Peterson	510.5
13	Bob Smiley	506
14	Jim Rhoades	493
15	Keith Varley	486.3
16	Jerry Eichten	446
17	Alan Resinger	429

Two other entries did not score.

### Advanced

1	John Thompson	459
2	Mike Haverly	458.5
3	Hube Start	446.5
4	Greg Hart	438
5	Leo Mehl	437.5
6	Dave Royer	431
7	Floyd Carter	399
8	Jim Holmack	379.5

### Intermediate

1	Allana Perry	409.5
2	Richard Walbridge	403.5
3	Doug Barton	381
4	Doug Wood	368



Two other entries did not score.

#### Beginner

1	David Miller	170
2	Eric Fitzgerald	137.5
3	Matthew Eichten	136.5

One other entry did not fly.

#### Classic

1	Don McClave	507.5
2	Ted Fancher	505.5
3	Bruce Hunt	467
4	Pat Johnston	457.5
5	Bob Smiley	444.5
6	Dan Rutherford	442
7	Mike Haverly	426
8	Dave Royer	419.5
9	Jim Holmack	395.5
10	Alan Resinger	236.5
11	Jeffrey Rein	225

#### Old Time

1	Pete Peterson	266.5
2	Scott Riese	265.5
3	Bob Smiley	256
4	Jim Aron	251.5
5	Mike Conner	248
6	Doug Wood	229
7	Dave Royer	227.5
8	Mike Haverly	218.5
9	Floyd Carter	130.5

#### Sportsman P-40

1	Mike Haverly	438.5
2	Greg Hart	415.5
3	Jim Holmack	322.5
4	Floyd Carter	301.5

#### Expert P-40

1	Bob Smiley	441.5
2	Bruce Hunt	421
3	Jerry Eichten	416
4	Pat Johnston	389

### Tulsa Glue Dobbers' Firecracker Contest

July 1-2, 2006, Glue Dobbers' Field, Glenpool, OK

Results from [http://dmaa-1902.org/ContestReports/Report.php?ReportDir=2006\\_Tulsa\\_Mirror\\_Meet&](http://dmaa-1902.org/ContestReports/Report.php?ReportDir=2006_Tulsa_Mirror_Meet&)

The Tulsa Triathlon (Stunt, Racing, and Balloon Bust)

Stunt (Beginner Pattern)

Judges: Dale Marlin, Walt Weatherford

1	Bob Reeves	246.5
2	Dave Courtney	230
3	John Ashford	214.5
4	Bryan Norton	206
5	Rick Blankenship	203
6	Jim Phillips	132.5
7	Tom Tomoser	40

Triathlon Event Directors: Rick Blankenship and Joe Gilbert

Tabulators: Jim and Norma Shamblin, Ruby Hill

Pull Tester: Bob Beasley

Custom Triathlon Scoresheet designed and printed by Rick Blankenship

The Mirror Meet (stunt portion of the 1946-1961 Mirror Meet)

#### Open:

1	Joe Gilbert	Nobler Brodak .40	369.5
2	Rusty Brown	Yavenko slow combat O.S. .40 FP	281.5
3	Jim Phillips	Super Combat Streak	221.5

#### Sportsman

1	Bob Reeves	Super Shim O.S. .20 FP	211
2	Tom Tomoser	Debolt Stuntwagon .30 Fox .35x	24.5

Mirror Meet Spirit Award Tom Tomoser, Debolt Stuntwagon .30

Best Crash Jim Phillips (Awarded for Quality and Quantity)

Judges: Marvin Denny, Brian Norton, Tom Martin, John Abaray

Tabulators: Jim and Norma Jean Shamblin, Ruby Hill, Ree Denny

Pull Tester Bob Beasley

10 foot poleman Lee Thiele

Food LeAnn Gilbert

Calligraphy Colleen Gilbert

Award Printing Bob Reeves

### Texas State Championships

May 27-28, 2006, Houston, TX

Results from

[http://dmaa-1902.org/ContestReports/Report.php?ReportDir=2006\\_Texas\\_State\\_Championships&](http://dmaa-1902.org/ContestReports/Report.php?ReportDir=2006_Texas_State_Championships&)

#### Expert

Judges: Frank Williams, Carl Chapman, Darrell Harvin, Les Demmet, Jack Fox

1	Richard Oliver	524
2	Bill Wilson	518
3	Mike Scott	512.3
4	Steve Moon	506.3
5	Dee Rice	481.6
6	David Gresens	477.3
7	Joe Bowman	475
8	Tom Farmer	464.3
9	Windy Urtnowski	Pass
10	Rich Giacobone	Pass

#### Advanced

Judges: Frank Williams, Carl Chapman, Darrell Harvin, Les Demmet, Jack Fox

1	Dale Gleason	482
2	Mike Greb	475
3	Don Hutchinson	453.5
4	Gaylord Elling	445
5	Miek Finnigan	443.5
6	Steven Hollier	439
7	Dave Ek	428
8	Carl Clark	418
9	Andy Stokey	400
10	Roger Olsen	403.5



11	Walter Hicks	327.5
12	Gil Causey	Pass

#### Intermediate

Judges: Frank Williams, Carl Chapman, Darrell Harvin, Les Demmet, Jack Fox

1	Dale McCord	461.3
2	John Ashford	441.3
3	Norm Faith	401
4	Jose Vargas	379.6
5	Gregg Elling	369

#### Beginner

Judges: Frank Williams, Carl Chapman, Darrell Harvin, Les Demmet, Jack Fox

1	Ryan Young	254.5
2	Richard Staight	247.5
3	Jake Moon	79.5
4	Ashley Hollier	55
5	Juan Vargas	Pass

#### Classic

Judges: Frank Williams, Les Demmet

1	Bill Rutherford	511.5
2	Dee Rice	495
3	Darrell Harvin	465.5
4	David Gresens	465
5	Don Hutchinson	448
6	Bill Wilson	444.5
7	Joe Bowman	438
8	Dale McCord	412.5
9	Dave Ek	398
10	Jose Vargas	371
11	Norm Faith	368
12	Roger Olsen	358.5
13	Gaylord Elling	Pass

#### P-40

Judges: John Hill, Richard Oliver

1	David Gresens	469.5
2	Dee Rice	464.5
3	Bill Wilson	453.5
4	Joe Bowman	437
5	Gaylord Elling	432.5
6	John Ashford	430
7	Mike Greb	422
8	Dale McCord	414
9	Don Hutchinson	408
10	Dave Ek	405
11	Walter Hicks	375.5
12	Norm Faith	354.5
13	Jose Vargas	354.5
14	Andy Stokey	353.5
15	Carl Clark	343
16	Roger Olsen	296.5
17	Gil Causey	242.5
18	Richard Staight	112

CD: Frank Williams

ED: John Hill  
 Pit Bosses: Edie Oliver, Linda Gleason  
 Tabulators: Stella Hill, Janice Stokey  
 Food: Tony & Michelle Hill

### R. F. Stevenson Memorial

September 2-3, 2006, Seattle, WA

Results from Steve Helmick

<http://flyinglines.org/Stevenson.06.html>

#### Expert

1	Howard Rush	Impact OS .40VF, pipe	555
2	Paul Walker	"For Reals" OS .40VF, pipe	552.5
3	Pat Johnston	Original Mustang-X Stalker .61RE/muffler	524
4	Bruce Hunt	Shark 45 T&L ST .60	508
5	Randy Powell	Original Slider OS .40VF, pipe	455

#### Advanced

1	Mike Haverly	Oriental Plus RO-Jett .40 BSRE	509
2	Rich McConnell	Modified Prowler	497.5
3	Dave Gardner	Rerun Double Star .60RE	430

#### Intermediate

1	Rick Cochrun	447.5
2	Rod Claus	381.5

#### Classic

1	Don McClave	Tucker Special OS .40LA	551.5
2	Paul Walker	Skylark McCoy .35	550.5
3	Pat Johnston	Bearcat SSW Magnum XL .53	517.5
4	Bruce Hunt	Shark 45 T&L Super Tigre .60	509.5
5	Bob Smiley	Profile Oriental Brodak .40	504
6	Randy Powell	Wooley Cobra PA .40 Lite	501
7	Mike Haverly	Profile Oriental OS .40LA	480
8	Rich McConnell	Super Clown Thunder Tiger GP.25	462

#### Old Time

1	Pete Peterson	Jamison Fox .35	311.25
2	Bob Smiley	Ringmaster OS .25LA	295.5
3	Rich McConnell	Barnstormer Thunder Tiger .40	290.5

#### P-40

1	Pat Johnston	QED original modified OS .35FP	462
2	Bob Smiley	Profile Oriental Brodak .40	446.5
3	Bruce Hunt	Profile Cardinal OS .40 FP	443
4	Mike Haverly	Profile Oriental OS .40LA	424
5	Rick Cochrun	Pathfinder OS .40LA	360
6	Rich McConnell	Super Clown Thunder Tiger GP .25	357.5
7	Rod Claus	Profile Cardinal ARF OS .40LA	354

### The Evergreen Aero Modelers' Country Classic

Aug. 12-13, 2006, McMinnville, OR

Results from Jerry Eichten, CD

<http://flyinglines.org/TEAMClassic.06.html>

#### Expert

Judges: Jerry Eichten, Greg Hart

1	Howard Rush	566.5
2	Don McClave	545.5



3	Pat Johnston	545
4	Scott Riese	542.5
5	Bruce Hunt	531.5
6	Dan Rutherford	519
7	John Leidle	517.5
8.	Gerald Schamp	499.5

#### Advanced

Judges:	Scott Riese, Bruce Hunt	
1	Mike Haverly	495.5
2	Greg Hart	462
3	Floyd Carter	449

#### Intermediate

Judges:	Bruce Hunt, Scott Riese	
1	Rick Cochrun	439.5

#### Beginner

Judges:	Pat Johnston, John Leidle	
1	Mike Fitzgerald	268
2	David Miller	242.5
3	Mark Scarborough	200
4	Richard Entwhistle	188.5
5	Joe Just	

#### Classic

Judges:	Greg Hart, Jerry Eichten	
1	Scott Riese	563
2	Don McClave	556
3	Bruce Hunt	551.5
4	Pat Johnston	542.5
5	Dan Rutherford	520
6	Mike Haverly	474
7	Rick Cochrun	408

#### P-40 Sportsman

Judges:	Pat Johnston, Scott Riese	
1	Mike Haverly	476.5
2	Greg Hart	468.5
3	Rick Cochrun	436.5
4	Floyd Carter	415
5	Mark Scarborough	248.5
6	David Miller	106

#### P-40 Expert

Judges:	Don McClave, Jerry Eichten	
1	Bruce Hunt	496
2	Scott Riese	494
3	Pat Johnston	485
4	Dan Rutherford	482
5	Gerald Schamp	447.5

Registration & Tabulation: Dave Bibbee  
 Sunday Barbeque: Dick and Char Johnson  
 Score Runner: Jessica Hanson  
 Raffle Donation: Don McClave  
 Prize Donations: Scott Riese, Jerry Eichten, Eagle's Nest Hobbies  
 Saturday Tour: Noel Martin; Miniature Aviation Showcase

## VGMC Western Canada Stunt Championships

July 29-30, 2006, Richmond, B.C.

Results from Dan Rutherford

<http://flyinglines.org/WCanada.06.html>

#### Expert

Judges:	Steve Helmick, Mike Conner	
Chris Cox	570.0	
Bruce Perry	568.0	
Howard Rush	559.0	
Danny Dirt	542.0	
Bruce Hunt	532.0	
Will Reeb	516.5	

#### Advanced

Judges:	Chris Cox, Bruce Hunt	
Hube Start	476.5	
Mike Conner	472.0	
Neil Rogers	462.0	
Keith Varley	457.5	
Allana Perry	438.5	

#### Beginner

Judges:	Ron Belcourt, Keith Varley	
Bryan Carr	236.5	
Glenn Little	200.5	

#### Classic

Judges:	Steve Helmick, Mike Conner	
Don McClave	552.5	
Bruce Hunt	533.5	
Chris Cox	531.5	
Dan Rutherford	502.5	
Will Reeb	479.5	
Keith Varley	474.5	

#### Old Time

Judges:	Don McClave, Dan Rutherford	
Chris Cox	302.75	
Mike Conner	267.75	
Neil Rogers	206.75	

#### Pukey Profile

Judges:	Chris Cox, Joan Cox	
Bruce Perry	510	
Bruce Hunt	492	
Dan Rutherford	491	
Mike Conner	473	
Neil Rogers	451.5	

## Treetown Modelaires' Midwest Regional Championships

September 3, 2006, Sugar Grove, IL

Results from Allen Brickhaus and Fred Krueger,

<http://www.clstunt.com/htdocs/dcforum/DCForumID1/20692.html>

#### Expert

Judges:	Floyd Layton, Rich Tupper	
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1	Allen Brickhaus	536.5
2	Dennis Vander Kuur	527
3	Owen Richards	519
4	Crist Rigotti	510
5	John Paris	502
6	Russ Gifford	482.5

#### Advanced

Judges: Randi Gifford, Owen Richards

1	Mike Schmitt	505.5
2	Bill Smith	499.5
3	Marvin Babcock	493
4	Floyd Layton	481
5	Larry Lindburg	473
6	Aaron Nottingham	465.5
7	Sina Goudarzi	454

#### Intermediate

Judges: Russ Gifford, Larry Lindburg

1	Skip Spoula	435.5
2	Jordan Miller	420

#### Beginner

Judges: Russ Gifford, Larry Lindburg

1	Nathan Batey	251.5
2	Brad Jungheim	212
3	Grace Paris	143.5

#### P-40

Judges: Fred Krueger, Russ Gifford

1	Allen Brickhaus	527.5
2	John Paris	508
3	Dennis Vander Kuur	502.5
4	Larry Lindburg	484
5	Mike Schmitt	483
6	Crist Rigotti	481.5
7	Bill Smith	473.5
8	Floyd Layton	393.5

CD: Bill Calkins

Tabulating: Jim Renkar (with help from Allen Brickhaus)

### Ninth Annual Ted Goyet Stunt Classic

August 19-20, 2006, Mavis Henson Field, Woodland, CA

Results from Dave Shirley, CD

<http://www.clstunt.com/htdocs/dcforum/DCForumID1/20499.html>

#### Expert, 10 entries

1	Brett Buck	616.5
2	Ted Fancher	610
3	Dave Fitzgerald	609.5
4	Phil Granderson	595.5
5	Jim Aron	586.0
6	Jim Tichy	570.5
7	Jeff Anderson	560.0
8	Larry Fernandez	556.0
9	Paul Pomposo	549.0
10	Paul Isenhower	332.0

#### Advanced, 12 entries

1	Cleon Lingwood	490.5
2	Lanny Shorts	490
3	Mark Wasnick	481
3	Dave Shirley Jr.	481

#### Intermediate, 10 entries

1	Dan Gomez	457
2	Doug Barton	447.5
3	Richard Walbridge	443.5

#### Beginner, 10 entries

1	Howard Yamagata	231.5
2	John Reynolds	230
3	Fred Staley	226.5

#### Beginner Junior, 4 entries

1	Tyler Moore	194.5
2	Eric Fitzgerald	137.5
3	Rachel Fitzgerald	62.5
4	Michael Fitzgerald	54.5

#### Classic, 6 entries

1	Jeff Anderson	554.5
2	Phil Granderson	533.5
3	Jim Aron	495.5

#### Old Time, 11 entries

1	Jim Aron	285
2	Larry Fernandez	277.5
3	Bob Duncan	267.5

#### 1cc, 3 entries

1	Dave Shirley Jr.	474.5
2	Larry Renger	393.5
3	Heman Lee	340

#### P-40 Advanced, Expert, 10 entries

1	Jeff Anderson	516
2	paul pomposa	505.5
3	Cleon Lingwood	500

#### P-40 Beginner, Intermediate, 5 entries

1	Dave Hueseman	434.5
2	Bob Cherny	407.5
3	Dave Shirley Sr.	402

### Michigan C/L Championships

August 19-20, 2006, Westland, Michigan

Results from Curt Nixon, CD

#### Expert

Judges: Bob McDonald, Richard Kirk

1	Allen Goff	Petra 6	PA .65 Piped	534
2	Mike Alimov	Super Quickie	ST .51	518
3	Gary Lutz	Spitfire (Adamusko)	ST .60	510.5
4	Pat MacKenzie	Chipmunk (Sig)	Fox .35	507.5
5	Frank Carlisle	Legacy		507.5
6	Wes Dick Velvet	PA .65 Piped		499



7	Crist Rigotti	Harbinger (Rigotti)	ST .51 T&L	499
8	Randy Ryan	Veco Chief	Veco .35	433.5

Advanced

Judges: Bob McDonald, Richard Kirk

1	Louis Scavone	Saturn String (Scavone)	OPS.40 Piped	468
2	Jay Williams	Banshee	OS .40 FP	405.5

Intermediate

Judges: Curt Nixon, Tom Polk

1	Jim Morway	Nobler ARF	Brodak .40	440
2	Bob Branch	Vector .40 ARF	Aerotiger .36	413.5
3	Wayne Buran	Smoothie ARF	Brodak .40	357

Beginner

Judges: Curt Nixon, Tom Polk

1	Frank Zabudske	Cardinal Profile	OS .40FP	213.5
2	Joe Peters	Cardinal Profile	OS .40LA	181.5
3	Grace Paris (1st, Junior)	Super Clown	Fox .35	119.5

Classic

Judges: Curt Nixon, Richard Kirk

1	Bob McDonald	Ares	Aerotiger .36	554.5
2	John Paris	Oriental Profile	Tower .40	511.5
3	Wes Dick	62 Ares	Aerotiger .36	500
4	Randy Ryan	Shoestring	McCoy .35	481
5	Rick Sawicki	Smoothie AXI 2826	electric	461
6	Dave Keats	Oriental	Fox .35	459.5
7	Jim Morway	Jamison Special	Fox .35	431.5
8	Jay Williams	Super Clown	OS .25FP	386.5

Old Time

Judges: Curt Nixon, Frank Carlisle

1	John Paris	Viking	Fox .36 Mk V	294.5
2	Dave Keats	Houn Dog	Veco .35 TCC	256.75
3	Crist Rigotti	Jamison Special	OS .35FP	255
4	Richard Kirk	Humongous	OS .46 LA	249.5
5	Rick Sawicki	Viking	Hyperion 3019 electric	248.5
6	Jay Williams	Super Clown	OS .25FP	237
7	Jim Morway	Jamison Special		229

Profile

Judges: Bob McDonald, Gary Lutz

1	John Paris	Oriental Profile		473.5
2	Peter Hanson	Fossil	Saito .50 4s	465.5
3	Frank Carlisle	Pathfinder	Brodak .40	438
4	Crist Rigotti	Phacade (Rigotti)	OS .40LA	435
5	Louis Scavone	Cardinal	OS .40FP	417.5
6	Jay Williams	Super Clown	OS .25FP	378.5
7	Grace Paris (1st, Junior)	Super Clown	Fox .35	112
8	Jim Morway	Pathfinder	DS .50	0

**Wichihawks CL Championships**

Aug 13, 2006, Wichita, KS

Results from Joe Gilbert,

<http://www.clstunt.com/htdocs/dcforum/DCForumID1/20416.html>

Expert, two entries

1	Jim Lee
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2 Carl Shoup

Advanced, six entries

1	Joe Gilbert
2	Mike Greb
3	Jim Kraft

Intermediate, three entries

1	Mike Donovan
2	John Bender
3	Pat Dunken

Classic, seven entries

1	Marvin Denny
2	Joe Gilbert
3	John Bender

Old Time, eight entries

1	Jim Lee
2	Marvin Denny
3	Joe Gilbert

P-40, eight entries

1	Joe Gilbert
2	Carl Shoup
3	John Bender

**Prairie Fire**

August 5-6, 2006, Namao Field, Edmonton, Alberta

Results from Bruce Perry, CD

<http://www.clstunt.com/htdocs/dcforum/DCForumID1/20331.html>

Expert

1	Bruce Perry	Jester	PA 75	562.5
2	Monty Summach	Shrike	VF40, Pipe	556.5
3	Larry Maltman	Legacy	PA 65	414.5

Advanced

1	Neil Rogers	Miss Yellow Jacket	447
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Intermediate

1	Paul Gibeault	Oriental	Fox 35	437
2	Dennis Pederson	Twister	?	394
3	Allana Perry	Aviatrix	LA 46	Pass

Beginner

1	Bryan Carr	Arf Cardinal	36, pipe	232.5
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Basic Flight

1	Erin	Twister	?	100.5
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Classic

1	Bruce Perry	Tucker Special	OS35S	503
2	Monty Summach	Olympic	TT36	479
3	Dennis Pedersen	Oriental	B40	459
4	Paul Gibeault	Oriental	Fox 35	333
5	Larry Maltman	ARF Nobler	B40	303
6	Neil Rogers	Nobler	LA 40	293



Old Time

1	Bruce Perry	All American	Merco 35	300
2	Neil Rogers	Nobler LA 40		218

**Memphis Stunt Classic**

September 15-17, Millington, TN  
Results from Louis Rankin, CD

Expert

1	Dee Rice	Oriental +	RO 40	539.5
2	Bob Dixon	Crystal	Surpass 52	528.5
3	John Simpson	Cavalier	AT 36	527
4	Joe Bowman	Roadrunner	Brodak 40	486.5

