



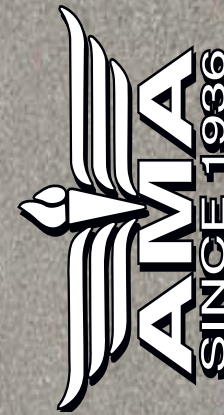
www.control-line.org

STUNT NEWS

2007 NATS issue with Membership Ballot for PAMPA Bylaws Revision, Officers, and Dues Increase. Please Read, Vote, and Mail at the earliest.



Orestes Hernandez Takes Open and the Walker Cup. Josias Delgado Takes Advanced



\$5.00
SEPT/OCT 2007

Kaz Minato and his unique take
 apart NATs ship "BM Comp."
 Photo by Tom McClain



Masuro Hiki has his beautiful NATs ship "Sonic Boom." Photo by Tom McClain

Oki Minato, Kaz
 Minato's son and
 now NATs Senior
 Champion, with his
 superb "Eternal."
 Photo by Tom
 McClain



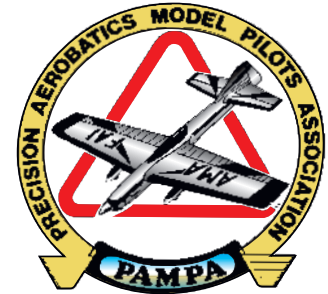
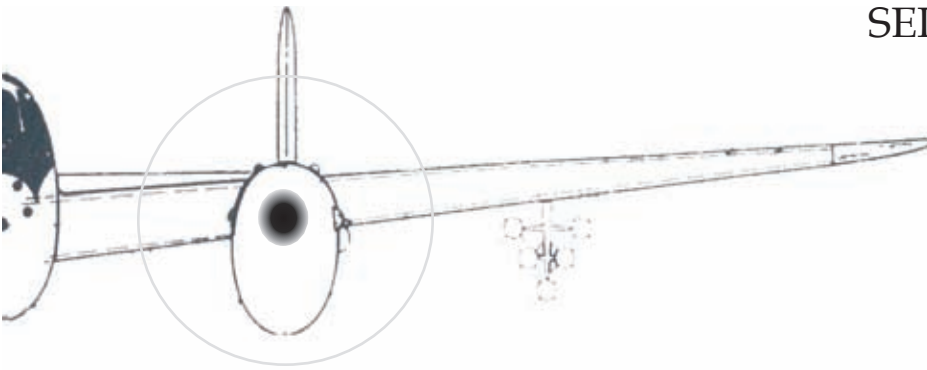
The 2007 NATs team from Japan Oki Minato, Masuro Hiki, and Kaz Minato. Photo by Tom McClain



A P-47 Flight of the 2007 Brazilian Squadron at the
 2007 AMA NATs. Photo by Tom McClain



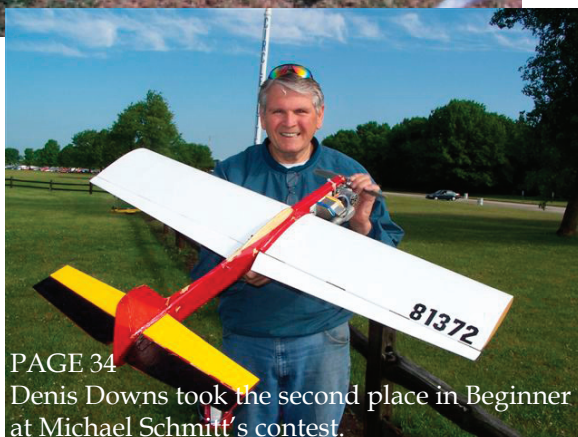
The 2007 Brazilian Team Transport with P-47 Air Force. Photo by Tom McClain



PAGE 21
Jim Lynch Classic winning Super Ares.



PAGE 29
Windy's newest PA stunter. 2nd in Expert PA.



PAGE 34
Denis Downs took the second place in Beginner at Michael Schmitt's contest.

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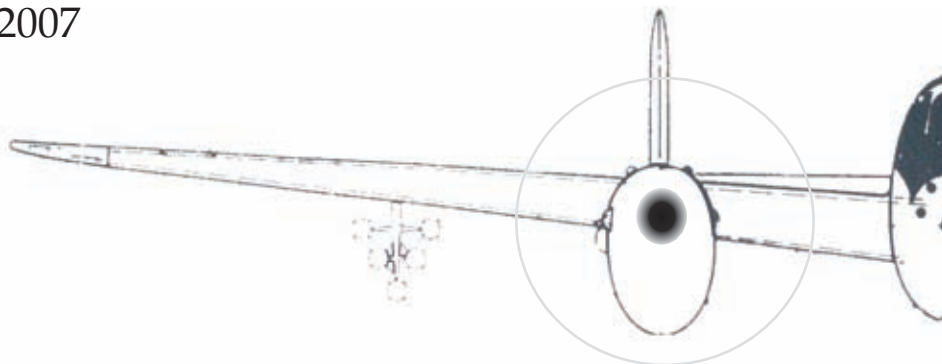
Cover: Top 5, Junior, Senior, Open and Advanced Champions. Photo by Dale Barry.

Centerfold: (Left) Pat Johnson and his Inspirational P-51 "Miss America." Photo by Tom McClain.

(Right) Rich Giacobone and his outstanding Stuka. Photo by Bob Lampione.



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PAGE 39
Richard Oliver's Dragon Lady during a practice flight on Sunday. Hill photo.



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Kenny Steven's Caprice at the NATs Classic contest



PAGE 55
Mike McHenry's A-7 Corsair II at the NATs Classic contest



PAGE 72
Bill Calkin's and his SIG Primary Force.



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Dear PAMPA Membership,

This is a side by side comparison of the present PAMPA Bylaws with the revised version approved by the PAMPA Executive Council.

PRESENT BY-LAWS

Article I Name and Purpose

The name of the corporation shall be the Precision Aerobatics Model Pilots' Association, Inc. The corporation shall be abbreviated hereinafter as PAMPA. The purpose of the corporation shall be to promote and improve the Control Line Precision Aerobatics event.

Article II Affiliation

Pampa is recognized by the Academy of Model Aeronautics (AMA) as the Special Interest Group (SIG) representing Control Line Precision Aerobatics (CLPA) enthusiasts on a national and international basis.

Article III

Active members shall be persons who are current in dues paid to PAMPA. Associate members may be such as may be designated by the Trustees. Membership is open to all nationalities.

PROPOSED BY-LAWS

Proposed Article I

The name of the corporation shall be the Precision Aerobatics Model Pilots' Association, Inc. The corporation shall be abbreviated hereinafter as PAMPA. The Purpose of the corporation shall be to promote, preserve, and improve Control Line Precision Aerobatics events.

Explanation

This article is the mission statement. During the last couple of years we have engaged a debate about whether to change PAMPA to a different thing entirely or to keep it the same. Inserting the word "preserve" to "promote and improve" would be proper. Control Line Precision Aerobatics has been changed to plural form to recognize the various events.

Proposed Article II

No change

Proposed Article III

Members with voting rights shall be persons who have PAMPA dues paid for the current year. Members who fly shall be members of the Academy of Model Aeronautics or the national aero club of the country in which they have residence where such is available. The trustees may determine other memberships with or without voting privilege on an individual basis. Membership is open to all regardless of sex, race, creed, national origin or color.

Explanation

This addresses the question of voting rights and defines that a person meeting PAMPA requirements is a member. Other articles may thus use the term "member" with the understanding that a member has voting rights. It also allows reciprocity with members of other countries and their national aero clubs. The trustees may also handle the special memberships that are necessary from time to time. Finally there is the non-discrimination statement.

PRESENT BYLAWS

Article IV Trustees

The trustees shall be elected officers who include: President, Vice President, Secretary/Treasurer, Membership Secretary and one District Directory for each of the eleven AMA Districts. Each Trustee shall serve for a period of two years, with no limitation on successive terms. The terms of office of the President, Secretary/Treasurer and all Districts from odd numbered districts shall commence on January first of even numbered years. The terms of office of the Vice President, Membership Secretary and all District Directors from even numbered years Districts shall commence on January first of odd numbered years. The editor of the official PAMPA newsletter, Stunt News shall also be a Trustee for his or her term of service.

Article V Newsletter

A periodic newsletter known as Stunt News shall be mailed to every active member as permitted by available funds. In no event shall any issue of the newsletter be mailed at any one time to less than all of the active members. The newsletter editor shall be appointed by a majority of the Trustees

PROPOSED BYLAWS

Proposed Article IV

The Trustees shall be elected officers who include: President, Vice-President, Secretary/Treasurer, Membership Secretary, and one District Director for each of the AMA Districts. Each Trustee must be a member and shall serve for a period of two years, with no limitation on successive terms. The Trustees are an Executive Council (EC). The EC may create or amend districts in addition to the AMA districts. Districts created or amended by the EC must be approved by a two thirds favorable vote of the general membership. The terms of office of the President, Secretary/Treasurer and all District Directors from odd numbered districts shall commence on January first of even numbered years. The terms of office of the Vice President, Membership Secretary and all District Directors from even numbered districts shall commence on January first of odd numbered years. The editor of the official PAMPA newsletter, Stunt News, shall also be a Trustee for the duration of his or her service.

A Trustee may be removed from office by a three fourths majority vote at the general membership meeting or by a two thirds majority vote of the membership eligible to elect that Trustee position. Members who wish to remove a Trustee must present a request, bearing the names of twenty five percent of those eligible to elect that Trustee, to the Secretary/Treasurer. The Secretary/Treasurer shall then determine the validity of the request and if valid present the request to the EC. A vote for removal of the trustee shall be determined by the EC. If the vote for removal is approved the position is vacant. There is no requirement for a signed request for removal of a Trustee at the annual membership meeting.

Explanation

Article 4 is changed to make it clear that a Trustee must be a member and that collectively they constitute a governing body, the EC.

Since PAMPA has a substantial number of members from other countries and their contributions are substantial, they should have proper representation, so the power to make and change districts is added.

The issue of removing a Trustee is addressed. It now has its own paragraph. Since a Trustee was elected by a majority in the first place, he or she should be able to function with the knowledge that it at least won't be easy to just get rid of. On the other hand from a member's perspective, there should be the option of removal if the member feels that the Trustee ought to be removed. The onus for cause thus falls on the members. It must be sufficient to gain the required vote.

Proposed Article V

No change



PRESENT BYLAWS

Article VI - Meetings

An annual meeting of the corporation, open to all members, shall be held during the annual National Model Airplane Championships or in the absence of same, such event at which the national champion CLPA is determined. Additional meetings shall be held as determined by the Trustees. Thirty days notice of all meetings shall be provided to all active members by publication in Stunt News. No quorum shall be required.

Article VII Official Business

The trustees shall determine official business to be considered at meetings or voted on by mail. All decisions on official business shall be made by publication of ballots in the newsletter and return mail of the same. A simple majority of responding active members is required for passage. Results of any mail ballot shall be reported in the next issue of the newsletter.

PROPOSED BYLAWS

Proposed Article VI

An annual meeting of the corporation, open to all members, shall be held during the annual National Model Airplane Championships or in the absence of same, such event at which the national champion CLPA is determined. A meeting of the EC shall be held prior to the annual general membership meeting. Additional meetings shall be held as determined by the Trustees. A meeting agenda shall be made available on the PAMPA website at least 7 days prior to the EC and general membership meetings at the annual National Model Airplane Championships or in the absence of same, such event at which the national champion CLPA is determined. Notification of all meetings shall be provided in a timely manner to all active members by publication in Stunt News and/or other means. No quorum shall be required of business conducted at membership meetings. Minutes and results of all EC and general membership votes shall be made available by electronic or other means within 48 hours of the conclusion of the votes taken and will also be published in the next available issue of Stunt News.

Trustees unable to attend meetings may utilize proxy representation. Proxy is subject to the following restraints.

- Proxy must be a member.
- Proxy must be a resident of the district if representing a District Director.
- Proxy must be the designee, in writing, of the Trustee or District Director.
- Proxy may act only per the written instructions of the appointing Trustee or District Director.
- Proxy may not lead meetings.