Advanced

1	Joe Gilbert	Mr. Hyde	PA 61	450.5
2	Mike Finnigan	Statur	RO 61	444
3	Zuriel Armstrong	Tutor II	LA 46	440.5
4	Charlie Pate	Charisma	DS 61	405
5	Robert Corrales	Bear	ST 60	396
6	Marshall Busby	Cavalier	PA 40	132.5

Intermediate

1	Mike Donovan	SIG Mustang	MAG 36	461
2	John Ashford	Que Es Eso	Brodak 40	449.5
3	Norm Faith	Twister	Brodak 40	441.5
4	Steve Moore	Twister	FP 40	417
5	Ty Marcucci	Pathfinder	LA 46	385
6	Ronnie Thompson	Vector 40	Brodak 40	358.5

Beginner

1	Jeremy Payant	Tutor II	LA 40	249.5
2	Jim Oliver	Cardinal	ST 51	229
3	Lewis Popwell	Cardinal	DS 50	225
4	Bryan Norton	Legacy	Stalker 61	216
5	Paul Taylor	TwistStang	LA 40	169
6	George Hamby	ARF Nobler	LA 40	130.5
7	Ryan Taylor	Flite Streak	K&B 35	98

Classic

1	Bob Dixon	ARF Nobler	Fox 35	559.5
2	John Simpson	Cavalier	AT36	556
3	Dee Rice	Ringmaster	FP 25	550
4	Joe Bowman	Roadrunner	Brodak 40	535
5	Joe Gilbert	ARF Nobler	Brodak 40	528
6	John Ashford	Shark 35	LA 46	507.5
7	Mike Finnigan	Nobler	Brodak 40	504.5
8	Ronnie Thompson	Thunderbird	Brodak 40	446
9	Ty Marcucci	52 Nobler	Brodak 40	359.5

Old Time

1	Charlie Reeves	Big Job	Fox 59	305.5
2	Allen Brickhaus	Humungous	DS50	294
3	Joe Gilbert	Ringmaster	Brodak 25	292.75
4	Mike Donovan	Barnstormer	LA 25	283
5	Mike Finnigan	Ringmaster	DS40	262.5
6	Dee Rice	Ringmaster	FP 25	243.25
7	Ty Marcucci	Ringmaster	FP 25	141.5

Profile

1	Dee Rice	Ringmaster	FP 25	510
2	Allen Brickhaus	Teosawki	FP 40	499.5
3	Marshall Busby	Teosawki	LA 46	497
4	Joe Gilbert	AT-6	MAG 36	494
5	Mike Donovan	Twister	LA 40	475
6	Mike Finnigan	Cardinal	LA 46	471
7	Joe Bowman	Que Es Eso	Brodak 40	465.5
8	John Ashford	Que Es Eso	Brodak 40	454.5
9	Norm Faith	Twister	Brodak 40	412
10	Ty Marcucci	Cavalier	FP 35	375.5

**22nd Annual Rocky Mountain Control Line Championships**

September 2-3, 2006, Front Range Airport, Watkins, CO  
Results from Larry Fuehrer, CD

Expert

1	Carl Shoup
2	Dave Myer
3	Keith McMahan

Advanced

1	Chris Jacobson
2	Chris Brainard
3	John Holliday

Intermediate

1	Jerry Chambers
2	Mark Gerber
3	George Wodtke

Beginner

1	Emerald Dennison
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Classic

1	Dave Myer
2	Keith McMahan
3	Carl Shoup

Old Time

1	Chris Brainard
2	Carl Shoup
3	Dave Myer

Profile

1	Keith McMahan
2	Dave Myer
3	Carl Shoup

ARF

1	Chris Jacobson
2	Dave Myer

Overall Grand Champion: Carl Shoup

**C.D.'s Report: The Charles Ash Memorial, Southwestern Regional Championship, 2006**

First off, I would like to thank so many people who helped, from the



Runners, the Tabulators, Pit Bosses, Judges, Pull Testers, Circle Marshals, EDs and Assistant CD, Mike Greb. Not to mention all the ladies who provided all the food. That has become a regular thing for our ladies and we thank them. Believe me, they do a whole lot more at the contest than I do. Being a first time CD does not go without a few mishaps. I thank everyone for their patience and coming to me or the EDs to work out the problems. Issues always pop up, but as a group, I have found out there is not much we cannot work out. Secondly, I want to thank all the contestants who showed up to make this contest a success. Now on to the Models.

Saturday's Report----- In Old Time, you just can't beat a Ringmaster for being 1st. Dee Rice did a great job flying and building his model. His "Brotherhood of the Ring" is revitalizing this design. Classic brought out some really nice models. Joe Bowman finished a well deserved first and received the pilots' choice award for the prettiest plane, should I say that, pretty? Joe's plane is a well finished Roadrunner, co-designed by Jim Young and the late Bill Melton. Jim even came out to watch it fly on Saturday. Racing is so much fun to watch. Mike Greb did a great job of keeping everyone moving along. One of the best races of the meet was between Russ Green and Bill Lee, they finished in that order, less than one second apart. Balloon Bust is just "plane" fun, we had three juniors enter and that was fun to watch also. Thanks to Emile Imberman and David Russum for EDing the Balloon Bust, I think we had around 15 entries. The added points for inverted balloon busting brought out the best in the ex-combat flyers.

Sunday brings all the big guys in our area for the Stunt events, even guys who haven't entered for 26 years! Thanks to Al Rabe for participating. We have guys show up from all over District 8, Houston, Arkansas, Kansas, Oklahoma and the list goes on even more. We even had the Jr. National Champion, Ryan Young, put in a few flights and take 1st in Intermediate PA.

Carrier went off really well. Bill Bischoff came back out after missing awhile and was able to take home some hardware, although suffering a cut finger, a one Band-Aider. Phil Dunlap was the tried and true center judge. That is it, and I really did not mean to leave out anyone or event. Thanks again for the help,

Myself and Mike Greb really appreciate it.  
-Mike Scott

## Charles Ash Memorial Southwest Regional Championship

September 2-3, 2006, Dallas, TX

Results from Mike Scott, CD

[http://dmaa-1902.org/ContestReports/Report.php?ReportDir=2006\\_Southwestern\\_Championships&](http://dmaa-1902.org/ContestReports/Report.php?ReportDir=2006_Southwestern_Championships&)

### Expert

Judges: Darrell Harvin, John Grigsby

Runners: Jake Moon, Rilene McCord, Daang Faith

1	Richard Oliver	Maverick 76	RoJett 76	543.5
2	Frank McMillen	Super Caudron	PA 65	534.5
3	Doug Moon	Big Bear	PA 75	524
4	Al Rabe	F-51D	RoJett 76	516
5	John Hill	Caudron	RoJett 65	511.5
6	Bill Wilson	Hunter 8	ST 51	509
7	Bill Rutherford	Impact	PA 65	506
8	Steve Moon	Saturn	OS 52 FS	503.5
9	Phillip Nickels	Bear	PA 65	488
10	Dee Rice	Stuka Stunt	Brodak 25	485
11	Bud Burroughs	No Name OS	FP 40	471.5

### Advanced

Judges: Darrell Harvin, John Grigsby

Runners: Jake Moon, Rilene McCord, Daang Faith

1	Dale Gleason	Impact	RoJett 76	480
2	Mike Greb	Impact	RoJett 65	470.5
3	Mike Finnigan	Saturn	RoJett 60	467
4	Gaylord Elling	Venus	AT 36	457
5	Lew Woolard	Windy Lew	LA 46	451

### Intermediate

Judges: Tom Farmer, Bill Lee

Runner: Phillip Jeansonne

1	Ryan Young	Bucaneer 740	OS LA 46	455.5
2	Dale McCord	Nobler	RoJett 41	435
3	John Ashford	Que Es Eso	Brodak 40	409.5
4	Stephen Jeansonne	Magnum	ST 51	403.5
5	Norm Faith	Twister (Modified)	Brodak 40	391
6	John Cox	Shark 35	AT 36	383
7	Jose Vargas	P40	LA 40	364
8	Richard Staight	Nobler	OS 40	274.5
9	Andrew Raney	Liquid	Como 40	266
10	Gregg Elling			0

### Beginner

Event Director: Joe Bowman

Judges: Tom Farmer, Bill Lee

Runner: Phillip Jeansonne

1	Zachary Wright	Ukie 35	Fox 35	56
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### Classic

Judges: John Ashford, Bill Wilson

Pull Tester: Jim Thomerson

Runners: Prescella Scott, Jon Heber

1	Joe Bowman	Roadrunner	Brodak 40	549
2	Dee Rice	Stuka Stunt	Brodak 25	528.5
3	Bud Burroughs	Pow Wow	Fox 35	510
4	Gaylord Elling	Venus	AT 36	508
5	Mike Finnigan	ARF Nobler	Brodak 40	504
6	Dale McCord	Thunderbird	OS LA 46	502
7	Jose Vargas	Oriental	LA 40	423
8	Tom Farmer	Yates Madman	OS 35 S	420.5
9	Gregg Elling			

### Old Time

Event Director: John Cox

Judges: Don Hutchinson, Darrell Harvin

Pull Tester: Bill Wilson

Runners: Prescella Scott, Jon Heber

1	Dee Rice	Ringmaster	OS FP 25	311
2	Gaylord Elling	All Australian	Bodak 40	289.5
3	Mike Finnigan	Ringmaster	Double Star 40	289.5
4	Bob Lipscomb	Barnstormer	OS 35 /GMA Spcl	286
5	Lew Woolard	Viking	S Fox 40	280.5
6	Tom Farmer	Yates Madman	OS 35 S	277
7	Bud Burroughs	Jamison Spcl	McCoy 40	272
8	Gregg Elling	Ringmaster	OS 25	271
9	Jim Thomerson	#7 Easy	Tower 40	266.5

Assistant CD: Mike Greb



Tabulators: Nan Beavers, Rachel Wilson  
 Food: Linda Gleason, Sandra Lee

### 2006 FCM at AMA

The 2006 FCM at AMA contest is in the record books. As in the past, we had stunt heaven with light winds of 5 to 8 mph for both days. Many fliers came early Friday to get in some not so serious practice. On competition day the L-pad had four circles going all day long. We had contestants from Virginia to Iowa and all parts in between.

We specially want to thank Russ & Randi Gifford for coming all the way from Iowa to judge. Randi is our head judge and works very hard for little pay, actually no pay at all.

Dan Winship has a new passion, photography. When he wasn't judging he traveled around the grounds capturing some great photos. He took over 300 pictures. We really appreciate people like Dan and all the other judges who give their time to make the contest special. Anyone that CDs a stunt contest realizes how valuable volunteers are to a successful contest. Most contests could not run without them. Many volunteers do double duty. They compete and then move to another level of competition to judge. Thank you volunteers!

The contest is always easy going, laid back fun. The competition is first class but takes second place to having a good time. Mike McHenry (Nats advance winner) summed it up when he answered his wife's question, "How are you doing?" Mike replied, "I have received the second highest score I've ever gotten, and am getting my butt kicked." Mike ended up 6th in expert. His win at the NATS meant he had to fly expert at FCM.

Stunt was not the only fun going on. We had carrier, scale, 75 mph combat, and speed. In fact we had 14 pilots entered in speed. Eric Olson set a new AMA record in 21 proto speed.

AMA was also hosting a helicopter jamboree that had 400 pilots. Dan got some photos of the chopper pilots sitting in their golf carts oooooo'ing and aaaaaaaa'ing as they watched stunt patterns.

Saturday night found everyone at Muncie model and hobby for our pizza party and gift give away. The support from the hobby industry for the prize give away was generous again this year. A big thank you goes to Horizon Hobby, Bob Hunt, Muncie Models, John Brodak, Bob Smith, Randy Smith, Sig mfg., and AMA.

Of course Sunday morning is always a special time and this year Will Hinton shared some words of help and wisdom for our chapel time. After chapel PAMPA competition started with a brief pilots meeting and was finished by 3 pm.

Plans are in the works for the 2007 FCM at AMA. Come and see for yourself.

Blessings  
 Allen Goff

"The FCM at AMA", scores for Saturday Stunt competition.

#### Classic

1	Carl Lovins	517.5
2	Michael Schmitt	511.0
3	Joe Reinhard	510.0
4	Jim DeYoung	502.5
5	Ron Lutz	490.5
6	Scott Condon	480.5
7	Ray Kidner	469.5
8	John Gladfelter	468.0

9	Ron King	pass
---	----------	------

#### Old Time

1	Mike McHenry	280.0
2	Scott Condon	278.0
3	Michael Schmitt	265.5
4	Ron Lutz	257.5
5	Lloyd Gregory	164.5

#### Profile

1	Mike McHenry	519.0
2	Allen Goff	514.0
3	Dennis Vanderkuur	511.5
4	Jim Schuett	509.0
5	Michael Schmitt	490.5
6	Ron Lutz	481.0
7	John Gladfelter	452.0
8	Lloyd Gregory	417.0
9	Scott Condon	372.0
10	Ron King	pass
10	David Reyes	pass

Results from Sundays PAMPA competition. Weather was 85 with light winds. NO CRASHES.

#### Beginner

1	Dennis Hastings	223
2	David Best (first competition.)	96

#### Intermediate

1	Ron King	485
2	David Reyes	452
3	John Gladfelter	417
4	Dan Grotzinger	401.5

#### Advance

1	Michael Schmitt	527.5
2	Dennis Vanderkuur	525
3	Russ Gifford	511
4	Mike Ternstrom	509.5
5	Jim DeYoung	507
6	Scott Condon	504
7	Ray Kidner	503
8	Will Hinton	500.5
9	Scott Reynolds	500
10	Ron Lutz	490
11	Lloyd Gregory	421

#### Expert

1	Matt Neumann	596
2	Allen Goff	577
3	Eric Taylor	572.5
4	Mark McKenny	561
5	Jim Schuett	559
6	Mike McHenry	555.5
7	Carl Lovins	550.5
8	Joe Reinhard	540

Many thanks to our judges and tabulators. Randi Gifford, Russ Gifford, Mike Eber, Danny Windship, Mike McHenry, Shirley Sheeks, and my wife Jan



## Peoria Area Wyreflyers

Heart Of Illinois Stunt Championships

September 10, 2006

Contest Director - Floyd Layton

Assistant CD - Bill Zimmer

### Beginner

Judges: Terry Meidroth, Tony Kares

1	Nate Batey	242.5
2	Charles Fowler	231
3	Robert Johnson	204.5
4	Mal Fawley	188.0

### Intermediate

Judges: Tony Kares, Terry Meidroth

1	Steve Smith	402.5
---	-------------	-------

### Advanced

Judges: Mark Overmier, Russ Gifford

1	Michael Schmitt	480.0
2	Marv Babcock	462.5
3	William Smith	456.0
4	Bob Brookins	340.0
5	Bill Calkins	331.0

### Expert

Judges: Randi Gifford, Larry Lindburg

1	Matt Neumann	569.0
2	Allen Goff	547.5
3	Robert Storick	530.0
4	Dan McEntee	522.0
5th	Crist Rigotti	520.5
6th	Dennis Vander Kuur	517.0
7th	John Garrett	514.0
8th	Jim Schuett	514.0
9	Owen Richards	511.5
10	Rich Tupper	498.5
11	Bob Arata	490.5
12	Sam Sciorrotta	471.5

### Old-Time

Judges: Russ Gifford, Floyd Layton

1	Crist Rigotti	294.0
2	Mike Schmitt	293.5
3	Dan McEntee	287.0
4	John Garrett	277.5
5	Owen Richards	274.5
6	Bob Arata	261.0

Pit Boss: Nate Batey

Runners: Mikayla Babcock & Alyssa Babcock

Tabulators: Karen Meidroth, Carol Layton

## "Stunt in the Berkshires" Stunt Meet

Lee, Massachusetts

October 26 - 27

### Old Time

Judges: Mike Chiodo & Lyle Spiegel

Best OTS ship: Jim Damerell, Dragon

1	Jim Damerell	334.5
2	Mike Ostella	311
3	Dick Carville	260.5
4	Norm Liversidge	251
5	Bob Lampione	247

### Classic Stunt

Judges: Noel Drindal & Woody Midgley

Best Classic ship: Mike Chiodo, Olympic Mk VI

1	Rick Campbell	535
2	Will Moore	526.5
3	Mike Chiodo	522.5
4	Dick Carville	507.5
5	Steven Yampolsky	505
6	Mike Ostella	503.5
7	Guerry Byers	478.5
8	John Passalaqua	461.5
9	Bud Wieder	458
10	Hank Womble	450.5
11	Don Herdman	422.5
12	Peter Mical	421
13	Norm Liversidge	392.5

### Novice

1	Fred Fitte	227.5
2	Lyle Spiegel	130
3	Sarah Hummel	126

### Intermediate

1	Hank Womble	440
2	Norm Liversidge	339
3	John Passalaqua	324.5
4	Paul LeBlanc	295

### Advanced

Judges for Novice, Intermediate and Advanced: Gary & Bob Hills

1	Will Moore	511
2	Peter Mical	434
3	Linheart Smith	420.5
4	Dave Reagan	417.5

### Expert

Judges: John Duncan & Guerry Byers

Concours: Bob Lampione, United

1	Bill Suare	511.5
2	Windy Urtnowski	487.5
3	Rick Campbell	483
4	Mike Chiodo	456
5	Noel Drindak	451
6	David Eyskens	415
7	Steven Yampolsky	377.5
8	Don Herdman	373
9	Dick Carville	277.5
10	Jim Borrelli	Pass



11	Jim Damerell	Pass
12	Bob Lampione	Pass
13	Bud Wieder	Pass

Tabulators, runners, helpers: Terri Suarez, Kathy Byers, Marlene Betta, Brett Betta, Emma Campbell, Sarah Hummel, and "Chef Fred Fite".

Sponsors: New England Stunt Team, Barn Speed Hobbies, John Duncan Foam Wings, Windy Urtnowski, Byron Barker Engines, Dick Wolsey, Leonard Harding,

THANKS to all who supported our meet, and all who helped make it happen! Huge "thanks" to Joe Sorrentino, of Barn Speed Hobbies in Lee, for his sponsorship and securing the excellent field. Cloudy, nice weather on Saturday saw a huge entry in Classic! Sunday was increasingly rainy and windy, managed to get only Round One completed. Mike Chiodo won the raffle Oriental/Brodak 40, and immediately flew it in the rain! Steven Yampolsky won enough stunt engines in the raffle to start his own company. Noel Drindak got caught in a real downpour with his Berserker profile; he toughed it out, and flew a good score! Hank Womble flew a gorgeous Sieverling Mustang, WOW! Jim Borrelli had a 46 size Pattermaster with a ST 46 that was outstanding! Will Moore, now "booted" to EXPERT, continues to develop his electric power system with excellent results. All flew on three nice grass circles, thanks to the efforts of the Southern Berkshire R/C Club!

## Top Classical II

August 27, 2006 - Topeka, Kansas

P-40

Judges: Dale Hrenchir, Bob Henningsen

1	Dave Tribble	535.5
2	John Bender	521
3	Marvin Denny	519.5
4	Bud Burroughs	514
5	Jim Kraft	506
6	John Holliday	499.5
7	Lew Woolard	499.5
8	Bob Brookins	477.5
9	Ken Nash	471.5
10	Wade Pearson	428
11	Kevin Prier	359.5

Classic

Judges: Jim Lee, Ginger Taylor

1	Dave Tribble	509
2	Bud Burroughs	498
3	Ken Nash	488
4	Marvin Denny	487
5	Ed Prohaska	474.5
6	John Bender	472.5
7	Lew Woolard	470
8	Bob Brookins	458
9	Jim Kraft	432
10	Wade Pearson	390
11	John Holliday	70.5

Tabulator: Patty Chilton,

CD: Kirby Chilton

Pit Boss: John Bender

Weather was mild and humid with sprinkles early, rain after lunch and a perfect light stunt breeze most of the day



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# G.S.C.B. Swap Meet / MECA Collecto and Forum



Bring airplanes and fuel...we generally adjourn to the club field to "flight test" our purchases. For directions, call Rich Peabody, ED, (201) 669-2605 or see the PAL web site: [www.waynepal.org](http://www.waynepal.org) for more information check the Circle Burners' web site: [www.gsccb.us](http://www.gsccb.us) Cars, boats, trains and planes of all manner will be for sale, from manufacturers, dealers as well as individual sellers.  
 contact:  
[rpeabody@verizon.net](mailto:rpeabody@verizon.net)

Sunday, November 19th

Time: 8:00 a.m.

Wayne P.A.L. Hall, Wayne, NJ

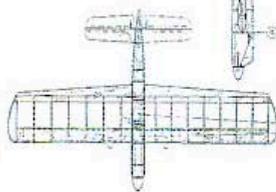
The Garden State Circle Burners are proud to host the *biggest and best Swap Meet* in the Northeast!

Doors open to vendors at 8:00, Over 100 tables available, no reservations needed. Food on site.

Tables only \$10.00 Admission \$6.00, ladies and kids free.

Auction at noon, Forum at 1:00





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 Adams' Special OTS model

The 21<sup>st</sup> annual Western Kentucky/Southern Illinois Stunt Championships were well received in 2006. Both Saturday and Sunday were busy but successful. On Saturday we ran Basic Flight, Beginner, Profile, Classic and Old Time Stunt on three circles with two practice circles. Sunday we ran Intermediate, Advanced and Expert on the same three circles but combined Intermediate and Advanced to work to equal the 12 Expert pilots. We were done by 3pm on Saturday and totally cleaned up and gone by 2pm Sunday. Temps for Saturday were in the high 90s but cooled to high 80s on Sunday with more clouds and less humidity. Look for the event to happen on August 18 and 19 of 2007. Thanks to all who attended, flew and worked.