Explanation of #6

Added is a line to formalize the EC meeting prior to the membership meeting. The lowly regarded meeting agenda is added to help alleviate a "quick pitch" problem. The agenda line also clarifies organizational understanding. Notification now includes "other means" in addition to SN. "No quorum" is expanded to all membership meetings. The vote reporting requirement taken from the membership meeting of 2005 is here too. Proxy representation is added at the end.

Proposed Article VII

The EC shall determine all regular PAMPA business. Results of EC votes taken require a simple majority for passage. Votes taken at the general membership meeting require a simple majority of members present for passage unless otherwise stated in the bylaws. The EC must follow the direction as stated by the general membership. All votes taken at the membership meeting are binding. The method of taking a vote shall be determined by the EC.

Explanation

The reporting requirement is removed as it has been covered in #6. The term EC is used rather than "Trustees" to clarify. The EC has broad power but is restrained by the membership. The voting method is now left to the discretion of the EC.

PRESENT BYLAWS

Article VIII - Duties of Trustees

The Trustees are responsible for establishing policy and objectives of the corporation.

The President shall preside at all meetings and shall execute the policies established by the Trustees. He shall appoint committee members and chairmen as he deems appropriate.

The Vice president shall perform the duties of the president in his absence. The Vice President shall assist the President in executing the policies established by the Trustees.

The Secretary/Treasurer shall keep a correct and accurate record of the proceedings of all meetings of the Trustees as well as the membership. Copies of all such minutes shall be available to any member at reasonable times, and photocopy expenses may be charged therefore. The Secretary/Treasurer shall keep an accurate and updated membership roll. The same shall be provided to the editor of stunt news. The Secretary/Treasurer shall receive, disburse and account for all of the funds of the corporation and be responsible for all tax filings, and may hire accountants to assist in this work with the advice of the President. A financial statement shall be published annually and a statement of receipts and disbursements shall be published at least twice annually in the newsletter.

The Membership Secretary shall be responsible to foster increases in membership in PAMPA.

The District Directors shall be responsible to provide counsel to the President, advise as to the opinions of constituent members, and carry out such responsibilities as may be assigned to them by the President.

The Trustees as a whole shall serve as a rules committee, the chairmen to be appointed by the President. The trustees may also constitute the Precision Aerobatics Advisory Committee serving at the request of the chairman of the AMA Control Line Contest Board.

PROPOSED BYLAWS

Proposed Article VIII

The EC is responsible for establishing policy and objectives of the corporation.

The President shall preside over all EC and PAMPA General Membership Meetings and shall execute the policies established by the Trustees. He shall appoint committee members and chairmen as he deems appropriate. Committee Chairmen appointed by the President shall serve until removed by the President.

The Vice President shall perform the duties of the President in his absence. The Vice President shall assist the President in executing the policies established by the Trustees.

In the absence of the President and Vice President, the chairmanship of all PAMPA Meetings falls successively to the Secretary/Treasurer, then the Membership Secretary, then the Stunt News Editor, and then to the District Directors in order of largest to smallest membership.

The Secretary/Treasurer or designee shall keep a correct and accurate record of the proceedings of all meetings of the EC and membership meetings. Such records shall be available to any member at reasonable times, and expenses may be charged. The Secretary/Treasurer shall keep a current membership roll. The PAMPA membership roll shall be provided to the editor of Stunt News. The Secretary/Treasurer shall receive, disburse and account for all funds of the corporation and be responsible for all tax filings. A financial statement shall be published annually and a statement of receipts and disbursements shall be published at least twice annually in the newsletter. The Secretary/Treasurer may hire accountants in this work with the advice of the President.

The Membership Secretary shall be responsible to foster increases in membership in PAMPA.

The District Directors shall be responsible to provide counsel to the President, advise as to the opinions of constituent members, and carry out such responsibilities as may be assigned to them by the President. The District Directors are encouraged to inform members of scheduled meetings and their results.

The Executive Council shall serve as a PAMPA Rules Committee with a chairman to be appointed by the President. The Executive Council shall serve as an advisory board to the Academy of Model Aeronautics if so asked.

Explanation # 8

The term of chairmen appointed is added. A pecking order for filling the vacancies of the chair is new. The wording and sentence arrangement for the Sec/Treas paragraph are changed to correct grammar and logical sequence. "Photocopy" has been eliminated. Designee has been added to allow for others than the secretary to keep meeting minutes. The line allowing for "hire accountant" is placed last to clarify what the secretary may use that service for.

The district directors paragraph has a line added encouraging them to keep constituents informed of EC activities. The advisory board lines are shortened.



PRESENT BYLAWS

Article IX Nominations and Elections

Candidates for each vacant Trustee position to become open during the following year shall be nominated at the annual meeting. Nominees need not be present at the meeting and may accept nominations either in writing or by telephone. Preliminary voting shall be taken at the annual meeting to allow no more than two nominees for each position. Ballots listing these nominees shall be distributed with the first newsletter following the annual meeting. Write in votes for candidates not listed on the ballot are allowed, and space therefore shall be marked on the ballots. Ballots are to be returned to the Secretary/Treasurer postmarked not later than the 30th of September or such later date as may be fixed by the President. Final tabulation of all ballots shall be completed 15 days from the required postmark date. A nominee must receive a simple majority to be elected, and in the event of a tie, the sitting Trustees shall hold secondary election by mail to determine the outcome. The results of every election shall be published in the next newsletter. Vacancies in office shall be filled only for the balance of the unexpired Term by appointment to be made by the President with the advice and consent of a majority of the Trustees, which may be secured by telephone. District Director Trustees must reside in their respective district, and only members who reside in such district shall be entitled to vote thereon.

Article X Fiscal Year

The fiscal year of the corporation shall be from January 1 through December 31, inclusive.

Article XI Dues

Dues shall be fixed by the Trustees, and may only be changed by a vote of a simple majority of the membership.

PROPOSED BYLAWS

Proposed Article IX

Candidates for each vacant Trustee position to become open during the following year shall be nominated at the annual meeting. One nomination each for President, Vice President, Secretary/Treasurer, and Membership Secretary may be made by any member. Nominations for each District Director may be made only by members of that district. Only one nomination for District Director may be made by a member of that district. Directors may self nominate. Members need not be present to accept nomination, but must accept nomination in writing, by telephone, or other means at the General Membership Meeting. Preliminary voting will be taken at the meeting to allow for no more than two candidates for each position in the general election.