**SATURDAY EVENTS:**

**Basic Flight:** no entries, I am working on this.

**Beginner:**

01 Charles Fowler	ARF Nobler	Brodak 40			
02 Byron Rahilly	Brodak Card.	Brodak 40			

Judged by Allen Brickhaus and Charles Reeves

**Profile:**

01 Dennis Vander Kuur	Pathfinder	OS 40la	488.5	413.5	488.5
02 Louis Rankin	Bear/Tutor II	ST 5	481.5	453.0	481.5
03 Marshall Busby	TWOSAWKI	OS 46la	463.0	480.5	480.5
04 Larry Draughn	Old Dog	DS 54 BB	463.0	474.5	474.5
05 Roy Trantham	Old Dog	DS 54 BB	455.5	473.0	473.0
06 Zuriel Armstrong	Tutor II	OS 46la	420.0	465.5	465.5
07 Dan McEntee	Primary Force	OS 25la	464.5	417.0	464.5
08 Michael Schmitt	Banshee	OS 40fp	440.5	440.5	440.5
09 Steve Moore	Twister	TT 40	371.5	420.5	420.5
10 Jason Pearson	Twister	OS 40fp	330.5	309.0	330.5

Judged by Byron Barker and Bob Arata

**Old Time Stunt:**

01 Larry Draughn	Jamison Spl.	DS 40 BB	293.0	306.5	306.5
02 John Garrett	Ringmaster	Fox 35	302.0	281.0	302.0
03 Roy Trantham	Jamison Spl.	DS 40 BB	300.0	297.5	300.0
04 Chuck Feldman	Jamison Spl.	DS 40 BB	289.5	279.5	289.5
05 Dan McEntee	Ringmaster	Fox 35	178.0	282.0	282.0
06 Michael Schmitt	Jamison Spl.	OS 40fp	230.5	262.5	262.5
07 Steve Moore	ARF Smoothie	OS 46la	245.5	260.0	260.0
08 Bob Arata	Box Car Chief	Fox 35	203.0	000.0	203.0

Old Time Stunt judged by Allen Brickhaus and Charles Reeves

**Classic:**

01 John Simpson	Cavalier	AT 36			
02 Larry Draughn	Pilot's Choice for Classic models	DS 40 BB			
03 Dan McEntee	Jamison Spl.	ST 51			
04 Bob Arata	Shark 45	Tower 40			
05 Chuck Feldman	Tucker Spl.	DS 40 BB			
06 Michael Schmitt	Jamison Spl.	OS 40fp			
07 Roy Trantham	Jamison Spl.	DS 40 BB			
08 Dennis Vander Kuur	ARF Nobler	Fox 35			
09 Jason Pearson	ARF Nobler	OS 40fp			

Judged by Bill Marvel and Steve Moore  
 All classes tabulated by Randall Hopkins and Jim Franklin  
 Score sheet run by Zuriel Armstrong

**SUNDAY EVENTS:**

**Intermediate:**

01 Chuck Feldman	Jamison Spl.	DS 40 BB	385.5	Pass	385.5
Steve Moore					DNF

Judged by Tom Morris and Allen Brickhaus

**Advanced:**

01 Roy Trantham	Dixie Dancer	DS 54 BB	503.5	484.5	503.5
02 Louis Rankin	Bear/Tutor II	ST 51	472.5	481.5	481.5
Won PAMPA Best A. Almost Ready to Fly award (BART) highest scoring ARF					
03 Michael Schmitt	Encore 50	PA 65 pipe	462.5	477.5	477.5
04 Zuriel Armstrong	Tutor II	OS 46la	472.5	468.5	468.5
05 Marshall Busby	Cavalier 650	PA 40	468.0	468.0	468.0
06 Charlie Pate	Charisma II	DS 60l	372.0	431.0	431.0
07 Byron Barker	Tempest II	PA 65 pipe	408.5	420.0	420.0

Judged by Allen Brickhaus and Chuck Feldman

**Expert:**

01 Matt Neumann	Stuka	PA 75 pipe	570.5	574.0	574.0
02 Jim Lynch	GEO XL	PA 61 pipe	526.5	530.5	530.5
03 John Garrett	SV-11	ST 60	518.5	477.0	518.5
04 Larry Draughn	Old Dog	DS 54 BB	504.0	512.5	512.5
05 Dennis Vander Kurr	Pathfinder	OS 40la	499.5	512.5	512.5
06 Bob Stortick	P-47	PA 75 pipe	491.0	509.5	509.5

Pilot's Choice for PAMPA classes

07 John Simpson	Cavalier	AT 36	509.0	460.5	509.0
08 Mark McKinney	SV-11	PA 61 pipe	488.5	507.5	507.5
09 Dan McEntee	Shark	ST 51	487.0	496.0	496.0
10 Walt Brownell	Gemini	2 electrics	465.5	468.0	468.0
11 Bob Arata	Tucker Special	Tower 40	463.5	455.0	463.5
12 Gary Hajek	Tempest II	Saito 56	098.0	Pass	098.0

Judged by Bill Marvel and Charles Reeves  
 All classes tabulated by Kathy Brickhaus and Jane Barker  
 Score sheet running by Bob Arata  
 Sponsored by the Paducah Aero Modelers

## PAMPA RULES



**Alice Cotton-Royer**

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Hi Pampa dudes and dudettes, I have received some interesting email from those who have read previous articles. Here is some information I received from Eric Clutton who responded to the diesel article with these words:

Date: July 30, 2006

"Dear Alice ... your recent forum on diesels was good but it missed the reason why diesels are so good for stunt. Maybe the crafty lot who gave you the info were holding back? If you examine similar capacity diesels and glows you will see that the intakes on the diesels are very much smaller than those of glows. This is because kerosene does not require the large amounts of oxygen to burn that alcohol does, and a secondary effect is that the diesel has very much superior fuel draw (lots of suck!). This also means that you very rarely need fuel pressure feed with diesels and it makes them virtually a one-speed engine, not caring whether they are going straight up or straight down! I have been amused to see some guys putting such a lot of effort into trying to make four-cycle glows do what diesels do naturally-- every time. Guys who fly diesel stunt will tell you that you need one quick test flight on the day to establish the settings for

that occasion and then that is it. I wish there were other guys (or gals!) who fly stunt in this area. I have an O/T stunt Chief with a PAW .35 up front and it pulls my arm off on 68 to 70ft lines; also a Brit vintage stunter with an Elfin diesel, just like we used to fly back in the fifties!

Just to put the record straight, I have flown glow stunt over the (many) years and if the 2-4 break is your thing, then that is the way to go, but if you fly full throttle (better in a wind) then diesels are better by far.

ERIC CLUTTON."

I found this to be quite interesting so I wrote back with something that was bothering me from the last article:

Hi Eric,

I'm glad to hear from you. And glad to know you actually read the article. Your message makes a great addition to the whole diesel thing and I would love to include it in my next article in a couple of months. Is that OK?

Here is what a couple of people said about the diesel consistency problem...

"It is hard to get the same run twice in a row." Dennis Lein said he over-ran on a first flight at a CA contest and under-ran on the second both with a full tank of fuel. What do you make of that?

Alice

On Aug 1, 2006, at 7:47 PM, Eric Clutton wrote:

"Hi Alice ... If you fly diesel it is advisable to do one test flight on the day to establish the settings for that kind of weather (temperature, humidity etc). After that there will be no changes to the needle unless a prop change is called for. The compression usually needs an increase because heat and compression are interchangeable, so when cold it needs more, and as it produces heat, it needs less (that is why fixed compression diesels are not too good), but same compression setting for running each time is all that is required. They are certainly much more consistent than glows so someone

is not doing it right! One of the little tricks we used to do with small (up to .19) stunters was to run the fuel line around the crankcase before plugging it into the spraybar. It also works on glows and give a small reservoir of extra fuel (a larger one for a diesel 'cos of the much lower fuel consumption). Feel free to use anything useful and if you or anyone has any questions I would be happy to answer them. ERIC"

[doctordiesel@cafes.net](mailto:doctordiesel@cafes.net)

On Aug 3, 2006, at 7:02 PM, Eric Clutton wrote:

Hi Alice... Sounds like his (meaning Dennis Lein) tank is too big and on his second flight he had some crap in the fuel! It affects glows too! Might also be tank design, of course. Never use pressure. I have often wondered why the stunt comp guys never think of using a cut-off instead of just depending on tank size, especially with the length of run being so critical in a competition. ERIC.

I find this to be an exciting and interesting aspect of our hobby. Does anyone else have anything to say about diesel engines for stunt?

In answer to Eric's question about shut offs for stunt engines, Pampa member Hube Start, a Canadian pilot, sent this to me when the question came up at a contest. The relevant section was found in a FAI publication and it reads like this:

FAI Sporting Code  
Section 4 - Aeromodelling  
Volume F2  
Control Line  
2006 Edition  
Effective 1st January 2006

ANNEX 4H - CLASS F2B -  
MANOEUVRE DIAGRAMMS  
F2B - AEROBATIC MODEL  
AIRCRAFT  
ANNEX 4B - CLASS F2B - JUDGES'  
GUIDE  
ANNEX 4H - CLASS F2B -  
MANOEUVRE DIAGRAMMS  
=====

4.2. CLASS F2B - AEROBATIC MODEL  
AIRCRAFT

4.2.1. Definition of an Aerobatic Model  
Aircraft



Powered control line aerobatic model aircraft in which all aerodynamic surfaces (except for the propeller plus that/those surface/s used to control the flight path) remain fixed during flight.

#### 4.2.2. Characteristics of an Aerobatic Model Aircraft

a) Maximum total flying weight (excluding fuel) 3,5 kg

b) Maximum wingspan (overall) 2.0 m

c) Maximum length (overall) 2.0 m

d) Permitted power sources shall include any power except rocket motors. Piston engine/s shall be subject to a total swept volume limitation of 15 cm<sup>3</sup>. Electric power shall be limited to a maximum no-load voltage of 42 volts. Gas turbine engines shall be limited to 10 N static thrust. A suitable silencer must be used on all piston engines. The noise limit set out at paragraph 4.2.6 c) shall apply to all power sources.

e) Wireless remote control (electrical, optical, or any other) of any control function of, and/or of any system in the model aircraft shall not be permitted.

f) The following exceptions to rule 1.3.2 of Section 4C of Volume ABR are allowed.

i Other controls may include, but are not limited to: landing gear operation and built-in engine starters. Such functions may be controlled by the pilot only via line/lines, or may function completely automatically. The frequency of any electromagnetic pulses transmitted through wires/cables to the model aircraft shall not exceed 30 kHz.

ii For piston engines (including "Wankel" rotary types), no outside control of the engine/s in-flight power output shall be permitted whether or not such control is direct to the engine/s or via propeller/s with variable pitch. For the purposes of this paragraph, the term "in-flight" shall mean the time between the release of the model aircraft for the Take-off Maneuver and the end of the Landing Maneuver. Active or dynamic automatic power output control based on flight parameters such as, but not limited to, shall also not be permitted: model aircraft speed;

angular speed; centrifugal force; line pull; flying height; or any combination or derivation thereof. However, if not used for the purpose of active power and/or throttle control, the following shall be permitted:

- Passive or static devices controlling rate of fuel flow or fuel pressure (for example "uniflow" fuel tanks).

- Passive or static exhaust systems (for example tuned-length exhaust pipes to control engine rpm).

- Provided they are used only to end a flight, the use of engine/s shut-off systems, either operated by the pilot or functioning fully automatically, shall be permitted, subject to the restriction at paragraph e) above.

g) For power sources other than piston engines, engine power controlling systems, whether pilot-operated or automatic, shall be permitted.

h) Rule B.3.1. of Section 4B of Volume ABR does not apply to class F2B.

#### 4.2.3. Line Length

The minimum length of control lines shall be 15.0 meters, the maximum length 21.5 meters, to be measured from the centre-line of the grip of the control handle to the centre-line of the propeller. Where model aircraft with multiple power sources are used the longitudinal (fore and aft) centre line of the model aircraft shall be taken as the reference for measurement.

#### 4.2.4. Line Tests (to be made before each contest flight)

a) The length of the control lines shall be checked before every contest flight.

b) Not less than 20 minutes and not more than 1 hour before every contest flight a test load of 10 times the total weight of the model aircraft without fuel shall be evenly and smoothly applied to the assembled control handle, lines, and model aircraft. The load used in this test shall be applied once only to the control handle in such a way that the test load is equally distributed between both flight lines/cables during the whole pull test.

To end things I have a photograph of one of our kids (Eric Fitzgerald), stunt

pilot, who flew at the last Northwest Regionals contest. He came with his dad, David Fitzgerald (US world team stunt pilot). Eric was quite proud of his flights in Beginner. How cute is this...

If you have any information



to send me my email is: [alice@artemisillustration.com](mailto:alice@artemisillustration.com)

I hope to hear from you.

-Alice Cotten-Royer



## BALL DIAMOND FLYER



**Jim Harris**  
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This is the 1" Veco Kit version. 54" wing. 595sq. inch wingspan with upright engine and an elliptical wing. The great flyer, designed by Bob Palmer, won the 1955 NATs in CA. Too bad that not very many are seen today. The ones I have seen are all mark II versions. The second version is good also, but I guess I like the first one best. I built only one in 1958.

I was just barely able to fly the pattern when I took the kit home from the Color Center. It took the entire

winter to build the thing. The kit wood was pretty good; this plane was not overweight. I would guess it weighed about 40 oz. I painted it lime green with black and red trim. Fox .35 was all we used in those days.

At that time our club had a static show featuring new planes for the upcoming year. This was displayed for the public at The Marion Home Show. The people came each year to view new home appliance and see our handiwork. The year in question featured my Thunderbird, Don Bray's Rum, Dave Houser's Argus, and Tom Indoe's D-C 3. The stunters got a lot of looks but the scale ship was the crowd favorite. The three favorites got nice prizes paid for by the club. My Thunderbird was fourth; well, no prize for me I thought. The weekend after the show, the first three places had to make a successful flight to get the prize. The plane just had to fly a complete flight, no fancy stuff. The DC-3 had to go first since it was the favorite. This was considered to be a huge plane at the time. Two Fox .35s. I would guess the wingspan to be about 65 inches. Tom had done a nice job; it took several years to get this built. The scale ship took, off went around three times and did a sort of wing over coming out at an angle and was not able to recover. It was the sort of crash we were not accustomed to. Engines everywhere, balsa covered the entire circle. Days later we were still picking up pieces. Anyway, that resulted in the Thunderbird getting third place.

After that I wanted to go someplace private to wring out the Thunderbird. I knew just the right place; the ball diamond at Fairfield Engineering Co.

It was back a long lane and it was not used for games at the time. For luck I took my lifelong friend Pat Giles. My usual luck was for first flights to be a mess: bad engine runs, adjust the flaps, add nose weight, etc. Not so, this almost flew off the board. Second flight I did the pattern. Pat seemed impressed. I was ready to show the rest of the world.

A month of flying the new bird and I was ready to enter a contest. The rest of the club thought I was not ready yet. I could do the pattern and I was going to try. Off to Cleveland to see what I could do in front of real stunt flyers. No practice flights. A big mistake, I never did that again. I fired up the bird and took off. However, as I set the needle I noticed the assembly was loose. I went ahead anyway. The second mistake. As I went into the reverse wingover the Fox coughed and died. You can guess the rest. I did save the plane but after the rebuild it was never the same. I did learn a little from my mistake but it cost me the best airplane I had at the time.

I thought this was a great flying airplane, better than the Noblers I built later. Or maybe it was just having a real competition ship at that time. This is not a hard ship to build; I thought the Noblers were harder. The one piece trailing edge has to be absolutely true; and of course the ribs were all different sizes. But the rest was really easy.

Try one of these for Classic you won't be sorry. Double Star or L.A. would be good. Tom Dixon for plans. I met Bob Palmer a couple of years ago at Brodaks. Thanks to him for all the great designs and innovations.

-Jim Harris



Bob Palmer and his Thunderbird along with the 1955 Open Stunt Nats Trophy and the Walker Cup. Upright engine and the plane had tricycle gear with brakes for "spot landing" bonus points maneuver that was a one year only addition to the stunt pattern.  
Photo from the Wynn Paul collection.

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## BEGINNING



**Doug Dahlke**  
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**READER INPUT:** Chris Storer, from England, called about model airplane issues and mentioned he enjoyed the recent article on Ron Moulton's handle design. I'm starting to wonder if Moulton's handle design is the Brit equivalent of our old EZ-Just handle? Harold Youds, from Vancouver Canada, a frequent column contributor, sends pictures and comments on his "Doodlebug." Sez Harold: "CG is just ahead of the leading edge, but I'm still playing with it, still learning. I moved the forward tail ahead more than needed for extra stability. Improved



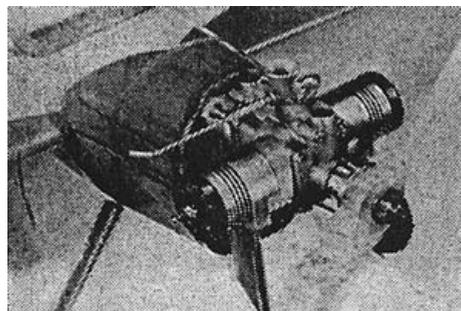
"Harold Youds with one of his more dependable experimental designs."

stunting could likely be had were the forward M.A. shortened." K&B .35 makes moxie. Harold's sideways hat and stuttering use of "awesome dude!" crushes trendies. Love his humor!

I know you readers are also building, why not share it with us?

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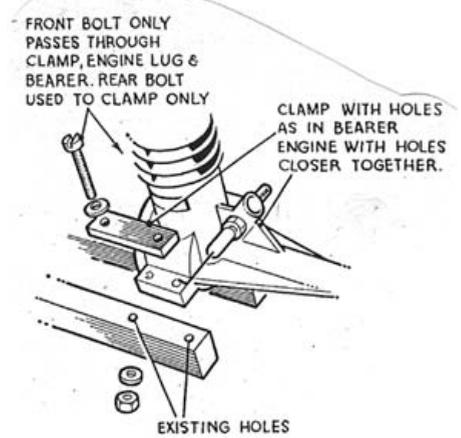
**VIBRATION - A DIFFERENT APPROACH:** Mucho effort's been expended on beefing up the nose of large stunters to handle the pounding that pulsing, .60-size thumpers dish out (Greenaway, et.al.) Mostly, this has worked, but with a building complexity and weight penalty. The other extreme is the soulless, smoothness of electric stunters. Short-sighted types would have you believe: "There's no alternative to examine." Oh? Please tell me who's covered/examined TWINS? What studies have been done? Boxer layout or inline twins? What magazines have reported or even touched the subject? If well done, a twin would solve most of the vibration issues of a single cylinder. Also, it's unlikely both plugs would fail at the same time, allowing for a safe return to level flight should you deem that important. Finally, which do you feel grabs a judge more; a functioning twin's sound, or the silent whirl of a prop? Here's an early sample. ("Done it all in ukie?" How'd your twin fly?)



"The D.C. Tornado .30 Boxer twin in a stunter. Very smooth runner, circa 1959/60."

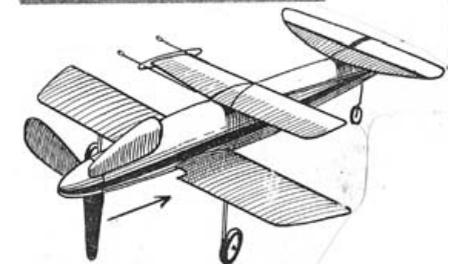
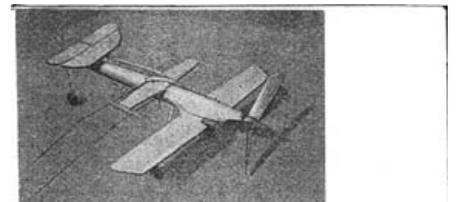
**BUILDING TIP:** Want to test a different motor in your model, but aren't excited about drilling extra weakening, but needed, holes in the mounts until you know for sure which motor you want to use? Assuming widths are similar, try this.

**RARE AS THEY COME:** Canard stunters are rare, maybe 1 out of a



"Try this temporary engine mounting system to test the practicality of permanently mounting a different engine."

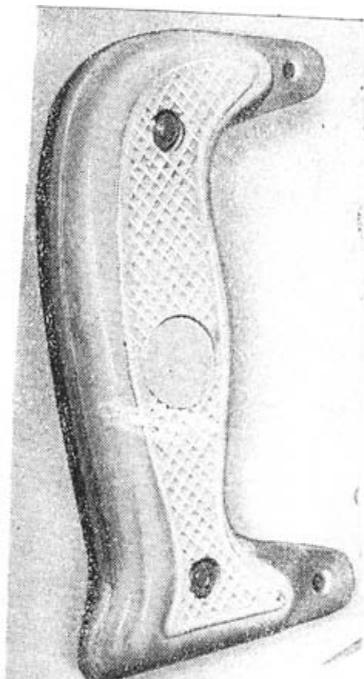
thousand models? Less? Canard biplane stunters are rarer and pusher canard biplanes are more rare. Still rarer is the ukie, pusher, canard, biplane stunter. Without question, the rarest model I've ever seen is the RUBBER POWERED, ukie, pusher, biplane, canard stunter. Behold! F.B. Thomas' well-known early Brit model designer/author's unusual 1947 design. Don't jump to the conclusion that he used rubber power "to be different." Easily possible was that he simply couldn't get an engine at the time. Changing this design from rubber to glow power should no more disqualify it than flying an electric Barnstormer. Indeed, "sparkies" (nickname for electric flyers) could well have an easier time with balance issues. Who will be first to fly an electric, stuntable canard? Perhaps he who's "done it all in ukie" will explain how his version of this flew.