Ballots listing the nominees shall be distributed to all members. Write in votes are allowed and space for such will be provided. Ballots shall be sent out on a date fixed by the President and returned to the Secretary/Treasurer. The President shall set a closing date for receiving the votes. The final tabulation of the votes must be completed no later than fifteen days after the closing date of the election and the results shall be made available to members in accordance with Article VI.

A nominee must receive a simple majority to be elected, and in the case of a tie the EC shall hold a secondary election to determine the outcome.

Vacancies in office shall be filled only for the balance of the unexpired term by appointment to be made by the president with the advice and consent of a majority of the Trustees, which may be secured by electronic or other means. District Director Trustees must reside in their respective district, and only members who reside in that district shall be entitled to vote thereon.

Explanation #9

Article 9 has been divided into 4 paragraphs and rearranged for clarity. The nominating process has been changed to restrict members from nominating plural candidates. The balloting method and counting is left open to allow such methods as was used under the "Brickhaus Resolution" and the election dates are now set by the President. Reporting makes the result known to members upon completion of the count and includes SN but is kept brief as reporting is covered in #6. "Vacancies in office" now has its own paragraph and allows "electronic or other means" for communication.

Proposed Article X

No change

Proposed Article XI

No change

PRESENT BYLAWS

Article XII – Amendments to Bylaws

Any active member or any Trustee may submit a proposed bylaw amendment to the Trustees at any time. Upon such a submission, the Trustees shall determine if the proposed Amendment should be presented to the membership, and if so, the exact wording thereof and the time of presentation. All proposed amendments and action taken thereon shall be reported to the membership in the next issue of the newsletter following receipt of the proposal. Presentation of a proposed amendment to the membership shall be made in the newsletter, and adoption thereof shall occur only on a favorable vote of a two thirds majority of those members responding.

Article XIII Indemnification

Every person who is, will be or has been a Trustee or Officer of the Corporation and his personal representatives shall be indemnified by the Corporation against all costs and expenses reasonably incurred by or imposed upon him in connection with or arising in whole or in part from any action, suit or proceeding to which he may be made a party by reason of his being a past, present or prospective Trustee or officer of the Corporation or any subsidiary, affiliate, committee or other subpart thereof, except in relation to such matters as he shall finally be adjudicated in such action, suit or proceeding to have acted in bad faith, and to have been liable by reason of willful misconduct in the performance of duty on behalf of the Corporation. Costs and expenses as used herein shall include, but not be limited to, attorney's fees, expert witness fees and other attendant expenses of litigation or arbitration, damages awarded or amounts paid in settlement.

PROPOSED BYLAWS

Proposed Article XII

Any member may submit a proposal for amendment to the Bylaws. Upon such submission to a Trustee, the Executive Council shall determine after thirty days and before ninety days if the proposed amendment shall be presented to the membership. The individual vote of each member of the Executive Council and the proposed amendment, if passed, shall be reported to the membership by electronic and/or other means, and in the next available issue of Stunt News. The individual vote of each member of the EC and the amendment, if passed, shall be reported by electronic and other means, and in the next available issue of the newsletter. If the amendment is passed by the EC the President shall call for a vote of the membership not sooner than thirty days nor later than ninety days after publication in SN. A two thirds favorable majority vote of those members responding is required for adoption of the proposed amendment.

Explanation #12

Line 1 has been corrected for grammar and shortened. The proposal process is clarified by "submission to a Trustee" and there are time constraints to avoid "quick pitch" tactics in sentence 2. A voting requirement is included in sentence 3 to avoid secret ballots by the EC. Sentence 4 has a time constraint for the membership vote. Since there is in article 6 a reporting requirement, there is no further need for that here.

Proposed Article 13

No change





Randi Gifford Campaign Statement

To my fellow PAMPA members:

If you're reading this campaign statement there's a good chance you know my name already. You've probably seen it on one of your score sheets. I don't sign my whole name, Randi Gifford, but over the past nine years I've written "Randi" more than a thousand times at the NATs alone. In between trips to Muncie, I've traveled to contests from Carmichaels, Pennsylvania to Tucson, Arizona and every point in between where control line precision aerobatics pilots fly. I've met hundreds of you. We know each other and we've talked; if not in person, then through those score sheets.

When friends suggested that I consider campaigning for the office of PAMPA president, it came as a surprise. To be honest, this wasn't something I'd ever have considered on my own. It took encouragement from several people I deeply respect. There was another surprise in store. When the shock wore off and there was time to think about it I realized that not only can I do the job, I want to do it. So here I am, asking for your vote.

Airplanes, big and small, have been the love of my life since my first ride in a Cessna 170 at the age of five. I worked in airline reservations for many years, married a corporate pilot and then married my control line pilot, Russ, after my first husband died. It doesn't make much difference to me whether an airplane is a 747 or a Twister. They're all wonderful and so are the people who fly them.

This isn't about 747's. It's about Twisters and Impacts and Ringmasters and Cardinals and Trivial Pursuits. More than anything, it's about the people who fly them in competition and the organization that promotes this competition—our PAMPA.

I believe wholeheartedly in PAMPA, its objectives and, above all, its members. I know PAMPA will continue as the premier AMA Special Interest Group and I'd like to be a part of that. What are my goals for PAMPA? They're pretty simple.

1. Complete publication of a PAMPA operations

manual.

2. Implement optional electronic delivery of a full-color edition of Stunt News.

3. Work to include the winner of the Advanced competition at the NATs, if eligible for Builder of the Model points, in the Walker Cup fly-off, in keeping with the spirit of the Walker Trophy.