"Ukie just doesn't get any more rare than this."

**1949 BRIT HANDLE:** The shaped dural plate is sandwiched between

two moulded plastic grips and held in place by nuts and bolts. Shaped to fit the hand, it's light, strong and colored red or blue. Different shaped ends help guard against picking up the handle inverted. Norton Plastics was the maker. Anyone know anything about this handle from Derbyshire?



"Another Brit handle, this one by Norton Plastics from 1949."

**A NON-MODEL THING:** I know that a number of readers also are bikers as their "other hobby." Shirley and I've just finished biking our 50th state, Hawaii. Rain forest, volcanoes, and lots of neat stuff. First "bare" bike I've run since a friend committed suicide by jumping off of his "platform shoes" in the mid-eighties.

**M.O.M.:** This month's Model of the Month is some basic ukie canard layout proportions. Nothing fancy, but at least should get you in the air. No more excuses guys. Why not join the fun with Harold Youds? Sure, these specs can be scaled up some.

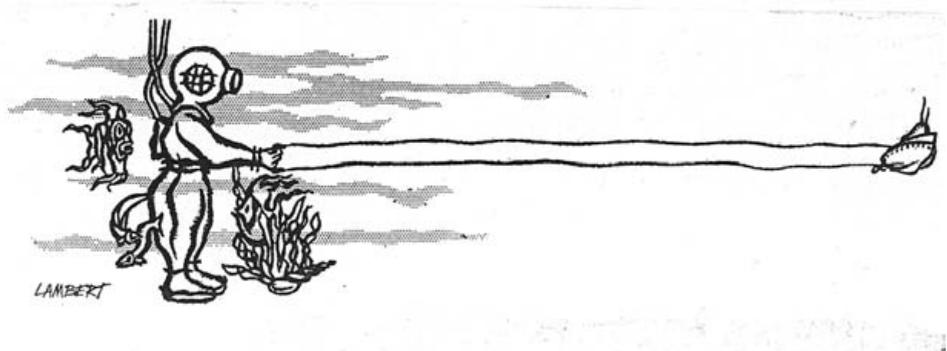
**FICTION 'N FACT, FROM DOUG'S ALMANAC:**

"ARFs ARE TO MODELING, LIKE THREE WISE MEN BRINGING CORN DOGS TO BABY JESUS." (d.d.)

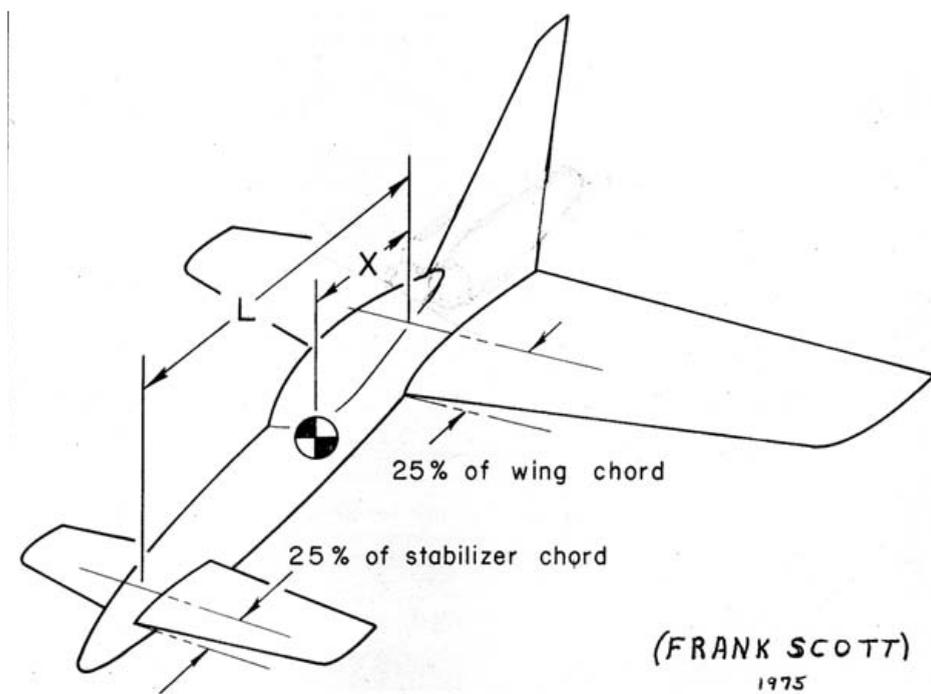
**CARTOON:** Lambert ribs single-focus types, who end up in weird

situations because of it.

- Doug Dahlke



"Wingright's fixation on ultra -slow lap speeds sometimes lead him down less-traveled paths. Therefore, his invention of 'aquabatics' never really caught on."



(FRANK SCOTT)  
1975

To determine the most aft C.G. position for a C.L. canard, use the following formula :

$$X = \frac{\text{Scan} \times L}{\text{Swing} + \text{Scan}}$$

- X = distance from C.G. to wing 25% line
- L = distance from stabilizer 25% line to wing 25% line
- Scan = area of stabilizer (span x chord)
- Swing = area of wing (span x chord)

Lead out guides are placed approx. 7° aft of C.G.

"Wingright's fixation on ultra -slow lap speeds sometimes lead him down less-traveled paths. Therefore, his invention of 'aquabatics' never really caught on."

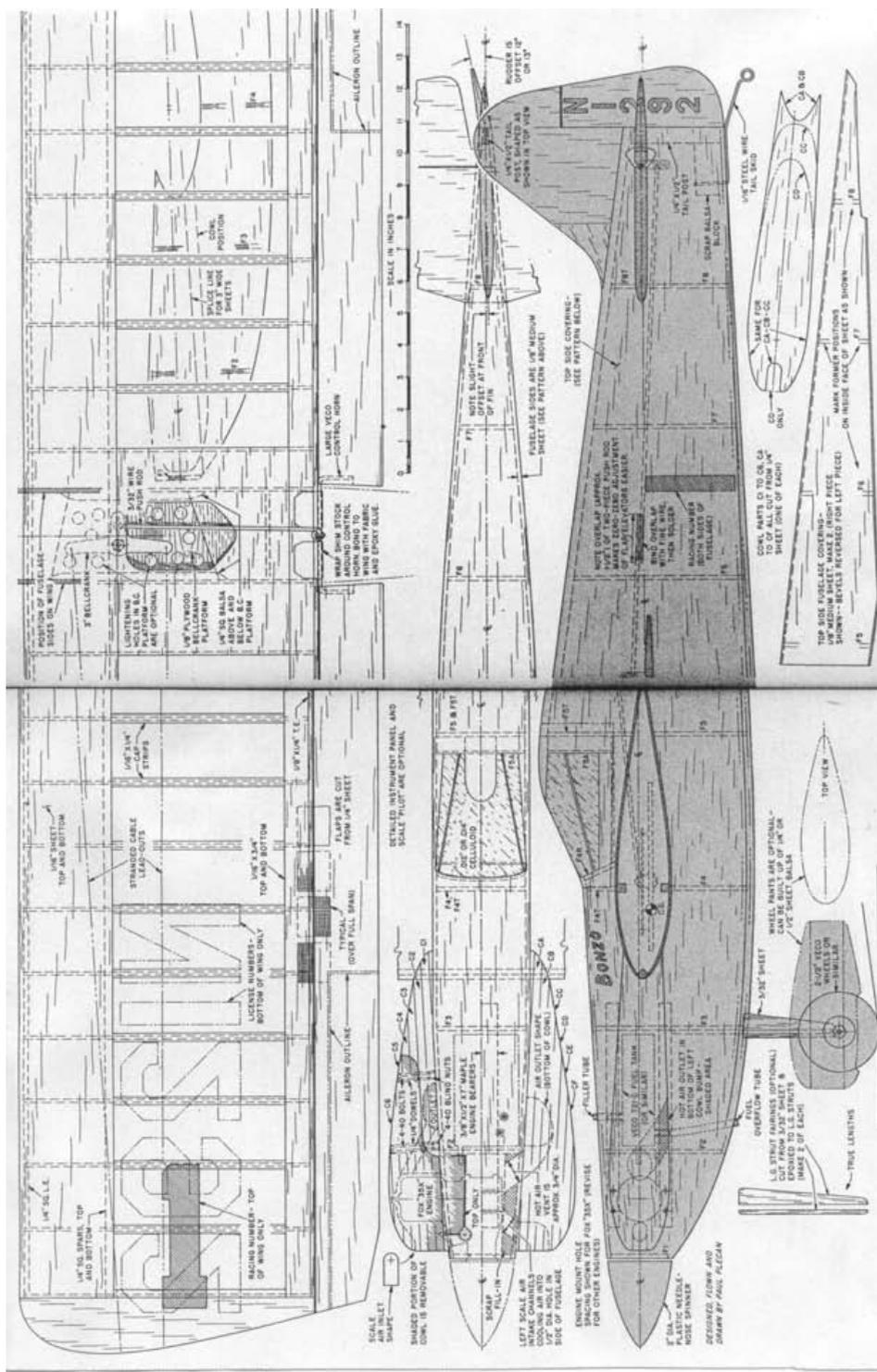


# CLASSIC PLANS



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Bonzo by Paul Plecan. American Modeler Magazine, Nov/Dec 1964



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## CLUBS - BUILDING SESSIONS



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It's getting late in the flying season, so now's the time to start planning your winter club activities. One activity that you should seriously consider is having club-organized building sessions. Just because winter is coming on, there's no reason to go into model airplane "hibernation." Unfortunately, that's what a lot of us do. At least we go into hibernation until about the first good day of spring when we wake up and realize that the flying season is upon us and we have nothing new to fly! Yee-haa!! Panic-build time! Okay, so let's all agree: no hibernation this winter!!

Of course, you can't fly what you don't have, so a series of building sessions are a good way to help ensure that there are more of your club members out at the old flying field next spring. If nothing else, it provides a lot of excitement as they bring out their new pride and joy, hook up the lines, and put it into the air for the first time. It's a great way to encourage some of your less active club members. And for the guys that want to participate in stunt contests - well, they



John and Bill repairing a ship from last season's accident.

better get their air fleet constructed because sometimes the attrition rate can get steep. Don't want to run out of stunt ships before you run out of flying weather! In fact, club organized building sessions may be the best way to recover from the high attrition rate of the previous season!

A lot of people think that the way to get people interested in model airplane flying is to get them up on a trainer so they can experience "flight." That's one way. But an equally effective way is to get them to first build a plane and then learn to fly. In fact, I bet a lot of you did just that: build first, then fly.

So, your building sessions can have multi-purposes: encourage the self-energized builders in your club; help keep some of the hibernators awake and building so they have something come the spring; and finally, teach new beginners to build, so come next spring they have a reason to learn to fly.

And finally, a building session gives some of the "pontificators" in your club one more avenue to exercise their highly valued art: "say, I think I can tell you how to improve the airfoil on that Impact you're building..."

Probably the most important thing about setting up building sessions is



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Jerry showing the proper application of glue to a Nobler ARF.

to be able to schedule them at regular times (e.g., every Saturday morning from 9 to 1) and at the same place (e.g., the back room of Virginia Hobby Sport.) You could even have rotating building sessions at various club members' shops if you put together a schedule so everyone would know where to show up for the next one. The main thing is to find a time/location combination that works for the maximum number of actual potential builders in your club. In considering who might be interested, don't just count the regular builders, but think of the members who might be interested in learning

new techniques.

Which leads into the discussion of how to structure the building sessions? At the minimum, they can be completely unstructured – “show up with whatever you want to build, have fun!” You could also have a club “one-design” contest with organized building sessions. How about an ARF-build?

You might also schedule a series of workshops:

- How to mold a canopy
- How to build a lightweight stab
- How to build a motor crutch

- Preparation for painting (how to use sandpaper)
- How to tear down and de-vernish an engine
- Molding a turtle deck
- Carving and hollowing blocks
- How to build a lost-foam wing
- Etc.

With respect to toting your building supplies and equipment to and from the building sessions, most of what you need can be carried in a grocery sack. You can carry sandpaper, sanding blocks, dust-mask, knives, ruler or straight-edge, glue, glue-sticks, pins, waxpaper, etc. very easily. If, in addition to that, you bring your cutting pad and a small piece of ceiling tile as a pin-board, you are in business! Typically, you won't be trying to construct a wing at the building sessions; however, there are many, many things you can do to move your building process forward: cut out ribs or formers, construct rudder and tail surfaces, trace out templates from plans, shape or construct flaps, carve and hollow top blocks, bellies, wing-tips, etc. You can use these building sessions to progress on all the little things that often delay construction of the big pieces such as wings and fuselage.

At our building sessions, last winter, a couple of the participants regularly brought boxes of doughnuts to treat everyone. It was a great deal of fun! So start your planning now, and be ready for a very productive building season!

-Scott Richlen



Henry getting his Musciano entry ready for next fall.



## SAFETY - THERMONUCLEAR PROTECTION CHAPTER 2



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It always happens. Just as I pushed the “send” button and submitted my column last time, I received new (and better) information on the very same topic. So let me start this column with a reminder from last time: Sunshine is wonderful, but too much of this wonderful thing can lead to bad things.

I am currently working on a research project with the Georgetown Medical Center in Washington, D.C. and they gave me some more great information on skin cancer and what we can do to prevent it.

The most common types of skin cancer are Basal Cell Carcinoma, Squamous Cell Carcinoma and Malignant Melanoma. There are over 1,000,000 cases of basal cell and squamous cell carcinoma diagnosed annually, but 75 percent of the deaths from skin cancer come from melanoma.

There are genetic factors which could make you more likely to get these diseases, but the most common environmental factor is exposure to ultraviolet (UV) light - which comes from our good buddy, the sun. Ultraviolet light is identified by three separate wave length bands, UV-A, UV-B, and UV-C. The upper atmosphere blocks most of the UV-C, so that leaves us to deal with the others. The sad part

is this exposure may be cumulative and our lifestyles as bronze Sun Gods and Surfer Dudes in the 1960’s and 1970’s may leave us more vulnerable now that we are reaching our golden years.

Here’s what we have to do to protect ourselves: The peak hours for UV exposure are between 10 A.M. and 4 P.M. (1000 to 1600 hours). Of course those are the peak hours for most stunt contests, too. As I mentioned last time, wear a full brimmed hat when you can, use a decent sunscreen (I now use SPF 50), wear sunglasses, long pants, and long sleeved shirts. The folks at GU also recommend that you stand in the shade when possible.

Another tip from my friend, Steve Fitton (he burns very easy): Try some of the new sun screen products. Coppertone and Hawaiian Tropic make a simple spray SPF 30 sunscreen. Steve says it’s very quick and easy to use. It’s almost like a paint and eliminates those greasy hands that some of us don’t like when we are trying to fly our stunt ships.

That’s enough for sunshine this time. Take care of yourself. Let’s all be careful out there. The next topic takes us back to the center of the circle. I thought I had exhausted the topic of stoooges, but received this great piece from Bill Marvel:

### **Flying Alone - by Bill Marvel**

I have always been uncomfortable flying alone. I hate that feeling of helplessness when a stranger ventures too closely to my circle. I have never fully trusted stoooges. Unfortunately, if we want to fly regularly and if we don’t have someone to launch the plane, the stoooge and flying alone become a calculated risk. Most of us have done it and mostly, we get away with it.

I have reached the point where I will not fly with a stoooge if there are non-modeler spectators around. That means I don’t fly alone much anymore. A few weeks ago, I was waiting for my regular flying buddy. It was early morning, nearly dead calm, cool and overcast. It was a perfect morning to fly. I got out my Flite Streak with the Brett Buck/Dirty Dan FP 20 engine setup. It is so much fun to fly and I was anxious to get started. I set up my stoooge and

went through my usual safety routine. My routine is to setup the stoooge, connect the release line, walk to the center of the circle, and check that it is lined up and releases with a sharp tug. I hook up my lines and run them out, then latch the airplane into the stoooge. I fuel the tank and start the engine, holding the fuselage with my other hand. Without letting go of the plane, I move around behind it and remove the glow plug driver. When everything sounds and looks good, I let go of the fuselage, reach across the plane, grab the “down-line” and walk it out to the handle. I slip on the safety lanyard, pick up the stoooge release line with my left hand, give it a tug, and the plane takes off.

That is the “Normal” routine. This time, things were not normal.

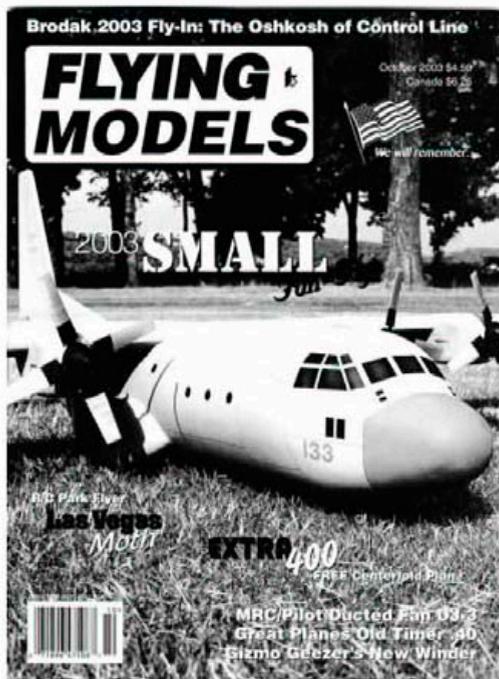
As I released the fuselage and reached for the “down line”, the airplane came out of the stoooge. I was dumbfounded! I made a diving grab for the tail of the plane. I probably only missed it by 25 feet! I have always believed that control line airplanes are not trimmed to fly free, but the handle and lines were nowhere in sight. I had a lot of trouble even figuring out where the plane had gone. My hand, elbow and knee were bleeding and I was limping from a badly bruised thigh. I know better than to dive after an airplane at my age. It was just pure reflex and I paid the price.

A nice young man stopped his car to see if he could help. Searching the area, we finally located the Flite Streak. It was about 15 feet up in a tree that borders the flying field. The lines and handle were stretched along the fence and nearly invisible. Surprisingly, the plane was not seriously damaged. The lines were not even kinked. We probably did more harm getting it down than the plane did getting up there. The outboard leading edge and most of the outboard ribs were shattered. The trailing edge, tip, center section and spars were undamaged. That was more than I could say for my body.

After bandaging the worst wounds, I tried to reconstruct the accident. I believe I failed the re-check



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the release pin on the stooage before starting the engine and I don't think it was properly seated. My stooage weighs over 16 pounds and I can lift it by the release pin if it is correctly engaged. What was not engaged that day was my brain. I was lucky that my asphalt burns and bruises healed within a few weeks. If I had tried to fly an hour later that day, the park would have been crowded with cars, vans, and young soccer players. I don't even want to think about the possibilities.

When I described the accident as a "Show & Tell" at our next club meeting, few took it very seriously. Perhaps I am over reacting, but I know we all

violate the rules of logic sometimes, push the envelope, and get away with it. If we get away with it too often, we stop remembering why the rule was there in the first place. It is the reason why experienced carpenters or butchers or machinists lose a finger or 15,000 hour commercial pilots do dumb things... we are human and we make mistakes.

Lots of people have to practice alone. I am asking you to never take what we do for granted, especially if you fly alone. Small airplanes can hurt someone. Stunt planes can do some serious damage. Don't become complacent; examine your flying routine periodically. Make it a habit to check your equipment regularly.

Are the adjustments on your handle tight? Look at the connectors you have been using for years. Do your lines need replacing? Put an Allen wrench on the muffler bolts and snug them up. Motor

mount bolts are notorious for working loose. Inspect hinges for fatigue. Check wheel collars and pushrod connections. Do not hesitate to ask spectators to stand back. Explain that it is for their safety and your comfort. Most people respond to reasonable requests. Most importantly, don't get so lost in flying your airplane that you fail to keep your eyes open for "traffic".

I saw a posting recently on one of the forums about using a stooage properly. It was suggested that you push a large screwdriver into the ground in the center of your circle. Loop your safety thong over the screwdriver. I've seen people do that but I thought it was just to keep their lines from getting kinked. I never thought about the protection this simple step provides. If I had secured my handle, the airplane would have likely just nosed over and broken the prop. Well, there is a long screwdriver in my flight box now. I am not too proud - or too old to learn!

-Bill Marvel

Thanks again to Bill Marvel for the help. Most of us are outdoors flying right now, so please stay alert while you are driving to and from the flying field, while you are at the flying field, and back home in your workshop.

Safe Flying is No Accident.

-Ron King

## DOCTOR DIESEL

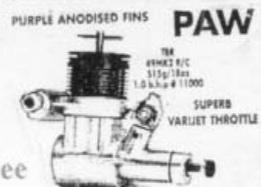
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Every modeler who has ever built and opened a model knows how easy it is to put a hole in the silkspan wing. Build an I-beam wing, and it's just as vulnerable to damage. Over the years I've had my share of holes in open bays.

In the '60s I had many ships that got punctured by the handlebars of my bicycle as I rode to the field one-handed while holding my Ringmaster or a Yak-9 in the other hand. Back then patches were common—I can even remember days when I brought silkspan, a 4 oz jar of dope, and a brush to the field so I wouldn't have to bicycle back to the house to do a repair. As I advanced to kits such as the green box Nobler and Smoothie, I developed a talent for repairing silkspan. Crude repairs evolved, and now I'm a lot better at hiding a tear or a bay of silkspan that's been replaced.

A few building tips will go long way toward helping your silkspan job look better, last longer, and even make it easier to repair, if necessary.

Have you ever been sanding an open bay and sanded through on the edge? A radius at each edge goes a long way toward a reliable tissue job as years go by. Before covering any open bay wing or tail, sand a radius on all edges where silkspan will end and become wood, including all cap

strips and I-beam rib top edges. The radius helps avoid "buff-throughs" at the sharp edges and goes a long way toward not having "sand-throughs" on those edges, too. I put on three to five coats of Brodak dope thinned 50/50 with Brodak thinner, and then using a striping brush put an additional 10 to 15 coats of dope over the edges of the silkspan joints about 1/8" out on the open bay and 1/8" on the solid wood. This dope reinforcement makes damage during sanding less likely. Then when it's time to spray the clear coats, I go back over the edges 10 to 15 times, which minimizes the possibility of buffing through.

If you have a small tear, sometimes a small "band aid" can be crafted, but most likely you'll have to replace the tissue in the whole bay. Carefully razor it out, right up to the radius edge, using a brand new blade. Sand out about 1/4" on the repaired bay and apply a patch of silkspan slightly oversize. Shrink the bay with water and put on five coats of 50/50 dope. Now redo the edges with 10 to 15 coats of extra dope, using a striping type brush. Refinish by back-masking out slightly beyond the repaired bay. Move the tape back a bit every few coats to avoid building a sharp "step" where the repair ends.

Sometimes you can end the repair at an ink line to simplify the refinishing process. In my case, repairs usually need to be done through the most trim colors possible, and almost never on the bottom!

Brodak dope is very easy to do repairs on, it dries quickly, adhesion is good, and most colors match well even after many years of service. Even if you brush all repair coats, you can sand out the final clear with 1200 wet or dry and buff with Gorham's.

On I-beam wings, the bays are a bit more difficult but still can be done using a similar method. If all else fails, replacing all the silkspan on a panel both top and bottom might be your only option, but I'd try replacing just the affected areas first, as it is so much less work.

In 1983 I had built the MiG that was published in Model Aviation. It was all buffed out, and while loading the van to go to the Nats in Chicopee, I leaned over and dropped my keys through

the upper open bay panel. Three keys acted like "arrows" and put three tiny holes right through the silkspan. I didn't have time to do any repair, so I put three small decals over the holes. To this day I don't know what I was thinking.

Mike Dietrich built many I-beam Cobras, and one day I got a call from him that he'd finally built one without putting a hole in it! Boy, was I impressed! Up to that point, my I-beam Sweepers had needed patches during construction. I would be so careful, but somehow never got one completely sanded and buffed without at least one hole somewhere.

If you get good at patching open bays, it can be an asset in a very funny way. In 1996, just before the Walker Fly-Off, my line slider broke the little nylon block. Thanks to centrifugal force, it wound up jamming on the bellcrank, and around the triangles I realized that my controls were sticking. Joe Adamusko, the Spitfire designer, went wild when I took out an X-acto knife and cut out the bottom of the bay closest to the bellcrank. I was just close enough to dislodge the slider block and free up the controls. Packing tape got me through the fly-off that year, and I knew repairing that bay when I got home wouldn't be a big deal... and it wasn't. Knowing that I could do that repair allowed me to get in there quickly, even during a major contest.

Other helpful tips: Get a roll of wide clear packaging tape like they sell at Staples and keep it in your toolbox. When you see a tiny tear and want to keep flying that day, just make an on the field repair with the packing tape, after cleaning off any oil or wax with Windex. I've used my tape many times to keep my ship or someone else's in the air until a proper repair can be done. Another tip: If you see a crack in the finish, clean it and cover it with an appropriate piece of tape to seal it from oil seepage. You'll be glad you minimized oil seepage when you start to do a permanent repair.

Funnystory — true — you can't make this up: At a recent Middlesex meet, a very experienced pilot was wiping down his solid lines with alcohol. I was videotaping and said, "I smell dope!" It turned out that our good friend had

a small jar of alcohol and a similar jar of clear dope, both unlabeled, and he picked up the jar he thought was alcohol...but it was the thinned dope that he used to make field repairs. He begged me to erase the tape, which I never do, but I'll withhold his name at his request.

I know a lot of pilots prefer iron-on coverings, especially on ARFs and profiles. Repairs are quick, too. One tip from Jimmy Schneider about iron on films: use the recommended heat gun and temperature. He has tried other methods and passed on that one time he didn't have a proper iron, so he substituted something else. During a flight the covering blew off the outer wing in one piece, and, of course, the model immediately turned in at him, yawed, pitched like a wounded duck, and in general made for some exciting video.

Bob Brookins, longtime modeler and professional painter, gives finishing demos each year at the Brodak Fly-Ins. A few years back he was so busy helping with hands-on demos that he left out one very important step in getting his brand new ship ready for its first flight. There I was, talking to Bob about the model and shooting video, while he fueled up the new ship for its maiden flight. The motor started right up, I stepped back to tape the takeoff, and Bob ran to the handle. As he worked the controls to find neutral, an elevator flew off in the prop wash, then a flap disembarked, then the other flap and elevator. Oops! Don't launch

that model! Bob had forgotten to glue in the hinges. Saved a major repair. The lesson is to pre-flight carefully, especially new models. By the way, Bob has been a custom car painter for many years and is always helpful if you have a finishing question. He got me custom-mixed pigments to add to Brodak clear for many projects, including the Testarossa. His demos at the Brodak Fly-In are always very informative and "hands-on" when possible. Thanks, Bob!

As another aspect of "open bay" maintenance, I'll pass this along: Brian Manuet has a Nobler that was over 20 years old, and the old dope finish had really deteriorated and begun to crack. He sprayed on a coat of Brodak dope rejuvenator, and it made the finish almost as good as new, even sealing

small cracks. If you're preserving a very old model, rejuvenator can add many years of life, as the late George Aldrich showed when he restored a very old Nobler to flyable condition. Keep those old models flying!

Open bays, funny stories, a few real world tips, and the hope that our future will have fewer ships to repair.

-Windy Urtnowski



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**T**hinking about weight I've been thinking about weight a lot lately. I've had discussions with many other pilots and it seems that some believe that lighter is always better in all circumstances. I think this is a fallacy. Don't get me wrong. Having a heavy plane is no joy and in some cases, can lead to an unflyable piece of wall art. But having the lightest plane on the field does not necessarily give you the best plane on the field.

Apart from structural issues that may arise from too flimsy construction methods, weight, or wing loading, is not the be all and end all when considering an airframe. I believe, like a lot of things, overall weight is one element among a host of considerations.

Case in point. Recently I built what I'd hoped would be a really good plane (no one starts out to build a bad plane). The design elements were taken from Bill Werwage's famous USA-1. It kept the same basic wing layout with bigger flaps of a somewhat different design and an increased wing area of about 50 square inches. I kept the same airfoil and thickness. Along the way I pushed the tail moment back about 3 inches and increased the tailplane size about 20%, most of the increase going to the stabilizer. I built the plane fairly light as such things go. It initially came out at about 62oz. First thing I discovered was that I was an idiot. I pushed the tail moment back a pretty long way for what I felt to be good reasons, but I neglected to increase the nose moment at all. Predictably, the plane was horribly tail heavy. The extra paint didn't help much either. So 8oz of lead (that's half a pound, folks) to the nose and it balanced, more or less, but still somewhat tail heavy for my tastes. And it was now a whopping 70oz.

Now, the plane was well over 750 square inches, so you'd think it would still be flyable, if a bit porky. But it was horrible in the air, it wallowed like a pig, would turn sluggishly and sank like a rock when turning coming toward the ground... but did have a nice groove in level flight. Wonderful.

OK, so I messed with it for a bit, but it was clear than no amount of trimming was really going to help all that much. I bit the bullet and started cutting. I cut off the top and bottom blocks and put on new, lighter units. Also a new, feather of a rudder. I managed to knock a couple of ounces out of the tail pretty far from the CG. This allowed me to dump a few ounces of the nose weight and so I figured great, the plane was all the way back down to around 65oz. I didn't repaint the modifications. Just basic fuel proofing with dope and silkspan and off I went back out to see if there was any real or imagined improvement. And the result? (trumpets sound) It was still a dog. Somewhat better, but clearly not up to any sort of competitive level. At best, a sport flyer and a bad one at that.

Just a bit of thought revealed the reason. Mr. Werwage designed an airfoil that cuts through the air well, flies great in windy conditions and is really quite

remarkable. But for all of it's merits, it really won't carry much weight. It just won't perform well if the payload is even a little too high. Horribly if it's carrying a lot of extra poundage. Probably why his planes are generally very light. If I had used the airfoil from a Trivial Pursuit or Impact, it would probably fly decently. It wouldn't have the characteristics I was looking for in this design, but it would certainly be competitive.

It's a combination of overall weight, design and power that dictates an airframe's capability. Any competitive design has a weight envelope. Build it within that envelope and it flies very well. Go too light and it will experience trim issues just as surely as if it is too heavy.

I'll pick on the Impact here as an illustration. Build an Impact at 50oz (if you can) and it probably won't fly particularly very well. The wing and flap layout simply generates too much lift. It will be pretty squirrely in the corners and overall it will be a difficult plane to fly accurately. You could cut the flaps down, decrease the available power, probably decrease the size of the tail plane and get it back in the envelope. Of course, it won't be an Impact anymore, but it will probably fly alright. Point is, the designer spent a lot of time and many, many versions of the design to determine the best layout, the most appropriate level of power, the right airfoil and many other factors (including ideal weight) in order to produce a design that would succeed at the highest levels of competition. It is designed to fly at about 60 ounces. The lift produced, drag created and overall ability of the design are structured around carrying an overall payload of around 60 ounces. I've seen Impacts fly pretty well at up to 66 or even 68 ounces. And as light as 55 ounces. But they are ideal at around 60.

So, enough of my rambling thoughts. At this point the season is winding down and we are all thinking about that winter project. When considering it, try think about what the designer of your dream plane thought the weight envelope should be. Of course, it's usually better to be at the lower end of the envelope, but stay within it and you'll be just fine.

Until next time, Think Stunt~~~  
-Randy Powell

## ELECTRIC FLIGHT



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### Watt's Up!

In this column, we interview Mike Palko. I hit him with a battery of questions that he graciously answered. It gives us a little history about Mike, and the serious start of electric control line stunt here in the U.S. Some reflective questions were asked as well, and I appreciated his candid response. Get into a comfortable reading chair, kick up your feet, and enjoy!

**Will: tell us a little about how you began in our sport.**

Mike: I got started in this sport when my dad bought me a control line Cox Cessna 150 Aerobat from a yard sale. I tried starting the engine many times with little success (thinking back now, it was probably bad fuel), but liking the idea of model aviation, I convinced my dad to buy me a radio controlled airplane. We built the radio control model together and joined a local R/C club. The club was not geared towards kids at the time, which pushed me away from flying with them. At that point my interest was shifted back towards control line flying with my friends. I was slowly getting bored with 1/2A airplanes and wanted something bigger. I decided to buy a Ringmaster at the local hobby shop. While I was paying, a man inquired about my intentions. I answered his questions, which led to him offering me whatever

I needed to get set up. I graciously took him up on the offer because I had no engine or tank and no idea how to setup a larger model. It turned out his name was Bob Zambelli, who I still fly with today.

**Will: When and why did you start thinking about electric flight?**

Mike: I started thinking about electric flight from the very start. When I started flying radio control models, it was recommended that I try electric power. I was told it was safer than glow because I did not have to use toxic fuel, and hand start an engine. Neither my dad or I had any experience with model engines so it seemed like the best way to go.

**Will: How did you choose your first electric setup?**

Mike: That was easy. I took the power system from my electric R/C airplane and put it into my Sig SkyRay. It was an 05 can motor, on 7 cells turning an 8X6 direct drive. The battery was maybe 1200-1400mah capacity and very heavy. When I think back, this setup had almost no potential.

**Will: How did it work out?**

Mike: The SkyRay was only able to fly level, climb, and dive. I was afraid to try anything else fearing it would not have enough power, and crash. I was flying over asphalt at the time because it would not ROG from grass. I quickly learned that by using a gearbox, I could get more thrust with very little investment. I scratch built a Sig Twister and used the same power system, the only change being the gearbox, and the results were very impressive for such a basic setup. The Twister was capable of doing inside and outside loops, soft squares, fly inverted and do lazy eights. It was about the best performance I had seen to date.

**Will: Eventually you moved to Li-poly batteries and brush less motors. How did you narrow the field?**

Mike: I read everything I could about motors, batteries, and power systems in general. The only way to narrow the field was to educate myself on the subject. I decided to replace the old brushed Astro motor I had worked up to, with an AXI 2820/10. Li-Poly batteries were not popular yet and extremely expensive. I decided to use Sanyo 2600mah NiMH cells, one of

the highest capacity NiMH batteries at the time. This is the setup I flew in late 2002 into 2003. When I started planning the Silencer project I did not intend on changing the motor until I came across the Plettenberg outrunners. On paper the Plettenberg motors performed better, so I bought one for the Silencer knowing I needed the best I could get. As for the batteries, anything would be better than what I was currently using. My battery pack weighed 23oz and was only ten cells (12volts). That was the point I made the switch to Li-Poly batteries. I was able to increase the voltage to 14.8volts, increase the capacity by almost one third, and reduce the weight by more than one third.

**Will: What was your reaction when you first flew with this set up?**

Mike: I was amazed by it's performance. The first flight was with a 10X6 prop that turned low 4 second laps. I knew after that flight I had a winning combination. All I needed to do was dial it in like any new airplane, rather than fight for every last bit of power, which I was used to doing when I flew electric.

**Will: How did fellow pilots respond to your experimentations?**

Mike: The majority of fliers were very supportive throughout, but there was always someone who felt they needed to tell you why it would not work, or why you were wasting your time. Most were always giving me suggestions, and lending a helping hand.

**Will: What contest did you first enter with electric?**



Mike: I first flew electric power at the Bergen County Control Line contest. It was September 7, 2003. I flew my electric Twister which, until then, had been my test bed for many years.



**Will: How did you feel the judging would be? How was the judging?**

Mike: I honestly did not know what to expect from the judges. I was just excited they let me fly, let alone worrying about them judging me fair. I did not have a timer at that point, so I had to fly using a radio transmitter with the throttle wide open.

**Will: At the contest, how did fellow contestants feel about it?**

Mike: The majority seemed very interested. I do not know if they wanted to see me succeed or fail, but they were interested none the less. Windy Urtnowski made the CD stop the contest when I flew. Pretty much everyone in attendance lined the edge of the circle. I landed to a roar of cheers and applause.

**Will: How well did you place?**

Mike: I finished a credible eighth place out of seventeen.

**Will: The conception and design of the "Silencer" has been well documented in Model Aviation magazine. Were you happy with the design? What improvements did you think of later?**

Mike: I am very happy with the design, overall. The longer I fly the Silencer the more changes I feel should be made, if I ever build a second version. The battery compartment is the biggest drawback. I had originally planned to use a 3S battery Pack, but at the last minute, I changed to a 4S. The battery compartment which was already being finished before the decision was made, created a tight fit. I would change the Velcro straps that



hold the battery in place and replace them with a mechanical mount. The Velcro wears out over time and needs replacing. I would switch to wing mounted gear rather than fuse mounted gear, not only for cosmetic reasons, but

to also make the battery fitment easier. Finally, I would make the fuselage deeper. That also would make battery fitment easier, and help the esthetics of the overall design.

**Will: You almost flew to first place this year (2006) at the NATS. What was going through your mind during the competition?**

Mike: I was excited and nervous. Early in the week and throughout qualifying, we flew in medium to heavy wind, most flew in drizzle and some got stuck in heavy downpours. Top Twenty Day was just the opposite. The sun broke out as the day went on



and the winds subsided. It was so calm; you would even fly through your own turbulence at times. I tried to adjust to the changing conditions, and keep my nerves down, but it just was not meant to be. It was an amazing time competing for 1st place. Not only to be the winner, but to push the electric envelope even further.

**Will: You have mentioned that you are currently working on a Bob Hunt designed P-51 Mustang. Can you tell us a little about it?**

Mike: I started building the Mustang back in 1999, if I remember correctly. I never finished it due to a two or three year absence from the hobby. When I started flying again, I flew mostly electric power and never had any interest in finishing the



Mustang. Later, I had great success with the Silencer and felt the next step would be a larger airplane. I decided to complete the Mustang using electric power instead of the piped PA.61 that was originally going to be used. I pulled the engine pads, crutch, and tank floor assembly out of the nose and replaced it with a motor and battery mount. I re-carved the cowling to suit the motor rather than the cylinder head and venture. I made some small design changes to improve flying characteristics with the help of Dan Banjock. He built and flew a Bob Hunt designed Mustang for several seasons and had a few suggestions. I plan on retiring the Silencer at the end of this season and focus on the Mustang for 2007.

**Will: What are your electrical choices on this ship?**

Mike: The power system is not completely decided upon as of this writing. I know I want to get away from outrunner motors. I feel there are gains to be made by going with a more efficient inrunner motor. The latest generation of Li-Poly batteries were not what I expected. They have high discharge rates that I am not interested in. Because of their high discharge capability, their weight also increased. I will probably use the Thunder Power Generation 2 Pro-Lite cells because of this. The ESC will be the usual Castle Creations Phoenix-45. I want to experiment with different controllers in the future, but this one is a good starting point. Finally, the timer will be totally new for 2007. It will control the motor run throughout the flight rather than following the discharge curve like the Z-tron timer I am currently using.

**Will: Will you ever go back to glow in Precision Aerobatics?**

Mike: For now the answer is no, I see no reason to go back.

**Will: Many feel the cost is high for electric. Any comment?**

Mike: I used to agree with that, but it was something I wanted to do, so I paid the price. The comparison, glow versus electric has been done a hundred times with varying results. I can say the cost of the first season, flying electric, is very expensive. You have to buy everything up front, but with each passing year, the costs begin to equal out. As electric



technology becomes more common in automobiles, aircraft, power tools, cell phones, laptop computers, and the list goes on, we will see the savings trickle down. I can tell you first hand; electrical components are cheaper today that they were just two years ago.

**Will: It has been observed that there seems to be a lag in power with electric, as the flight progresses. How do you compensate for this?**

Mike: There can be a lag in power as the flight progresses. However, it is not the same for every electric airplane. I still fly the Silencer with the Z-tron timer that follows the discharge curve of the battery pack. The power drops off throughout the flight, but not



enough to hurt the performance. I have flown it this way for three years very successfully. This lag in power can be eliminated with the use of some of the available timers. I have not changed to a new timer only because I have had no reason to. I do plan to use a timer that controls power delivery throughout the flight in 2007

**Will: Do you feel there is a weight penalty vs. glow or are we getting closer?**

Mike: There is definitely a weight penalty when using electric power. We are getting closer to making up the difference, and if you pay attention to detail during construction and design, it can almost be eliminated. For example, the battery pack I used to complete my first successful pattern was 23 oz. Today, it could easily be replaced with a 9-10 oz. battery with a third more capacity. One advantage of

having to carry more weight (I know this sounds weird) is that you can place the majority of the weight, the battery, close to the C.G. and still balance the model. This has proven to increase the turn without having to fly a tail-heavy model.

**Will: What do you feel are still drawbacks to electric vs. glow?**

Mike: Drawbacks to electric power are still numerous, but they are slowly disappearing. Common drawbacks are added weight, battery safety, and cost. I can say for a fact, batteries are getting cheaper and safer. The charger and balancer technology has greatly improved in the past few years, which helps the batteries last longer, perform

better, and also increases safety. I still believe most battery fires are operator error.

**W i l l : What are the advantages?**

M i k e : The biggest advantage I feel, is the consistent motor run. I did not realize it until this year, but I can concentrate much more on flying the

airplane since I switched to electric power. I am no longer listening to the engine runs; no bad needle settings, and no over runs. The absence of CG shift during flight as fuel burns off is another big one. Not only is the motor run consistent, but the "feel" of the airplane is also. The absence of vibration and fuel residue extend the airframe life greatly. There are many advantages I did not mention, and there are more we are yet to realize. I feel these are some of the biggest advantages.

**Will: What do you see as to future developments?**

Mike: I feel there is still much to be learned in the setup and application of power systems. Timers will continue to develop and increase flight performance greatly. Timers no longer just control flight time, they control the characteristics of the motor run.

Battery technology as we all know is changing season to season. Eventually Li-Poly batteries may not even be the battery of choice. The motors we use are "off the shelf" motors that are used in R/C. I imagine it will take a custom hand built motor like the PA's or Ro-Jett's to take the performance to the next level. One development that has not been pushed yet is airframe design. We all know the advantages to prop disc area. Two, three or four motors can easily and reliably be used. Maybe a twin with a tractor and pusher prop will prove to be successful. If nothing else, there is a wide range of designs that can be built, and really change the look of our sport.

**(End of Interview)**

Thank you Mike Palko, for sharing those comments with us! I have been looking forward for quite some time to bring you this interview with Mike. I tried to get him to fly with us up here in New England - I have not given up - I'm going to work on him to get him to come to a contest up here next season - WOW! Mike is a true pioneer in electric stunt, and like all pioneers, a person not afraid to experiment and take chances in this new power format. I'll be doing an article on his Mustang when he's completed it. Mike - take a lot of pictures for us! Maybe he'll be the first one to win the NATS in electric!