4. Finish the process Paul Walker has begun to make the NATs and Team Trials operations guides available on the PAMPA web site

5. Ensure that control of PAMPA continues to rest with its members.

Why am I the person to do these things? The answer to that is in the work I've already invested in our event and in PAMPA itself. These are my qualifications:

- Extensive administrative background and experience
- Demonstrated organizational skills
- Proven leadership qualities
- Thoroughly familiar with current P.A. rules -- many-time NATs, Regional and local judge
- Conversant with topics of current interest to competitors
- Articulate and analytical—I don't "shoot from the hip"
- Responsive to concerns of PAMPA members
- Willing to fight for what is right for PAMPA

Let's cut to the chase. Would you want a woman as President of PAMPA? You might—and should—want THIS one. The reasons you should are listed above. There's only one page allocated for this letter, but I could fill it with the names of women who have helped make our event what it is today. Betty Adamisin, Shareen Fancher, Hazel Sig, Mary Gebhart, Betty Fox, Alice Cotton-Royer, Linda Gleason and dozens of other women have given of themselves to model aviation in general and CLPA in particular. The simple fact is that I'm only one in a long line of women who have contributed so much to CLPA. And...I'm cuter than Bill Rich.

"Well-and-good", you may be thinking, "but you don't fly." True, I am not an active competitor, although I do fly and I have built my own airplane. You see it in the picture above. It's not a world-beater but I did build it, from pieces of balsa, and it will fly the pattern. My place in CLPA is as a judge, working as many contests as possible. Judging is no less important than flying. Without judges we have no CLPA event. I have judged CLPA for nine years, not for profit or for recognition but for love of the event and the people who participate in it.

I want to bring the same level of dedication to the PAMPA presidency that I do to every flight... every maneuver...I score. To do that, I need your support. When your ballot arrives in the mail please check the box beside my name. In return, I promise my best efforts to keep PAMPA what it is—the finest model airplane club in the world.

-Randi Gifford

Bill Rich Campaign Statement

My name is Bill Rich and I am running for the office of PAMPA President.

I have been approached by a number of people regarding this candidacy, I think it is important to re-visit Article 1 of our By-Laws which indicate the purpose of PAMPA shall be to promote and improve the Control Line Precision Aerobatics event. The proposed Article 1 now reads; The purpose of the corporation shall be to promote, preserve, and improve Control Line Precision Aerobatic events. I have attended the NATs every year since I joined PAMPA in 1986 with the exception of the 2004 NATs. This was due to personal health issues that required hospitalization. There are many issues that are currently facing PAMPA, including improving the Control Line Precision Aerobatics event. Some of the issue which come to mind are:

- Fiscal condition of PAMPA
- Loss of membership
- Increasing the Judging Corp
- Finding replacements for volunteers that have done "more than their share".
- Timing of the NATs
- Representation of International Members
- BOM rule
- Distribution of Stunt News
- Pre-Planning meetings for the NATs with the AMA
- Partnering with the AMA
- Getting in line with the "Rest of World "in terms of rules/regulations
- Review personnel make-up of all standing committees and make appropriate changes

I believe all these issue (and some not mentioned) have a direct effect on the promotion and improvement of the Control Line Precision Aerobatics event. It certainly is not a list that one person can effectively change, however, Leadership by the PAMPA President can bring about positive changes to our event. It will take a collaborative effort from all officers, members, and AMA to move our event forward. If we cannot rebuild our membership base and improve the fiscal state of our organization then we will not be able to make substantial progress.

Our first priority should be getting the organization on a more sound fiscal policy, especially as it relates to the printing and distribution of Stunt News. This is the biggest budget item and must be done in a cost effective way. We must take positive steps to re-connect with former members that have left the organization in the last few years. And determine what needs to be done to get the majority back. I will personally make an effort to contact each of these former members and discuss what could be done to bring them back to PAMPA. We have a very small number of volunteers that have done "more than their share". These people should be recognized, thanked properly and replacement volunteers found. This "changing of the guard" will result in a stronger

organization with new approaches to old issues. We must be able to increase our judging corps, our events become "fun flies" without their hard work. I will appoint a committee to look specifically at this problem and charge them with coming up with potential solutions. In regards to issues with the AMA which include the NATs, I will need to get a much better understanding of the key AMA personnel, their issues and priorities before any progress will be made. I will take the necessary steps to understand this process and partner with the AMA where possible. A number of the issues mentioned regard rule changes. There is a rule change process and I want to insure that all of the membership understands the process well enough to submit well written proposals. We should encourage dialogue and debate regarding controversial issues; however, we cannot let these debates degenerate to mudslinging personal issues. Lets do not lose site of why we fly.

I understand that PAMPA is a business and it takes business skills to lead the organization. I have been in the business community for over 40 years. I have a BS in Management and have managed sales representatives, sales managers, and various Marketing, Medical and Operations personnel. My last position was Director of Field Operations. I performed many functions in building a start-up company for the last 11 years. My entire experience was in the Pharmaceutical Industry with the exception of my service in the United States Marine Corp prior to attending college.

Following are my qualifications for the office of PAMPA President.

- PAMPA member since 1986
- Former PAMPA director
- NATs/Team Trials competitor
- Played instrumental role in building start-up company, Gilead Sciences
- Over 30 years of management experience
- Ability to make decisions when necessary
- Willing to listen to counsel of others
- Will take active role in partnering with the AMA

It was not an easy decision for me to run for the office, I recently retired and have been enjoying the stress free environment I now find myself in. However, I feel strongly that one needs to payback to this hobby. I have thoroughly enjoyed my participation in Controline. I look at this as an opportunity to make my contribution back to the hobby.

If anyone wants to discuss this with me I can be reached by e-mail at richvalrico@aol.com or by cell phone at 813-503-9139.

. I am confident of my ability to serve as your PAMPA president. I would appreciate your support.

-Bill Rich



Patrick Rowan Campaign Statement

My name is Patrick Rowan. I'm running for PAMPA District 3 Director. The current EC voted to appoint me Director to fill in 1 year after our last Director stepped down. It's been quite the experience & I've learned a lot.

I build & finish my own planes & I'm pro BOM, but I just purchased my first ARF. As we have 4 ARF contest events in our District.

I fly in the Expert class & try to go to as many contest in our District as I can. (I have been to all of the current District 3 contest over the last few years.)

Also I will try to cover all the events I have material for.

I would appreciate your vote.

Till next time, Fly Stunt.

-Patrick Rowan

Dennis Moritz Campaign Statement

I'm a sixty year old retread back into control line about four years, enjoying the heck out of our hobby/sport. I built and flew these models as a kid from the ages of nine to 13 and again for a short time in the early 1970s. I've been flying with the Philly Flyers since my return. They have shown me a way to fun, camaraderie, and building and flying for sport and competition. A great group of generous individuals ready and willing to help with technical assistance while making jokes at everyone's expense. Always a riot about to break out. Our club provides a full range of control line stunt experience, including duffers, newbies and top twenty fliers. I consider myself very lucky to have found this club.