Next issue we will try to give you an electric perspective on the past Worlds event in Spain. I am going to try to get some comments from those who competed using electric ships.

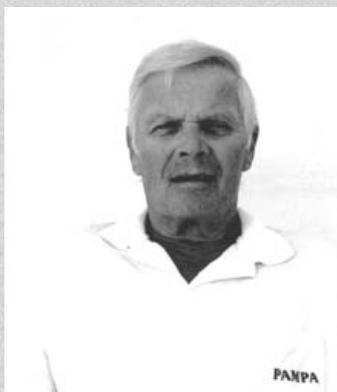
In the meantime, why not build an electric stunt ship this winter, and give it a try! Then you will know first hand what we are talking about.

Enjoy the Winter;

-Will Moore



## FLYING THE MANEUVERS



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I am now on the road to recovery; not 100% but well on the way. Boy does it feel good to have a handle in my hand again. There is a lot of rust to knock off but it's coming along good. I find I'm having the most trouble polishing up the outside square maneuvers.

My wife Lou and I made our annual trip North about 2 months late this year, but it's better late than not at all. We go back up to Northern IL. This serves 2 purposes; we get away from heat and hurricanes in Florida and get to visit friends and family in IL. I sure missed a lot of contests this year; Brodaks, the nationals, Atlanta, F.C.M., Fermi Lab and I wanted to make Sig this year. But I was able to make the Rockford IL. contest, the Aurora contest and the Peoria contest this coming weekend.

At the Aurora contest I had the opportunity to judge the advanced class with Randi Gifford who I consider to be an excellent judge. Having attended the judge's seminar for 3 years helped a lot so I think this went real good. I had judged a little before but it was the first time in advanced. I did fly in the expert class and came in third. But all the rust is not yet gone and I had to fly my backup plane.

The week before I was flying my Trivial Pursuit. On the fourth corner of the second outside square something

snapped. The plane went up over the top and straight in. This was on a grass circle. I was so disgusted I didn't even look at it for 5 days. On examination the push rod from bell crank to the flap ball link pulled out. Push rod was a 4-40 and the bell crank was set up to pull flap horn for down control. This was the best flying plane I ever had. It is repairable and will fly again but just to make sure I've ordered another set of foam cores from Crist Rigotti.

I haven't been around much this year but I've noticed a decline in attendance at the contests. I think the price of gas probably is the culprit. It cost us close to \$500 just for gas from mid-Florida to Northern Illinois. We paid \$2.68 per gallon in Florida and \$3.17 here in Illinois. Tell me why there can be such a difference?

In the few contests I've been to I see a lot of the same mistakes being made. Loops are supposed to be round like a ball, not like eggs or pumpkins, and are supposed to be on top of each other, not walking. On the figure eights of all types, watch the intersections, the bottoms and the tops. Also a lot of points are being left on the table right at the start. The plane should roll up to  $\frac{1}{4}$  circle before leaving the ground and a slow steady climb to the starting point to a height of 5'; then 2 level laps at 5'. It's not really that hard to do, but you should practice. Level inverted flight should be within a few inches of 5' for 2 full laps. Landing after the engine quits should be a nice slow smooth decent to the ground (with a velvet touch) and a smooth roll out. Just practice these few things and you should notice an improvement in your scores.

Two of the harder maneuvers are still being tortured. The overhead eights are not directly overhead. They are often offset to the side that the pilot is facing. Art Adamison says to start the vertical climb and do not look up until the climb is at 45 deg., then put your head back and look straight up. As you cross center with the plane the maneuver starts. I do the overhead a different way which works for me. But very few do it this way. Right in front of the judges, I bring the plane vertical. As the plane is going up, I turn 180 deg. and tilt my head back. When the plane crosses my nose, the maneuver

starts. The inside is done first, then the outside. The intersection should be right over the nose. If you have a problem with vertigo or dizziness, this method would not be for you.

Now let's cover the 4 leaf clover. Unless you are at a big contest, you won't find 3 good cloverleaf maneuvers. The first loop defines the position of the clover. Don't cut it in half with the second loop. There should be a level pass across the center before that outside loop. After that a vertical climb (not slanted one way or the other) to the next outside loop, then a level pass, through the center to the final outside loop. Go far enough past center so you don't carve up the 2 outside loops. This isn't a real complicated maneuver, it's fun to do, but it takes a lot of practice to get all the tops, bottoms and intersections in the right places. When practicing this and other maneuvers it's best to have one or two pilots watch and critique your practice.

Another maneuver that could use some attention is the hourglass. This is probably the quickest maneuver in the pattern. You no sooner start it and it's finished. I observed a lot of you making it harder than it really is. On the first turn from level flight, you are turning too far, and then making the second turn tighter and usually behind the head. Thus, the third turn is made too sharp and the fourth turn impossible. You overcome that by starting to pull out halfway down the leg. I have also seen this maneuver with a small top and a big bottom, not a good-looking maneuver. Ted Fancher has the best description of how to do the hourglass. From 5' level flight, directly down wind as the plane reaches your left foot, pull up and head in a straight line to your right shoulder. At the top, head across to your left shoulder. From the left shoulder, turn and make a straight line to your right foot. This makes for a good-looking hourglass. If you can pull out at 5' to level flight on the last corner, you should have a good score. The whole maneuver should only take from 3 to 5 seconds.

When you go out to practice for an up-coming contest, your first flight should be to fly the whole pattern. When you have finished with that flight, evaluate it. Maybe the intersections



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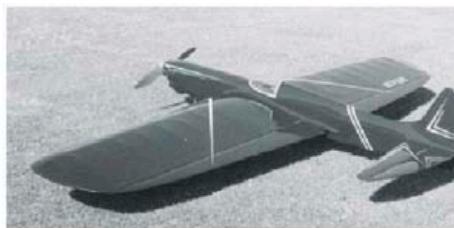
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weren't consistent or the bottoms weren't where they should be. The next flight or two, fly these maneuvers until you have them improved. Then during the last flight of the session repeat the entire pattern. See if you have improved the faults that you detected in the first flight.

One of the faults that I have seen at the recent contests I've been to occurs in the round loops. It's what I call "the loops are walking". The inside loops are walking off to the right and the outside loops are walking off to the left. By "walking" I mean the loops are not on top of each other. The first loop is made and the next one will be 5 to 10 feet to the right if an inside loop and the third loop also more to the right. You must correct that for a good score.

While I'm at it let me take a swipe at the square loops. The key here is "square". A correct square loop consists of 4 EQUAL sides with 90 deg. corners, 5-foot height at the bottom and 45 deg. at the top. At a recent contest I saw experts flying square rectangles. This should be a hefty downgrade. These infractions take place in both the loops and in the square eights.

Well I think I've given you enough to think about and work on at this time. So now pick up some fuel and go out and practice. Practice does make perfect. The more you do, the better you will get.

Good luck and practice,

-Owen Richards

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## PERSONALITIES



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Pat with his Classic Bearcat.

Many of my good friends were at the NATS this year. My good friend from Houston, Brother Dee, was there and introduced me to Pat Johnston. The name was very familiar and should be to most of you. Dee reminded me that I had most likely seen Pat's name on a set of Control Line CAD drawn plans. Dee was right; as I talked with Pat I could recall a dozen plans off the top of my head that had his name on them.

Pat hails from Boise, Idaho where he is an Electrical Utility Substation Designer. Up until now all my articles have been on personalities from East of the Mississippi. I am delighted to finally feature someone from the West side.

Pat has been aeromodeling since

1964 and has been inspired most by Al Rabe. He says "Al's designs were innovative on a technical level and displayed a terrific degree of esthetics". These attributes of model building inspired Pat to become a designer. Pat first met Al in June of 1970 when he attended a contest in Fort Worth. Upon arriving at the contest he noticed someone flying a Bearcat and was impressed that

someone had built a Bearcat so soon after it had appeared in the March 1970 edition of American Aircraft Modeler. Being naive, he did not consider that it was actually Al Rabe that was flying that model. Dee Rice from Houston has also been an inspiration to Pat.

Precision Aerobatics has been Pat's passion since 1969. He progressed from a Ringmaster to a Magician and to a Nobler while learning the pattern. He feels that a Magician is a great plane to learn the pattern and that Noblers are still a top competition model. Of course Brother Dee would tell you to just build an Oriental.

Pat's favorite model is his first P40K with an ST 60. This plane was his third design published in Model Aviation. It has 700 squares and flies great. It was this design that taught him the most about flying stunt. Least favorite model is the Ringmaster when they are built heavy. Pat has a set of plans that when followed will yield a 23 ounce Ringmaster.

His most memorable moment in aeromodeling was this year when his Mustang won concours at the NW Regionals and placed in the second row at the NATS. It is satisfying to have a plane that shows and flies so well. I know the feeling; my Bear Profile was placed in the third row at the NATS. We were counting from the back row forward, weren't we?

Currently he is working on a Shark 35. The Shark is in the development stage for a kit by RSM. He has had a love affair with the Shark 45 since he was 16. The Shark 35 fits his current demands better but still has the cool look of the Shark 45.

His future modeling goals are to



Pat's beautiful NATS 2nd row Mustang.

improve his pattern and fly as well as those who have inspired him. He says that Paul Walker, Howard Rush, and Chris Cox make flying look so easy.

To introduce others to modeling Pat has set up a Ringmaster with a very long control horn and a handle with narrow line spacing. He says this setup will practically fly itself. He has taught 50 or more with this setup from ages 6 to 70.

What Pat likes most about aeromodeling is designing and competing with his own models. It is the competition that tests the true quality of a design. Pat's designs are simple to build and very sturdy. I have several of his plans and they are beautiful. May actually frame and hang some of them.

As with most all of us, Pat least likes the bickering that occurs from time to time in our hobby. "It just simply is not needed", he says.

Pat also enjoys hunting and shooting. Archery and designing and building bows are also his passion. Occasionally he also breaks away to fish in the outback of Idaho. He says, "There is nothing like fishing a clear stream in the beautiful outdoors of Idaho".

Pat truly is a great contributor to the modeling sport. His plans are works of art. I wish I had the time to build all of them. He is currently working on a Thunderbolt design for the Brazilian Stunt team. Designing is his true passion and it is what makes him the happiest. Contact Pat and order his plans list, you will drool over the designs that he has available.

-Louis Rankin

## SPORT FLYING



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**M**y favorite time of year is here. Football season is in full swing. The weather is finally cooling off. The contest "Season" is over and you have time to relax and reflect on the past year's events and happenings before starting next year's world-beater airplane(s). What a year it has been!

Going to contests for me is more about getting to see people that I have known for years and seeing the new planes, bragging about how much fuel has been burned getting ready for the season. Hugging buddies and wives of buddies. Preseason jitters and being really ready to start it all over again. Highs and lows are coming but for the most part it will be high. Texarkana: New Skylark with about 30 flights on it and feeling good. Put in a flight I felt really good about and lucked out a first place. Mike Donovan left out the triangles or I would have been second. BUT the real fun part was seeing Richard Oliver's ARF RC Giles, Bill Wilson's Tucker 8 with a most beautiful perfect paint job. Joe Bowman finally getting his gut fixed and feeling better. (Now get the damn knee fixed Joe!)

Went to Tulsa just for a day of flying because Phil Spillman from PA was there visiting friends. The whole Tulsa bunch showed up to welcome him and fly with him. I had been emailing and talking with Phil on the

phone for a couple of years but had never had the opportunity to meet him in person. We all had a great day flying each other's planes and telling lies. Very memorable; the cold beer and conversation after the flying was even better.

Houston: Told about losing the Skylark last time. That was a bummer but the hospitality of John Hill and his wife, Bill and Mary Rutherford, Richard and Eddie Oliver is an extra special memory.

Tulsa "Firecracker - Triathlon": Most fun I've had in a long time. Tried to take a finger off while pitting Jim Philips' plane in the racing event. I hate APC props and yes, after 50+ years I still do stupid things. First aid kits showed up from everywhere and much concern and grabbing paper towels and water bottles to stop the bleeding. (Lots). Wrapped it up and flew the balloon bust event. Four down in five laps in 26 seconds. I'll never top that.

Albuquerque: First contest these guys have held in a long time. They are part of District 8 but there is very little control line activity in the area. They have a nice field and Richard Perry and the bunch went to a lot of effort to see the field was in great condition and all the pieces were in place. I have an Aunt that lives in Albuquerque that I hadn't seen since my last trip to the VSC. She is 87 years old and had broken her leg. After recovery she will be moving to Michigan and the opportunity to see her before the move was something I wasn't going to miss. I arrived on Wednesday and had time between visits to the rehab center and Aunt Dot to stop by and meet Callie at Hobbies-n-Stuff. She does all my graphics and is one cool lady. Callie was at lunch when I walked into the shop but soon arrived on her Harley. Does that give you a clue? She has been involved with models since she was born. Dad, Stan owns the shop and Callie flies CL, RC and RC Helicopters. Wonderful people to know and do business

with.

Contest: Sad to say, Richard and the gang gave a party and nobody came. At 8:30 I was the only entrant in the whole contest. They were having all PAMPA classes and I'm there by myself. Then Lou Wolgast and his wife from Tucson drove up. Lou and I put up practice flights for the judges because they were trying to get some experience for the judging crew. I will say this. They did it right! We showed our AMA cards, the planes were pull tested before "official" flights. I suppose I don't need to give the results or scores. Lou flies a lot better than I do. We didn't put up a second flight but did visit with the guys. I really hope they can generate some interest because they are very nice folks and except for the altitude they have a nice field. That brings me to the subject of density altitude. Try 5900 feet on for size. You use half the fuel and have one-third the power. I filled up my 4.5-ounce tank the first practice flight (Thursday) and ran twelve (12) minutes with the Brodak .40. Overheads and wingovers were a real interesting experience. Did get it better with different props and settings but trust me, it's a real challenge.

Dallas, Charles Ash Memorial Contest held on Labor Day weekend: This one will be special for me forever. Eldest daughter Kristi Eisel, from Oklahoma City, and middle daughter Ginger Ferguson, from Weatherford, TX, decided to leave hearth and home (kids and husbands) and come spend a weekend with dad and what he loves to do. They were instantly welcomed into the CL "family". Thanks girls for making it so special for me.



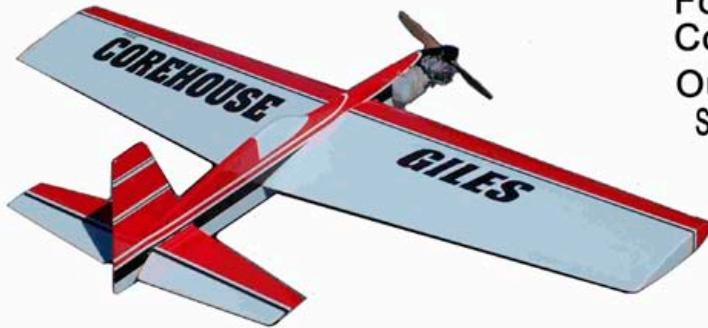
Kris is on the right, Ginger on the left



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time to remember what it was about when you were a kid. Thanksgiving dinner at grandma's and the kids (you may have been one of them) sleeping at the foot of the bed. Uncle George smoking that stinking cigar and no one telling him to put it out or go outside. He was the oldest living member of the family so our mothers put up with it and aired out the house after he left. Christmas was about family getting together for maybe the only time in the year when they were all together. Hand made gifts, sitting around and telling stories on your brother/sister. Kids at 40 years of age telling their parents things they did when they were teenagers that you really didn't need to hear. Their kids (who were told to go to bed an hour ago)

Tulsa: Well the daughters did it again; only this time it was Kristi and Kandi (baby girl) from Buffalo, MO along with Kris's husband Tim and grandson Christopher, Kandi's kids, Kortney and Kurtis. I cried like a baby and don't care what anyone thinks about that.

Dallas Stunt Clinic and PA contest: The week after Tulsa and the last PA contest of the season in District 8. You can really learn a lot here and I tried to keep my mouth shut and pay attention. The contest on Sunday was up to DMAA's usual high standards.

So that was my year and I'm looking forward to the "building" season. I'm going to build a couple of Eclectics for PA and a new Skylark for Classic. I'm a pretty positive person so I hope next year is better than this year (don't crash good airplanes). BUT, it will have to go some to beat this one.

As you know, this is my last column for SN. I want to thank those of you who have commented on my efforts. I have gotten to know people from all over the world and made friendships that would not have been possible without the exposure that writing for SN has given me. I hope I have adequately expressed my love of the hobby and the people involved in

it. I am a Sport Flyer (and proud to be) and would not be in this hobby/sport if it weren't for the people who are similarly involved and love it as much as I do. I don't know (lead time thing) at this point who will be taking over the Sport Flyin' column, BUT please give him/her input and feedback. It is very difficult to come up with "new and exciting" stuff if you don't hear from readers and get suggestions about what they would like to see in the column.

While I'm on the subject, your District Reps need the same thing. Don't gripe about your district reports if you aren't sending your rep any information. An aside to District 8: John Hill is a man of integrity and wonderful experience and knowledge. PLEASE send him information to include in his column about the activities going on in your area. Communicate your thoughts about PAMPA issues and concerns to John. He will represent you on the EC regardless of his own feeling on any particular subject and isn't afraid to ruffle feathers if necessary. Did I say integrity? John has it is spades (Texas saying).

In closing, I'm going "Dear Abby" on you again. When you get this issue it will be close to the "Holiday" season. I sincerely hope you take

hiding under the stairs and listening to these stories.

I know we don't live in those times any more. Things change. BUT I ask each of you to remember the values we were taught and the lessons we have learned. Live each day as if it were your last and if you can help someone today, DO IT. There may not be a tomorrow. Remember the "4 A's"

My holiday wish for you all: Tight lines and perfect flights. It's been fun folks.

-John Ashford



## THE TRAILING EDGE



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**M**ystery Flyer. Lead photo shows a USAF Staff Sergeant with his original P-40N stunter c.1959. Forty-seven years later he's still hooked on the things (no pun intended). Any guesses? Answer at column's end.

**Lew McFarland:** In late August one of our favorite people, Lew McFarland, suffered a stroke and heart attack. In early September it was reported by his good friend Charlie Reeves that Lew was on the road to recovery, although slowly. Newer folks among us may be unaware that Lew is the designer of the popular Ruffy and Shark 45. At NAS Willow Grove in 1961, Lew and his then-revolutionary Shark powered by a K&B .45 Greenhead won the Walker

Cup. Today the design remains very competitive in Classic, as demonstrated by Dave Sabon, Dan McEntee and—in modified form—the “Hawker Hunter” of Bob Whitely. At we go to press we're hoping for a full recovery for one of the nicest guys in the hobby.

**Bob Arnett:** The 1948 Olathe, KS Nationals standout Bob Arnett passed away September 2, 2006 at the age of 77. According to information received here his name isn't on the Walker Cup because he didn't participate in the 'Novelty' portion that was part of the program in those days—the overall event having been won by Davey Slagle that year with his Checkala Roma. Perhaps best remembered for his Fox .59 powered profile design flown at somewhere near 100 mph, Bob's passing was reported by Dale Kirn and good friend Fred Souchek.

Every so often someone shows up with an airplane that looks like a Classic but in reality is a brand new design. Dan Banjock flies one that resembles a 1930s Thompson Trophy racer. Another example is Allana Perry's 'Aviatrix'. Currently being re-built (see photo caption), this one looks like something right out of the late 1950s. Not sure how quickly the repairs are going though, since Allana and Bruce may now be somewhat more occupied with feeding and changing little Donald Allen Perry, who arrived in this world August 22nd. Priorities, eh?



New mom Allana Perry, Edmonton, Alberta, with her 'Aviatrix', included here because of its classic appearance. Cream-and-red dope over tissue, 52-inch span, OS 46 LA, 45 ounces. Unfortunately went in at August's Prairie Fire meet. By now, when not changing diapers, she may be rebuilding it.

As you may have seen on Stuka Stunt, I am soliciting photos of Stunt

flyers taken when they were infants and/or toddlers. The plan is to feature them here in a future issue as a sort of “Guess who?” spread. The thing is, because of their size most old photos won't reproduce well if sent by e-mail. Our publisher wants them to be quite large (500 Kb to 1 Meg) which is often impractical to do with e-mail. If you'd like to be included in such a feature, mail the original photo to me. I will send it on to them so they can do their magic, and I'll be responsible for its safe return to you via registered mail.

While awaiting those, we received one from Bill Dahlgren showing someone who was active in the Chicago area in the early '60s. Controline was hot stuff then, with large contests being held at 144th & Halstead. (Bob Gialdini came down from Wisconsin one Sunday in '62 and showed us how the pattern should be flown.) Among the crowd was a young fellow who was quite active in several events. I never met him, but Calvin Shumate was well known in those parts. Does anyone know his whereabouts today?



Calvin M. Shumate was active in the Chicago area, early '60s. Sometime around 1963 he built this original twin-engine stunter. I remember the name from when I lived in Northern Illinois, but haven't heard anything about him since then. Does anyone know him? (Photo: Bill Dahlgren.)

Seen on Stuka Stunt a while back was yet another discussion concerning a subject that's been beat to death for decades: the so-called “Junior Problem”. To their credit, many active fliers donate time and effort introducing youngsters to CL via such endeavors as “Kid Venture” and other demonstrations. One enterprising cottage industry



manufacturer produces approximate clones of the Scientific “hollow log” designs, doing his best to promote their use by newcomers. At the risk of alienating him and others who seem to feel these endeavors will attract new fliers, here’s my take on that—an opinion, incidentally, shared by many others.