The PAMPA skill classes hooked me on the competition side, allowing me to rise through Beginner into Intermediate, learning the full pattern. I love the focus and concentration that competition entails. My place at a given contest is secondary to learning and improvement. To me competition stunt is about perfecting the Pattern using planes we build, knowing full well that the perfect Pattern will never be flown. It's the challenge, discipline and the fun along the way. A number of us at the Philly Flyers are contest junkies. Doing all the East Coast events we can make. I'm among those. Lots of us do the Brodak Fly-in. A great event. Also the NATs. In my short time back I've gone to 3 NATs. Love the edge at the NATs. Actually flew there this past season for the first time, flying in Intermediate.

As a District 3 Rep, I will do the news, traveling as much as possible to contests and events throughout our district. Taking pictures and doing write ups. I'll do what I can to promote good fellowship, an exchange of ideas about stunt, while documenting what our builders and fliers are up to. When it comes to PAMPA business I will reflect District 3 views even-handedly and without bias.

-Dennis Moritz

Crist Rigotti Campaign Statement

Wow, 2 years have passed since I wrote my last campaign statement. Let's review what my vision and goals would be.

1) Reporting on contests, club, and personal activities within our District.

2) Communicating with our District members about issues and PAMPA business.

3) Representing the members in the operation of PAMPA as a council member.

During this past term I believe that I have done well on reporting on contests and personal activities within our District. I have enjoyed receiving your reports on your building and flying activities. I have sent many emails and talked to members of our District either on the phone or in person about your concerns, joys, and input to PAMPA and our hobby. I have, as well as the entire EC, spent many hours discussing PAMPA business and I believe I have conveyed what was going on and solicited your input so I can be an effective District Director for you while serving on the EC.

As we are approaching another election cycle, I have decided to run again and ask for your support. I'm looking forward to the next 2 years and feel that PAMPA will continue to grow and heal. All of us together can promote our hobby and continue to keep PAMPA the premier SIG that it is. I am excited about serving as your District Director and ask that you vote for me. I know that I am running unopposed, but the vote that you cast will show me that you support me and my efforts to represent you.

Thank you for your time and your vote.

-Crist Rigotti

SPECIAL FEATURED NEWS

**The O'Toole Tucker by Don
McClave**

**Control Line Precision
Aerobatics Hall of Fame - Call for
Nominations by Wynn Paul**

**Thanks Betty by Wild Bill
Netzeband**

The O'Toole Tucker

One of the most distinctive and memorable stunt designs of the late 1950's and early 1960's was the Tucker Special. It was designed by Robert Tucker of St. Louis, Missouri and flown successfully in national competition by a number of St. Louis area flyers, including Ron O'Toole and the late Gary Zeller. The Tucker was styled after the Macchi Castoldi, Italy's famous Schneider Cup racer of the 1920's, and it was a real show stopper at any contest.

My good friend Alan Resinger and I have shared an interest in the design for many years. Alan grew up in the St. Louis area and knew many of the local flyers there, while I had met Ron O'Toole when we were both "Air Youth State Champions" in 1959-1960 and had greatly admired his early Tucker Special. I finally got around to building a Tucker three years ago and it served me very well in Classic competitions for two seasons.

This past March, a gentleman walked up to me at the Vintage Stunt Championships in Tucson, Arizona and introduced himself as Marion Davis. He had grown up in the St. Louis area and showed me a picture of the late George Aldrich at the 1960 Dallas NATs processing a beautiful

stunt model that appeared to be based on the Tucker Special and styled after the Supermarine S.6 Schneider Cup racer, the British entry that retired the Cup by winning it three times. Marion thought that since I had competed with my Tucker Special a couple of times at VSC, I might know something about the mystery plane that he had photographed in Dallas many years ago.

While I had no knowledge of the mystery plane or its owner, it did indeed appear to be a Tucker Special with a different fuselage. I immediately became interested in learning more about the model in hopes of building one for the Aero Tiger .36 I had just purchased. Since the plane was likely a Tucker derivative, I guessed that it probably came from St. Louis and called Alan to see if he had any knowledge of the plane. Alan recognized the AMA number on the plane as belonging to Ron O'Toole, and a call to Ron confirmed that he had designed and built the airplane and flown it at the 1960 NATs. With Ron's help, Alan and I were able to piece together enough information to produce an accurate set of plans.

Ron's plane (which Alan and I have christened the "O'Toole Tucker") was painted grey with red trim. It was powered by a Fox .35 and weighed somewhere around 38-40 oz. Ron reports that it was a very good flyer, but that it was demolished in a freak accident at a contest in Peoria, Illinois in 1961.



Black and white photo.

The PAMPA plan shows a tip weight box and a Tom Morris

adjustable control system, both of which are legal for Classic Stunt and highly recommended, and an Aero Tiger .36 engine. If you choose to use a Fox .35, you'll need to install a 1/2" shaft extension. Also shown are a dural landing gear instead of wire and a removable cowl, cosmetic changes that are also allowed. If you like, you can substitute a wire gear with balsa fairings and omit the cowl. The wheels on Ron's plane appeared to be 2 & 1/4" diameter, so that's what's shown on the plan. You may prefer to use 2" diameter wheels instead.

Bob Hunt, through his Robin's View Productions company, has the templates and jigs to manufacture a very light and straight wing for the O'Toole Tucker in the Lost Foam process. He can also provide the Lost Foam fixture sets for those who would rather build their own wings. For information on obtaining either the fully built-up wing, or the fixture sets, contact Bob at: 610-746-0106, or write to him in care of Robin's View Productions at: PO Box 68, Stockertown, PA 18083. Bob also authored a fine article about the original Tucker Special for Flying Models magazine in 1995. Back issues are still available from the publisher if you'd like to know more about the history of the design.

Thanks to Ron O'Toole for conceiving and building this neat variant on the basic Tucker design, and thanks to Marion Davis for bringing it to our attention. Finally, thanks to Alan Resinger for capturing the O'Toole Tucker in plan form so that it can be built and enjoyed again after a passage of nearly 50 years.