The simple fact is, today’s young people just aren’t interested in model airplanes—or, for that matter, airplanes at all. Except for a legion of somewhat anonymous die-hards (that would be us), aviation has lost its appeal...and it’s no wonder. The best that can be said for airplanes today is they’re safe and efficient means of rapid transportation (assuming of course that they’re aligned on the correct runway for takeoff). Aircraft simply have no attraction for kids who today are inundated with electronic games, skateboards, soccer leagues and other distractions. Instant Gratification has become the norm.

Moreover, there are no longer any neighborhood spots to fly models. The days when the sound of CL models at local parks and schoolyards would draw interested parties are long past. Lawyers stand ready to sue our socks off at the drop of a hat, thanks mostly to paranoid administrators and wimpy parents aghast at thoughts of any injury, however slight, to their precious little darlings. In our day if anyone had showed us a photo like the DC-3 seen here it would have started our juices flowing. There wasn’t a soul alive that could have kept us from wanting to be a part of that life. Show this to a kid today and he or she is likely to shrug and say, “So what?” It’s a different era and we might as well face the fact that all the promoting in the world isn’t going to light their fire. Trying to get kids interested in CL flying has about as much chance as, well, getting me interested in bass fishing. It just ain’t gonna’ happen.

On a more positive note, we do have young people like Ryan Young, Thomas Case Jr., Maurizio Milani, Michael Duffy, and of course Remi Beringer who definitely “speak model airplane”. Chances are they’ll each depart temporarily for cars, girls, continuing education, careers and so forth, but there’s every reason to



This is the type of photo that lit us up as youngsters. Today it would merit no more than a passing glance by youngsters for whom aviation no longer holds any attraction.

believe they’ll return. In that regard we instead want to focus our energy on the increasing number of “retreads”—those returning to Controline after an absence of many years. This is very encouraging, and it’s heartening to see the numerous helpful replies sent to them. There is ample evidence that the number of CL fliers is increasing—yet despite the good intentions of a few dedicated souls, I do not believe that we will ever again see hordes of youngsters with that fire in their eye. (“You mean I have to BUILD it?”) We, my friends, whether we like it or not, are the last of the breed—a statement that is bound to elicit some disagreement from certain quarters. Bring it on. I’ll print them.



Now that’s what we might call an Old Timer! Actually it’s a 1918 painting by Amedeo Modigliani enhanced by Italy’s Bruno Chiaranti and submitted by noted Free Flighter Jean Andrews.

Back in ‘88 when planning the first VSC we just hoped s o m e o n e would show up. Had we predicted the thing might continue for umpteen years with entries approaching 100 in each event, some may have suggested the need for professional counseling. Well, that’s exactly what

happened (the growth; not the counseling—though it’s been said the

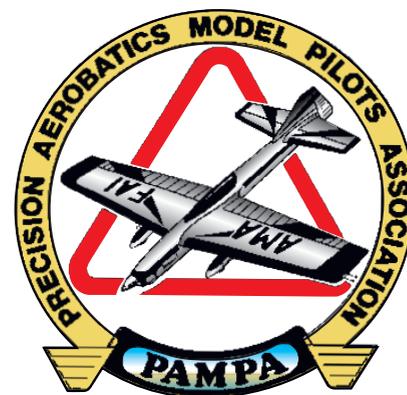
latter wouldn’t hurt), thus we may again alter the format. The club considered several options. One idea was Qualification Rounds, with the top X-number of fliers from each circle advancing to a fly-off. That one was quickly nixed since it negates the goal of having a laid-back ‘family reunion’ and

exhibition of designs from the past. (One prominent competitor has said the use of the word ‘Championships’ is a misnomer if we insist on downplaying the competitive aspect of the meet. He may be right. How about ‘Vintage Stunt Celebration’?) While nothing is yet cast in stone, expect some type of change in order to accommodate everyone and avoid burnout among judges, tabulators, et al. Hint: Those planning to enter Classic next March may want to hit the sack a bit earlier on nights preceding official flying.

Mystery Flyer: Alabama’s Hoyt Hawkins, known as Warhawk on the Stuka Stunt forum. The 42-ounce model in the photo spanned 56.5 inches, had a sliding canopy, shock-absorbing landing gear (‘undercarriage’ for our friends in the UK and Oz), quick-release cowl hold-down and removable tank. This was apparently among the first of many P-40s. As you may have noticed, he’s still building them.

One more thing: Tom and Sheryl McClain.....welcome to Arizona!!!

-Mike Keville



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**R**emote Glow Drivers - In the May/June 2006 issue of Stunt News I wrote about carbon-fiber prop safety. One of the topics I covered was using remote glow drivers. As soon as the magazine came out I was getting phone calls from people asking for more information on remote glow drivers. I'm more than happy to provide it.

Years ago at a GSCB contest, Windy video taped one of my flights, including my starting drill. Looking at the video, I realized that I was at greatest hazard from the prop (aka spinning straight razor) as I removed the glow driver after starting the engine. 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. Using a remote glow driver makes it possible to remove the glow driver safely without getting your arm close to the prop. After watching Windy's video I decided to use a remote glow driver in my next plane.

I wrote about my setup in a column over six years ago. In building it I drew on skills, tools, and hardware I acquired when I was an electronic technician. It was a good setup and gave me trouble-free service for years. However, in some ways it was over designed, and many would have found it difficult to build.

In this column I've gone for a setup that everyone will be able to install.

In preparing this column, I conducted a search for commercially available remote glow driver kits. What I looked for were setups that would give reliable service and be easy to install, preferably with no soldering or crimping required. (Making reliable crimped and soldered electrical connections requires special tools and skills that few of us possess). I evaluated three commercially available remote glow driver kits:

- 1) OS Engine's Booster Terminal Kit.
- 2) McDaniel's Remote Plug Kit.
- 3) Sullivan's Headlock Remote.

It's a little tall, but overall it's a good connector. The wire used has Teflon insulation, good for about 500°F - I wouldn't worry about it melting. While the wire is good, there's not enough provided -- it wouldn't be long enough for my planes. The glow driver connector is a high quality item - it's the same one I've been using to build my own setups. However, difficult soldering is required. The wire gets soldered into a cup in the back of the connector. Cup connectors are very difficult to solder. Soldering is also required to install the terminal lugs. I don't recommend this kit unless you have a lot of experience soldering electronic stuff.



Here are the remote glow driver kits I evaluated. Made by Sullivan, OS, and McDaniels.

1) OS Engine's Booster Terminal Kit. There were a couple of things I liked about this setup. The connector that goes on the glow plug has a very positive snap-action. Also, there's a stamped metal, recessed mount for the glow driver connector that makes for a clean installation. However, there were several of things I didn't like. The wire has plastic insulation, good for 200°F at best. I'm sure it would melt if it ever touched a hot engine. Also, soldering and crimping is required. Finally, the kit is rather pricey - around \$20. I don't recommend it.

- 2) McDaniel's Remote Plug Kit.

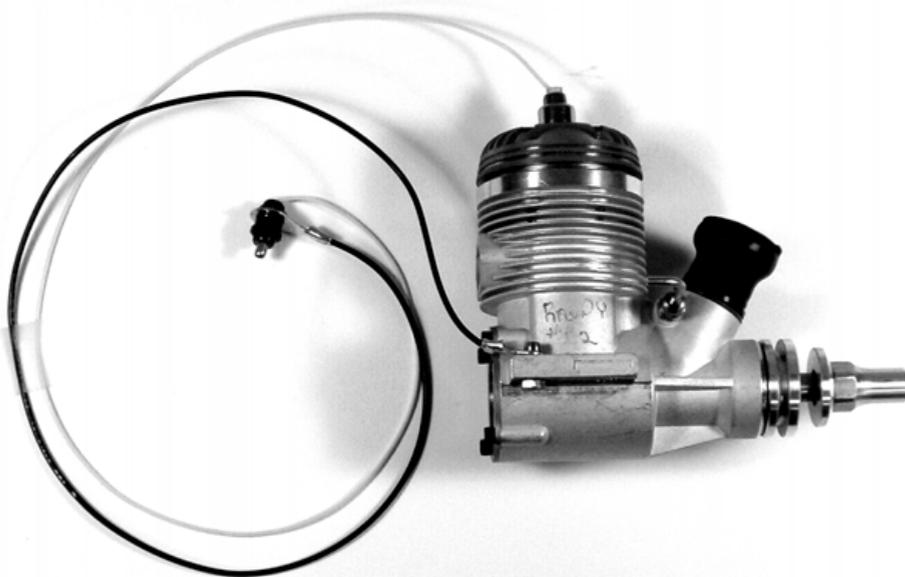
The glow plug connector in this kit twists on much like a glow driver.

- 3) Sullivan's Headlock Remote.

This kit also provides wire with Teflon insulation - that's good. Also, the wires are long enough to reach anywhere in the nose of a stunt ship. The push-and-twist lock glow plug connector requires some effort going on and off, but it makes a solid connection. A big plus for this kit is that no soldering or crimping is required. It comes ready to install in your plane. All you need to do is to build a mount for the glow driver connector. This is the one that I recommend.

Installing the glow driver - The first step is to choose the location for the glow driver connector. This will be the place where you put the





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Here's the Sullivan Headlock Remote hooked up to an engine. I recommend this kit.

glow driver to start your engine. The location should be a safe distance from the prop (aka spinning straight razor). I choose a location on the right side of the fuselage just forward of and slightly below the leading edge of the wing. When I start my engine, since I flip with my right hand, I'm positioned a little to the left of the fuselage as I face the plane. This makes it convenient to pull the glow driver off the right side of the fuselage with my left hand. Also,

with this location the wires on the back side of the connector are below the tank compartment and there's nothing to interfere with running the wires to the engine.

You'll need a hole in the side of the fuse (about 1/2-inch in diameter) for your installation. It's good to line the hole with 1/64-inch plywood to make it durable. The glow driver mounts to a plywood plate (1/8-inch is good) glued to the doubler behind this hole.

The plate has a smaller hole to mount the glow driver connector. Add more plates as spacers if you want the connector to be recessed in the fuse.

The final hookup is straightforward. Two wires come from the glow driver connector. One goes to a mounting lug on the engine, the other goes to the glow plug. Be sure to secure the wires so they don't blow around as you

fly (a few drops of silicone seal will do the trick).

Good luck with your next plane. Build it with a remote glow driver and you'll have safer starts.

-Noel Drindak

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## WHY DO I FLY STUNT?



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### Why I Fly Stunt

It's an easy question isn't it? Just say a few things about this and that, mention a few people you've met along the way, give thanks for some attributes it has instilled in you and say that there is nothing that you would rather do.

Well then my task is complete and I thank you for your time. What's that you say? You want more. Something with more depth, more je ne sais quoi, revealing. And you want me to write how much? A page? Hmmmm..... now that's not going to be easy.

Well as a much better writer than I was fond of saying,

Once Upon a Time,  
in a land of vast uninhabited spaces, lush green forests, water so clean and plentiful, and airports so big, (how big were they Kim?) they were so big that a five year old boy held aloft on his grandfather's shoulders could just about see every plane in the world. Well at least he could see every plane at Malton Airport. And to a boy of five, being close enough to a few Viscounts, Vanguards and Connies, to feel their prop blast and feel the ground shake to say nothing of the noise well, this WAS the world.

One day in 1960 the young boy's grandparents asked him if he would like to go to Disneyland in California.

"You mean to see Mickey Mouse and Annette?" "Yes, we will see Mickey Mouse", they promised.

The young boy was an official member of the Mickey Mouse Club. He had real Mouseketeer's ears and a crush on Annette Funicello. Surely a trip to Disney Land with its new rides, the costumes, the Disney Characters and the Magic Kingdom itself was more than any young child could ask for.

As he boarded the train in Toronto that summers day on what would be for all time the most excellent adventure of his life, he had no idea that he was to be ripped from his family, imprisoned in emotional handcuffs without a key and sentenced to spend the rest of his life with his head in the clouds.

As the first glint of light permeated his cousins LaMirada, California bedroom the anticipation was more than any one could expect a six year old to cope with. "Why do we need breakfast" he said. "Are we there yet? Where's Mickey?"

The submarine ride was awesome and the flying saucers were out of this world, the go-karts were fast just like his cousin had promised. And then out of the blue of the western sky came (no not Sky King) a noise. It wasn't a normal noise, it had an edge to it, a sharp crackle, the sound swelled and faded again and again. "Grandpa, Grandpa, I want to go see what it is."

As the sound grew closer and his heart beat faster, the young boy could see a massive rocket ship and his Grandfather started to head towards it. "No Grandpa! I want to go see what's making the noise!" He tugged at his captors hand to get him to stop. "All right lets go see." (fatal last words) And there to the boy's amazement was a special place to fly little airplanes. They were on strings and went around and around in a circle. One at a time, Two at a time, Three at a time!, the pilot was a god. The boy and his Grandfather watched the show and then the Grandfather said "Ok, let's go find your Grandmother. NOOOOOOOOOOOOOOO..... G R A N D P A A A A A A A A A ! NOOOOOOOOOOOOOOOOOO!!!!!! I want to watch it again." The Grandfather looked at his watch and said "alright

we'll watch one more time." And so they did. And so the grandfather once again uttered these words that will live in infamy....."Let's go." Sensing that his life was in danger the boy once more let out his plaintiff bellow, "NOOOOOOOOOOOOOOO..... G R A N D P A A A A A A A A A ! NOOOOOOOOOOOOOOOOOO!!!!!!"

Clearly the young man was disturbed and his Grandfather not wanting to look like a different character that stole Christmas quickly reached a compromise. "If you stay here and be a good boy I will go see what auntie Joan and your Grandmother are up to." "Ok Grandpa". And so it went for the next show and the next and the next .....

"Don't you want to go on the rides? Aren't you hungry? What about Mickey Mouse?"

"No", the boy said sheepishly. And so he would spend most of the day either watching the model airplane show or close enough to it that he could hear it and see it.

"Ok it's time to get up and open the Christmas presents" came the sound of my mother's voice. The requisite shaking of every present under the tree had long since been completed. First to be opened was a really heavy one carefully wrapped and not very deep under the tree. "WOW!!! a Meccano set!!" Still more presents were to be opened and then there was one way at the back of the tree close to the stand. It was triangular in shape and not very heavy. It too had been shaken before but would not reveal its secret mission.

As the young boy began to remove the paper enveloping his life, it all became clear. There, just as he had seen at Disneyland was a brand new Thimble Drome TD-4 with its shiny yellow wing and motor beckoning to be flown.

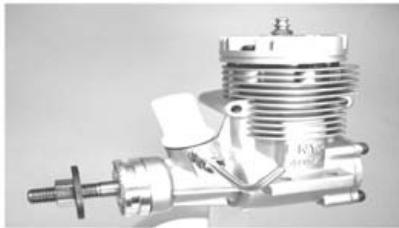
And flown it was! (not well , but it did not matter)

It was not an aberration. From watching every air show performance at the CNE with the Golden Hawks, Blue Angels, Snowbirds, Thunderbirds, Frecci Tricolri, and every solo act to seeing my first 747. From flying HLG's and AJ Hornets in the schoolyard to winning a flying scholarship and





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becoming a pilot at sixteen to a soaring pilot and instructor. From indoor rubber with five minute no-cals and large scale Lysanders to organizing make-and-take events to build 300 rubber powered planes in three days for kids. From building my first Nobler at 12 to learning ASL so that I could communicate with deaf kids and teach them to build and fly model planes. From F2C team race to Goodyear national records and Sport Racing. From Jr. Magicians to F2B aerobatics, National Championships and World Champs team selections. And now to electric powered Stunt, electric R/C and soon F1B.

Since I live under the approach path to one of the runways at YYZ (Toronto International and formerly Malton Airport) and can see the tower from my bedroom, I see an almost endless stream of airplanes every day and that is a good thing as there is never a plane in the sky that my eyes do not focus on.

And that in a coconut shell is why I fly. I do not discriminate as to size or purpose. I get such a kick out of anything to do with planes that there is no point in playing favorites.

So to answer the question as to why I fly Stunt you have to remember

that when you see me you are really seeing a six year old boy with stars in his eyes, dreams bigger than the whole outdoors and a deep seated and unapologetic love for anything and everything that flies. Control Line was and is the most tangible way to experience flight without climbing in to the cockpit of a full size plane. To a six year old, being able to touch and be in touch with something that flew was beyond magical. That six year old boy never grew up and never intends to.

Stunt, perhaps more than most of the other disciplines, allows me to compete at the highest of levels yet relate to young kids and participate in their own unbridled enthusiasm for things that fly. Stunt presents almost limitless technical, physical, psychological, emotional and organizational challenges. As a professional project manager and programmer I thrive on solving complex problems and mastering new techniques. Stunt fulfills this need for complexity in a way work never will.

Perhaps the most rewarding aspect of Stunt is the people I would otherwise never have met from all over the world. We seldom get to see each other but when we reunite at a World Champs, we are like family. We pick

up instantly where we left off and enjoy our time together to the fullest. There was (Arden) Zhang Xiang Dong telling me that I needed a better plane for the WC's and showing me how to build it, trading for a handmade 3 bladed prop with Han Xin Ping in Sweden, Bob Hunt coming into my room in Kiev telling me to have "The Eye of the Tiger!", sharing the bus ride from Kiev to the airport on a miserable rain drenched day with a downcast Billy Werwage, being asked by the pilots to present a petition to the FAI F2B Chairman in Sebnitz, the support of the other competitors when my SkyWriter crashed in Muncie, receiving accolades in Spain from some of the best pilots in the world on my foray into electric stunt and to being asked to help produce a video segment for the WC's organizers. These are both moments I will always cherish and also part of the answer as to why I fly stunt.

But the real answer as to why I fly stunt is that every day or so that six year boy comes knocking on my door to ask if I could help him fly his plane. I never refuse since I know how important it was to me. We go and fly and the result is always the same, a big knowing smile and an unspoken commitment that we will do it all over again tomorrow. I never want a young boy or girl to have never had the opportunity to experience a life altering experience like I once had when I was just six years old. I see them looking on from the side of the circle, hanging out on the fence and sometimes being brave enough to come right up and ask if they can try it. I owe this sport an enormous debt.

-Kim Doherty.

p.s.

Do not ever consider yourself or your beliefs so important that they would deny anyone the opportunity to fly and compete alongside of you regardless of the compromises you may need to make. I know that that is how the six year old boy would have wanted it.



## FEATURES

- Live and Learn  
Don Ogren
- 57-58 NATs  
Charles Mackey
- Firecracker  
Bruce Hoffman
- Gerry Ruschke  
Mitch Heller

### **“Live and Learn” or “How I Learned a Bit More About Hobby Paints” by Don Ogren**

Last year (2005) I decided to build a new stunt job for the Rebel Rally, held each year in Jacksonville, FL in November, so I looked through the inventory of plans I had accumulated. Rolled up was a set of Windy’s plans for his “Evolution 40 Cardinal.” I had been flying Brodak’s ARF Cardinal and I believed it flew best of any stunt job I had ever built or flown. Comparing the plans for the Evolution with the ARF Cardinal, I found very little difference. So my choice of a plane was settled; I’d scratch build the Evolution 40.



I have limited work space, and as I possessed just a little painting talent and no painting facilities, the plane would be covered with my favorite film- Horizon UltraCote\*. (I consider myself to be above average in ability to cover with a plastic film) The only painting I would need to do would be the balsa cowl, and this could be done with and from a spray can of matching UltraCote paint. So far, so good.

Fast forward----The plane was covered with UltraCote cream, and trimmed in deep red. The cowl would also need to be deep red.

All proceeded swiftly, as I had the balsa cowl nicely shaped, covered with light weight glass cloth and epoxy, primed and then sanded several times in preparation for the color. However, here’s where I got into BIG TROUBLE! The UltraCote spray paint did not want to dry, even after half a day. After 24 hours it still seemed slightly soft, but I wet sanded it anyway, and laid on another two or three coats, allowing each to cure/dry for 24 hours between the wet sanding operations. I called Hanger 9 technical support, explaining my problem, even mentioning the primer by name, and was sent another can of paint. But I got the same results.

Time was running out, and I had to start flying. The paint was firm to the touch, but could still be dented with a finger nail. After the first day of flying, my paper towel was showing red during the clean up. This told me I still had problems and the paint just wasn’t going to cure as it was supposed to. But Rebel Rally-- here we come, ready or not.

At the contest I got to talking to Tom Dixon and he listened attentively. He asked about the primer as well as the painting process I had used. Then he told me what he thought the problem was.

I had used gray Rust-Oleum\* automotive primer, which contains Toluene and Xylene. According to the can’s label, UltraCote paint

is an acrylic enamel. The cans don’t say what the paints contain, but clean-up can be with mineral “sprints” or acetone. (The misspelling is from the can) Tom explained that this is probably the root of the issue, as the UltraCote enamel appears to be incompatible with the primer. Checking the Rust-Oleum can again, it reads that the primer is a good “base for most brands of automotive lacquers and enamels.” Conclusion is that the UltraCote paint is one of those enamels not compatible with the Rust-Oleum.

Once back home after the Rebel Rally, the cowl was stripped, re-primed, sanded, and then painted with TopFlite’s LustreKote\*. The LustreKote can says it contains “oxibismethane, Toluene,... and Xylene.” (The color match was close enough for all practical purposes.) This paint proved to be okay to use over the Rust-Oleum automotive primer, as it dried as expected, wet sanded as expected, and has never shown any sign of softening to my cleaning procedure. (My fuel is 10% nitro, with 22% oil blend.)

Tom Dixon wrote me a nice letter after the Rebel Rally, and has given me permission to publish it. In it, it is obvious that he has been dealing with paints for a long time. I am grateful to have friends like Tom in the stunt circles, who will give of their experience and knowledge so freely. (Most PAMPA members are like that.) The following is most of Tom’s letter, nearly word for word:

“When Horizon says their stuff goes over ‘hobby paints’, I don’t believe they ever tested over nitrate or butyrate, as a painted model with ‘good ol’ dope’ is unusual in R/C circles. I believe they only tested over epoxy or polyurethane...if they tested at all!

“My hunch is that UltraCote paint is Chevron Perfect Paint, re-labeled for Horizon...I don’t know that; its just that they smell the same and act the same.

“Back to PPlrylic\*, and its generic equivalents....the water based stuff...I’ve used it as a barrier over Brodak dope, then sprayed UltraCote paint over open bay silkspan with no problems at all.

“The ‘plus’ for the UltraCote paint is that it dries extremely glossy without buffing...assuring it is compatible



with what is underneath. I believe a model done with Polycrylic base, then UltraCote color/clear would come out really nice, though I've never completely finished a plane that way. Mostly due to time considerations. I also believe (but don't know) that UltraCote paint, over a correct base, is at least as fuel proof as LustreKote paint.

"I love traditional buffed dope finishes, but there is not enough time or desire, at this point in my life, to be 'forever paint/sand/buff a dope finish, when I can do a really nice looking planed from a base wood to flying in a week using UltraCote film and LusstsreKote paint. Now, when most contests I fly in don't have appearance points, it makes even less sense to do a dope finish.

"Worth looking at, but I have not yet tried, are Jerry Nelson's water-based paints and KlarsKote Epoxy, which is said to be same as old K & B Superpoxy.

(Signed,) Tom"

(End of Tom's letter)

\*indicates Registered Trademarks

Tom has done me a great service, and needless to say, I've learned a lot from this experience, and from his.

The next step for this modeler is to find a primer for use under UltraCote paints. From now on, I'll be reading the labels more closely, you can count on that.

Keep on going in circles, and have fun. And another thing--- I like my circle of friends.

Regards,

-Don Ogren, Spring Hill, FL



## 57-58 NAT's by Charley Mackey

I met Tom McClain at the 2006 VSC. He recognized my wife Phyllis from a magazine article The Starlight. He introduced himself and we had breakfast together at the Rodeway Inn Dining Room. When I sent Tom a thank you message to the PAMPA members for inducting me into the Hall of Fame, he responded with a request for me to write something to be published in Stunt News. Since I just found some old photographs from the 1958 Nationals, I thought that would be a good subject.

One Man's Impressions of the '58 Nats.

To understand the '58 Nats, you need to go back to the '57 Nats. My wife and I drove our 1955 Dodge to Willow Grove, Pa. It was hot, we didn't have air conditioning and we had a toddler and a baby in diapers. The nearest motel we could find was about 40 miles away. I intended to compete with two airplanes, one called The Cardinal that was built with this new glue that just came out called Contact Cement. The other airplane was a ME 109 design that was published later. (I know about the BF 109, but if you do enough research you will find that there were really ME-109's.) It was at the '57 Nats that I first met Wild Bill Netzeband. He was flying his Fierce Arrow and I think he did a really great job. I heard some complaints about his corners being big. When I checked the movies I had taken, I found that they were tighter than the ones that George flew with his Nobler. George was the event director and he trained the judges with demonstration flights with his Nobler. That was a very noble thing to do, but when he decided to compete with the same judges he had trained, most of the flyers thought it unfair. These judges were Navy personnel and most of them had never seen a control line airplane before the Nats. I flew my 109 and crashed it inverted on outside squares. I claimed that a solder joint came loose on the pushrod system. Wild Bill always claimed I just cut it too close! George went on to win that Nats with his very smooth, large cornered maneuvers. Many of the contestants claimed there was no way

to beat George since he had trained the judges, but I will throw another factor into the equation that indicates maybe George could have been beaten. At that time the score sheets were posted so you could see what you did on each maneuver. At the point of the outside squares, I had a 20 point advantage over George. Since I had another flight coming and a spare airplane, several suggested that I fly again, but I declined, knowing that it was hopeless. You see, the first set of judges' scoring as I remember were 40 points higher on the average than the 2nd set, so that is how the '57 Nats became known as the one-flight Nationals.

Back to the '58 Nats - I was flying my Lark design and Bob Randall was flying my Gobbleswanz. Wild Bill had written an article complaining about the way the '57 Nats were ran, so they gave him the job of directing the '58 stunt event. Bill spent considerable time training the judges. He trained them with his Fierce Arrow but he decided it would be unsportsmanlike to compete. He introduced a new elimination system to the Nats. He divided the fliers up into three groups and had judges for three circles. If my memory is correct, he took the top ten from each circle and had a fly off all with the same set of judges. George was there with his Nobler, but he didn't make it through the first round. He eliminated himself with loose head screws, but he stayed very active issuing protests and complaints. When I flew my Lark in the first round and was waiting for the engine to quit to land, Bob Randall came running out to the center of the circle and told me I had left out my outside square loops! Do you suppose that this had anything to do with the fact the year before I lost my 109 on the same maneuver? I think so! I raised my hand and signaled to the judges, they game me a nod and I put in my outside squares. I lost pattern points, but I had enough points to qualify for the final round without putting in a second flight. I think it was the morning of the finals when I went out to practice and the wind was very strong. I made the mistake of backing my plane around too far to the tailwind side of the circle. When the wind caught the tail it lifted the plane up on its nose and started



## Firecracker ... by Bruce Hoffman



grinding down the TopFlite 10/6 nylon prop. It continued around for a half a lap before I got the tail wheel down and I completed the practice flight. When I measured the prop, my 10/6 was now an 8.75 dia. I was in one of the tents when Bob Randall came in and told me that George was taking around a petition to have the stunt event finals flown over again. Bob said his big ambition to win the Nats and now this guy is trying to take it away from him. Bob asked me what to do. I suggested that he sign the petition and tell George he would fly him or anyone else as many times that they wanted to. Bob went to George and asked for the petition saying he wanted to sign it. George said oh s--- and tore up the petition.

There was an awful lot of pressure during the Walker Trophy fly offs. Bob used to judge when his motor was going to quit and land full power just a few seconds before the engine stopped. At the fly offs he misjudged and did the infamous 10-lap landing. George protested, but was overruled. I didn't attend the fly offs and poor Bob didn't have a rooting section. Bob told me that Art Pawloski really did deserve the trophy. I think I came in around 6th with the Lark. There were a couple of airplanes at the '58 Nats that absolutely blew me away. Riley Wooten flew a modified Nobler with such precision that it was hard to believe. His square corners were extremely tight, his vertical 8's looked like two circles

placed on top of each other, no flat section in the middle. It was just like the rule book showed it. I often wondered where Riley placed. Another one was a Stuka design by Hi Johnson. I saw this plane fly in winds so strong that it was difficult to stand up. It had no flaps and the corners were excellent. This plane was flown by Dennis Schauer.

Those were the good 'ole days. I can understand why the PAMPA members want to keep everything the way it is and their resistance to change. This is America and I fully believe in the right to have an organization that reflects the beliefs of the majority of the membership. For me, flying the same pattern for decades just didn't work. I spent a lot of time trying to eliminate the human element in judging and I failed. Now, several have told me that it all averages out, but that didn't work for me either. I still enjoy the hobby of model airplanes and I still consider PAMPA members my friends. I would like to read some other points of view of those who attended the '57 & '58 Nationals.

-Charles A. Mackey

OK.. Here's my second model for the year and I'd say the last!! Brian Eather here in Sydney has been building and flying numerous variances of his 'Firecracker' design for many years. As a good friend (he used to teach me 'Industrial Arts' at High School) I've watched these aeroplanes fly with a quite a degree of admiration. Of course he flies extremely well but the models themselves also seemed to behave quite nicely; turning sharply when they need to and remaining stable at most other times - often during periods of quite 'bumpy' conditions. Another thing that appealed to me was the slow flying speed. "Wow" I thought - If I could get a model to fly that slowly (around 5.5 sec laps) surely it will be easier to get my 'bottoms' down! Over the past few years he's had several power plants in his models, piped motors and 'yes' even my favourite bias - a Saito 56 four Stroke! Right now however I think he's settled on a 'Stalker' 61 which just purrs effortlessly around the circle, but as with most of us - he is still searching for that quintessential, ideal in all conditions, Stunt engine!

Back in late April of this year I shared accommodation with Brian and another well known Aussie flyer; Steve Masterton at our 'NATS' in South Australia. I was flying my much loved but overweight Saito 72 powered Walker designed P51, Brian his current 'Firecracker' and Steve another of Brian's designs - a 'Hot Dog'. I'd not long finished my 'Miss Redski' (Yatsenko Classic II copy) but wasn't completely happy with it at the time, poor old 'Miss Australia' (the P51) was overdue for its pension and I wanted a new model.

I spoke at length with Brian about his "Firecracker" and organised to get



a copy of his plan. I learned that the whole of his model is designed around theories that he believes make some models fly better than others. Some of these 'theories' he explained but I'm sure that there are more than twice as many that he has kept to himself! Over the past 6 years or so I've converted to using 4 strokes and made up my mind right or wrong to build my 'Firecracker' to suit both the Saito 56 and 72 engines.

First Things first. I wanted this model to be 'light'. I knew that I was behind the Eight Ball to begin with as the Saito 4 strokes are quite a few ounces heavier than the current breed of 2 stroke stunt engines. I was told the name of a supplier here in Australia where you can order your balsa at different weights (pounds per square inch) - previously I had visited various Sydney based hobby shops armed with a set of pocket scales purchasing one sheet of balsa here and there until I had what I wanted. This other 'supplier' was able to give me all my balsa in the under 5lb/sq.ft range. Once it all arrived I weighed and marked it all again so I knew the density of each particular sheet, setting it aside for the particular uses in the model.

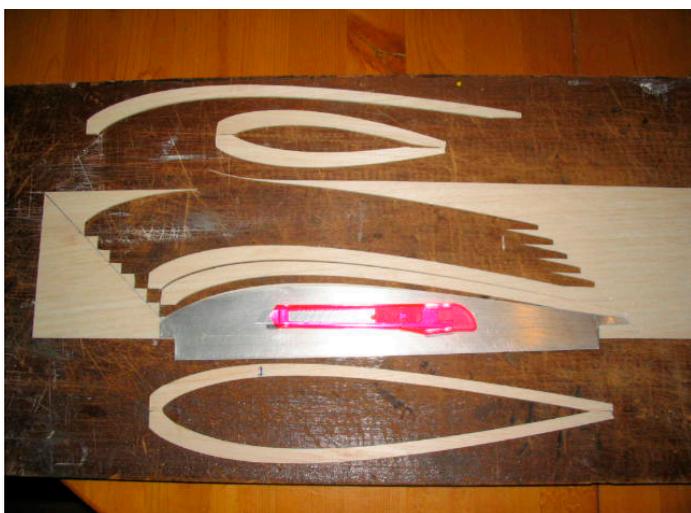
**Building the Wing.**



the same - around 3/8" in depth and all out of 1/16" sheet. The Main spar is 1/8" and has slots cut in it top and bottom to accommodate the ribs. The L/E and T/E are both cut with shallow slots to accommodate the front or rear of the ribs. I pinned the main spar, L/E and T/E down on the board directly over my plan making sure that the centre line of each was at the same height and of course parallel to each other. Using CA

L/E of the ribs always remains the same! The Bellcrank mount is 1/8" ply (top and bottom) 1/2" wide which glues to the back of the main spar and the underside of the ribs, I also boxed this in on the t/e side to the centre sheeting which was glued on after the wing controls were mounted. The 'boxed' construction of the bellcrank mount also helps give the wing its centre re-enforcing.

I glued both the L/E and T/E



The method Brian used is what I think is called a 'Millenium' wing. The ribs (or riblets as I called them) are cut using a template and you're able to cut all ribs out of a couple of 4" wide sheets of 1/16" sheet balsa. Hopefully my photos are clear enough to enable the reader to understand 'how' the ribs are cut. However, they are basically all

adhesive I now set about gluing the top side of the riblets into the wing. The wing tapers toward the tip in both thickness and chord width so the back of the ribs are gradually cut shorter to fit in between the L/E and T/E and also need to be trimmed slightly underneath to maintain the correct centre line. The

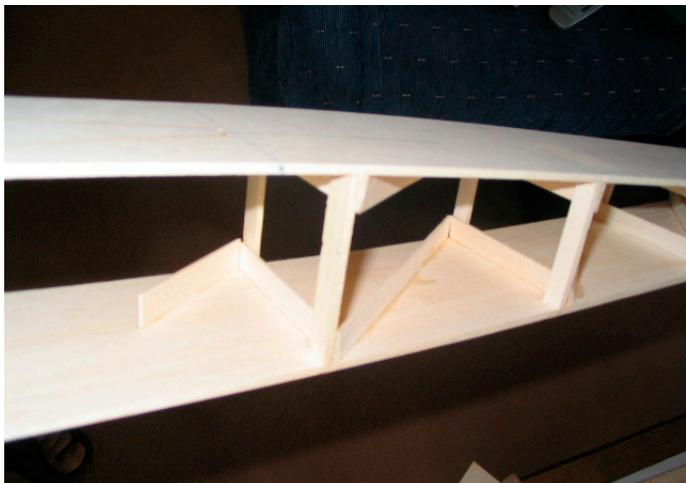


sheeting on before turning the frame over and starting the process again on the opposite side.

When done I installed the bellcrank and flap horn. The T/E has quite a large amount of forward taper, Brian uses a single flap horn for the job and so did I

but then there is the problem of 'how' the flaps will work. Brian showed me what to do...by mounting a 1/8" inner dia x 3/8" rectangular brass tube in the flap, the flap horn is able to move sideways within the tube as the flap moves either up or down.

#### The Fueselage.



Not much different here to what I normally do however, 1/8" sides were used in place of 3/32", a milliply doubler up to and around the L/E of the wing. What is different is that 1/16" diagonal braces are glued on the insides of the fues. to prevent flexing. I went to a little extra effort in drilling out the back end of the engine bearers to save a little weight and used a solid top block (Hollowed out). I made the fuselage a little wider than in the plan (Just over 3") to enable me to install my 'clunk' tank more inboard (More on this later) and about 5/8" shorter at the nose because of the heavier engine I intended to install. The model is 'cowless' - I made it so that the tank is removable (with the motor still in the aeroplane) which has proven handy! The only 'down side' is that to remove the engine I have to remove the prop/spinner assembly and unscrew the needle valve however this hasn't caused me any undue dramas.

Now the Stab, elevators and flaps. All built with a foam core. Very simple and fast!

I used an aluminium 'arrow' shaft to connect all the controls and in next to no time the sheets of balsa had become a model!

**Finishing and Painting.** My least favourite part of making an aeroplane and I don't intend to cover what has

been mentioned numerous times previously by painters of much greater ability than me! This is where all that effort in keeping the model 'light' can be lost in an over zealous painting blunder! I'm finding it increasingly difficult to devise a paint scheme which is relatively simple (Michelangelo

I'm not!), pleasant to look at on the ground, easy to see as the pilot and one which the Judges will hopefully admire! I'm quite happy with the scheme I've selected but at time of writing I haven't flown in a competition to see 'what' the Judges decision is! The total finished weight of the model was 56 ounces

with the Saito 56 installed and ready to go. For a while it was looking as if the model was going to be around 54.5oz however after another conversation with the designer I was told that I would have to put around 2.5oz of lead in the wing tip - Ergh - not a pleasant surprise!

**The Tank.** For some time now with 4 strokes I've been using a 'Uniflow' type home made clunk tank. The approximate dimensions are (in metric) 92mm long, 30mm deep, 30mm wide at the front and 50mm at the rear. The feed and vent pipes are central to the depth with the vent pipe being about 20mm from the back of the tank and flush with the outboard side. The inboard of the tank should be mounted inboard as far as possible - this seems to aid in the prevention of 'wind-up' in windy weather, as when the model tends to speed up in consecutive manoeuvres the centrifugal force increases 'pushing' the fuel into the engine (4 stroke - normally aspirated) and tending to 'richen' it up - consequently the motor tends to slow a little and the model doesn't 'wind up' as much. I've found that tanks of this design have supplied very consistent engine runs right to the last drop of fuel.

**Now the Fun Part - Flying!** Even though I had to put in over 2 ounces of tip weight I was quite happy

with the 56oz finished weight of the model. Down to the flying field with the designer looking on! I was very impressed with the model from the time it took off -2nd flight a slight 'tweak' of the flaps and a little more tip weight (grrr) and it was pretty well trimmed! The first few flights I used one of my own carved propellers and from the 2nd flight onwards have done the full pattern. I'm now using one of Brian's 14x5" u/c props; the Saito 56 turns this at about 8,550 rpm with 13/% nitro. I fly on 0.018" x 63' stainless lines and the model cruises around at about

5.3-4 sec laps although it does tend to slow up very slightly in manoeuvres (as 4 strokes do). There is plenty of line tension and the model certainly turns crisply when you want it to - otherwise it appears to be just happy to sit still and doesn't 'wind up' much in windy conditions. The model is now about 50 flights old - I found the 'round' manoeuvres easy to do and to place on top of each other but was having a little difficulty with the 'sharp' cornered tricks! Unfortunately I've a tendonitis type problem with my flying hand (will have been operated on by the time this goes to print) and I was finding it difficult to give sharp 'down' movements in particular. I made myself another flying handle with wider spacing, a more positive grip and a 'thumb' rest which seems to have helped alleviate some of my movement problems.

In conclusion - I'm very happy with the model and the way it flies - I had the opportunity a few days ago to watch it from outside the circle when a friend flew it, I like how it looks (and sounds) from out there as well! Now all I have to do is practice, Practice and PRACTICE!

-Bruce Hoffman



**Gerry Ruschke by Mitch Heller.  
Glenview, Illinois.**

Gerry Ruschke has been involved with airplanes since a kid. He served in the Air Force as an aircraft

control line in the midwest. During all these years, Gerry also built and flew full sized airplanes, one of the reasons for Sandwich is that it has a private airstrip so Gerry could build and fly his homebuilts. His last two large planes



-Mitch Heller

mechanic with ATP rating and crew chief on C130. He also earned a pilot license. His model airplane interests led him to work for several hobby shops and eventually he opened his own store in Lombard, Illinois. He and wife Dorothy then moved to Sandwich, Illinois (about 60 miles SW of Chicago) where they opened G & D Hobbies. He had one of the best inventories for

were a SkyWalker and a Harmon Rocket both of which he sold. But for many years Gerry has had a transplant kidney, he developed kidney failure as a result of exposure to toxic paint while in the Air Force. Health reasons forced him to close the hobby shop a few years ago. Now Gerry builds and flies CL and RC. He is a master builder and superb craftsman.



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* (ISSN 1076-2604) is the official newsletter of the Precision Aerobatics Model Pilots' Association (PAMPA), a not-for-profit hobby association, and is published bi-monthly at P.O. Box 1955, Sun City, AZ 85372. Annual membership dues are \$35 which includes a subscription to *Stunt News*. Periodical postage rate paid at Merrifield, Virginia.



The US contingent at the Valladolid Spain World Champs. Clockwise from upper left: Bob Hunt, Paul Walker, Bill Werwage, David Fitzgerald, and Chris Rud. Not shown, Robbie Gruber. Photo by Shal Walker.



The top 3 juniors and their planes. Mauriziu Milani 1st, Chris Rud 2nd, and Maxim Korsov 3rd. Photo by Shal Walker.



Top 3 at the World Champs: Remi Beringer, 1st, David Fitzgerald 2nd, and Paul Walker 3rd. Photo by Shal Walker.



The top three teams. China 1st, France 2nd, and USA 3rd. Photo by Shal Walker.



F2B Electric Stunt fleet. Photo by Claudia Kehnen.



Israel's Peter Bebyack's F2B stunt ship. Photo by Claudia Kehnen.



Spanish dancers welcoming F2B participants. Photo by Claudia Kehnen.



German F2B team. Photo by Claudia Kehnen.



Bob Hunt and his Genesis Electric. Photo by Claudia Kehnen.



YAK F2B stunt ship by Niu An Lin. Photo by Claudia Kehnen.



F2B stunt ship by Andrey Yatsenko. Photo by Claudia Kehnen.



F2B practice flight. Photo by Claudia Kehnen.





Ryan Young's Bucaneer. Photo by Steve Moon



Cardinal Evolution by Don Ogren. Photo by Don Ogren.



Gieseke Bear by Steve Moon. Photo by Steve Moon.



Roadrunner by Joe Bowman. Photo by David Russum



Lancaster Bomber by PJ Rowland. Photo by PJ Rowland



Seen at the 1963 Frederick, MD AAA meet, whose plane is this?

Photo by EM "Rich" Richlen.



P-51D Cavalier by Al Rabe. Photo by Steve Moon.



Dee Rice's Still Stuka. Photo by Steve Moon.



Lancaster by PJ Rowland. Photo by PJ Rowland.



HOPAK F2B stunt ship by Igor Panchenko. Photo by Igor Panchenko.



Heinkel He-100 by Dan Grotzinger. Photo by Dan Winship.