-Don McClave



Control Line Precision Aerobatics Hall of Fame

Call for Nominations - 2008

A Precision Aerobatics Model Pilots Association sponsored Award of Recognition for outstanding contributions to the event of Control Line Precision Aerobatics.

Criteria: The individual nominated shall have contributed significantly on a National and/or International level to the Control Line Precision Aerobatics event as a competitor, designer, administrator, author, promoter, technician, or manufacturer.

Eligibility: Any individual, regardless of membership in P.A.M.P.A., A.M.A. or any other affiliated Model Aviation organization, may be nominated for consideration for the C.L.P.A. Hall of Fame. Individuals nominated may not have competed in their country's National Championships or FAI F2B Team Trials, or the World Championships in Precision Aerobatics for a period of three consecutive years previous to nomination; they may have competed in "Classic" or "Old Time" at their Nationals; they may have competed at the Vintage Stunt Championships. Individual shall not have been a PAMPA elected Officer for a period of three years previous to nomination.

Nomination: Nominations shall be open only during November and December of odd numbered years.

Procedure: Two P.A.M.P.A. members in good standing (not from the same family) must nominate an individual or individuals. Nominators must request a "Nomination Packet" from the Chairman. Packets contain questions on information vital to formulating a comprehensive biography on nominee. Nominations received in any other format will be returned.

Deadline: All nomination packets must be returned postmarked no later than November 15, 2007. All voting nominations with biographies and ballots attached shall be distributed to the living Hall of Fame Members and to PAMPA Past-Presidents (and the current President) by the Chairman of the C.L.P.A. Hall of Fame Committee prior to January 1, 2008 following the close of nominations. A simple majority of votes is necessary for a nominee to be elected to the C.L.P.A. Hall of Fame.

Awards: A person inducted into the C.L.P.A. Hall of Fame shall receive an individually tailored plaque which highlights their contributions and achievements. A permanent C.L.P.A. Hall of Fame display shall be maintained by PAMPA at the AMA Museum in Muncie, Indiana.

Committee: Wynn Paul, Chair; Bob Hunt, Bill Werwage.

Send Requests for Nomination Packet To:

Wynn Paul, Chairman C.L.P.A. Hall of Fame Committee,
3332 Carriage Lane, Lexington, Kentucky, 40517.

(Tel: home: 859-271-3394, email: winnie3435@insightbb.com)



Thanks Betty



Bill Netzeband
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Murrieta, CA 92562
(951) 677-7090
billnetz@verizon.net

Thanks Betty,

I'm sure a lot of us have a Betty Adamisin story that should be told. Here's mine.

In one of my Round and Round columns, M.A.N, June 1970, I stuck my foot into the Builder of the Model rule "discussion", AGAIN. The Juniors were under scrutiny related to "Daddy-built" machines flown by sub-teens and serious Junior competitors.

I reviewed the current situation where some clubs were gaining attendance by omitting the BOM

rule for Juniors, and other clubs were gaining attendance by enforcing the BOM rule for Juniors. Note that the BOM rule and appearance points were now one point of contention. I then made a forceful argument for getting rid of the appearance points. I invited input from the readers, promising to publish the results. During the interim, a proposal to drop the appearance points was going through the CL Contest Board and was ultimately defeated.

Two letters arrived before the September 1970 column had to be in the mail. Both of them voted to retain the appearance points. I was really impressed by the letter from Mrs. Arthur Adamisin. She put me in my proper place with skill and passion, including using the word "hogwash" to describe getting rid of the appearance points. I printed her entire letter, which made a strong case for family activity. She was able to cover the positive effects of having the kids learn by doing, which involves making mistakes, working through the "do-over's", and improving at a steady pace. The parents need to be involved to guide, and encourage the learning process. This also involves losing and winning, which depends a lot on the people with whom you compete. They have a vote, too. I wisely followed her letter by stating, "Mrs. Adamisin, we are proud to have interested a modeling wife and mother in our

monthly mutterings. Thank you".

FAST FORWARD, 1993, VSC V. I got to the first annual VSC, and then missed the next three. I drove over for VSC V without planes, and got caught back up in Vintage Stunt movement. Just meeting and talking with all of the folks we had written and read about was worth the trip. The real thrill was seeing so many folks who were back after dropping out of the official Competition arena. A few guys came to win. Most came to BE THERE. And the quality of equipment was marvelous. But, I digress:

At the banquet, Saturday night, I was ambushed by Betty and Art Adamisin, who took the podium to tell the assembled folks about Betty's pleasant reaction to my publishing her letter way back there in the '70's. After I was properly embarrassed by their kind words, they asked me to sign a copy of the Sept, 1970 MAN magazine. It was then that George Aldrich announced to the group, "Look, he's LEFT-HANDED!" Of course, he was correct, but my secret was revealed.

My wife and I always looked forward to spending quality time with Betty and Art at the several VSC's we attended. Betty had a smile and a hug for everyone. We feel sorry for ourselves that Betty is no longer with us. We are all better off that we knew her, and she will always be a part of our special group. Thanks Betty.

-Bill Netzeband

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President's Report



Paul Walker
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The NATs are now completed, and what a week it was! The weather was very much un-Muncie like, with only a few early days of any heat, but without much humidity. After Tuesday's thunderstorm, the weather turned quite pleasant, all except for the wind that occurred. Howard Rush provided an anemometer to measure the wind. It had the capability to sound an alarm if the wind was sustained above 20.5 mph. That alarm never went off, but I didn't see it out Saturday when the wind got strong during the third round of the finals. I heard that the AMA recorded a steady wind of 24 mph during the third round of finals at the headquarters, but we were not informed. The wind did scare a few people off, and many chose to pass once they got a good scoring flight in earlier. The wind did result in a few crashes though. This year, the Brazilian's attended with twenty five entrants. They sported P-47's of both the Bill Werwage and Pat Johnson versions. These brave souls all flew in what ever wind conditions existed when their turn came. And they all seemed to do it with a smile on their face. All in all, this was a pleasant week for most who

attended.

This year we had another first time winner. Orestes Hernandez of Miami took home all the marbles. He was flying a Shark made from parts from the Ukraine. The final point spread from first to fifth was a mere eleven points. The wind was the discriminator, and Orestes showed that he could handle it without worry. He flew very well, and when I looked at the scoreboard he always seemed to have a few more points than I did. He consistently kept putting up good scores! First time victories are always special, and I'm sure he will always remember this NATs. Congratulations Orestes! In a wind swept Walker Cup finals, both the junior and the senior winners passed on all their flights, and Orestes managed to put in enough of a flight to put a score on the board, and win. The Walker Cup will be going home with Orestes this year!

Also flying well and just coming ever so close was Derek Barry. It seems like just yesterday the Derek was the junior flier at the World Champs in Sweden in 1996, so it's hard to fathom that he's a father now, but not hard to fathom that he is flying very well. Keep at it Derek and some day you will be taking home that Walker Cup!

The semi-finals on Friday provided some excitement. On this day, two flights are flown with the two scores added to determine the final five. This leaves no room for error. Just missing the top five were Ted Fancher and Richard Oliver by the slimmest of margins. A single bounce of a landing was enough to keep one out of the finals. These semi-finals were also flown in a bit of wind, and if you were to move on, you had to be able to handle the wind. This wind never topped 20.5 mph for more than a minute, so was still flyable. The complete standings are in another portion this issue.

T&L SPECIALTIES CATALOG

TOM LAY

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

I have now reworked over 1,200 U/C Stunt motors, for PAMPA members and Stunt flyers around the world. I have had Nat's winners in 9 countries, and a World Champion, using my T&L reworked motors, or products.

Super Tigre V.60 & G.51 Rework includes: 1. Re-hone cylinder, 2. Install a hardened "Bowman" piston ring, 3. Upgrade bearings, 4. Install a conventional type Stunt venturi, 5. Make several internal Stunt mods. These motors are very powerful, and have lots of torque, and an excellent 2-4 break! If you supply the motor it is \$85. If I supply motor = \$225

Super Tigre G21/.40 & .46 Rework includes: 1. Re-hone cylinder, 2. Install a hardened "Bowman" piston ring, 3. Upgrade bearings, 4. Install a conventional type Stunt venturi, 5. Make several internal Stunt mods. These motors are very powerful, and have lots of torque, and an excellent 2-4 break! If you supply the motor it is \$85. If I supply motor = \$225

O.S. .35-S Rework includes: 1. Deburr the factory port burrs, with a rubber tip Dremel tool, 2. Then I send the piston out to be heat-treated, (which also expands it slightly), 3. Then I hand-lap the piston to the cylinder using a very mild lapping compound, 4. I install a custom made stunt venturi, 5. I install Allen Screws. These motors will 1-flip start, every time! If you supply a NEW motor the cost is \$75 (I CANNOT rework a used .35-S) If I supply the motor = \$125

McCoy .40 Red Head Rework includes: The weak link in the Mc.40s was the soft, "sintered" iron piston, which lost compression quickly, and would not allow use of a muffler. 1. I send the piston out for heat-treating (which also expands it slightly), 2. Then I hand-lap the piston to the cylinder using a very mild lapping compound, 3. I install a custom made stunt venturi, 4. I repaint the red head, 5. I install allen screws. These McLayed .40s have the strongest 2-4 break of any motor I have ever flown. If you supply a NEW motor the cost is \$70. If I supply the motor = \$115

Note: All engines include Break-In instructions, and Fuel and Prop recommendations.

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Checks payable to **Tom Lay**, Email: thelayster@aol.com Phone: **626 964-5724**, Address: **Tom Lay, 1441 Paso Real Ave. # 82, Rowland Heights, CA 91748**

Look through and see where your favorite pilot ended up placing.

The Advanced class was won this year by Josias Delgado. He moved up from 23rd last year to winning this year. It appears that these guys from Miami are doing some serious practicing. So both the Open and Advanced winners went home in the same car. This was probably a first in that category!

In Senior, a familiar last name won this year. A second generation pilot, Okie Minato won Senior. Okie is the son of Kaz Minato. They attended all the way from Japan. It looks like Okie will be doing very well in the future in Senior as he is only fifteen years old now. I watched Okie fly in the wind one day (he also flew in Advanced) and I was very impressed with his ability to handle the wind. I also watched dad while he was flying and he was more nervous than Okie. We all look forward to seeing more of him in the future.

In Junior, Sean Young won. He is one of the many grand kids that Bill Rutherford brought to the NATs. There were four entries in Junior this year, and they all had to fly in the wind that was present on



Saturday. I was very impressed that they managed to fly in this wind. Again, we look forward to seeing more of these Juniors in the future.

Once again this year, Warren Tiahrt was the event director (ED) for stunt. This was Warren's 12th straight year. He was awarded a special plaque from the AMA for all these years of work. Warren has also been ED for the Team Trials for many years, and the 2004 World Champs as well. Thanks so much Warren for all those years of hard work. Unfortunately for us, this was Warren's last year as NATs ED. He will continue to be the Team Trials ED for the foreseeable future. There will be more on his replacement later.

On Wednesday of the NATs week, PAMPA held their annual General Membership meeting. Several important issues were discussed. The first was a review of the by-laws rewrite. The process of how the by-laws were revised was explained. At the end of the meeting, copies of the proposed revisions, with the current version next to it, was handed out for review to anyone interested.

Tom McClain presented the facts of the current cost increases for sending out Stunt News. At the current pace, we will run out of money if we continue as we are now. The major culprit is the US postal mailing costs, and especially the overseas mailing costs. Something has to be done to break even. Several options were discussed. The first and most do-able is to put Stunt News out on a CD instead of the paper copy. This reduced the production cost as well as the mailing cost. It is understood that not everyone will go for this option as one must have access to a computer. (I bet Dan Banjock still wants a paper copy!!). We also discussed an option to download it from the PAMPA web site. That option still needs some work and will not be available in 2009, but is being discussed now. The last option is an overall dues increase to cover the costs. The PAMPA EC will have decided by the time you get this which is the

best way to move forward and send a dues increase/change to the membership for a ratification vote. I hope we can get it in this issue to keep costs to PAMPA down.

The meeting then progressed into Officer Nominations. Nominations were as follows:

District 1 - Dave Cook
District 3 - Dennis Moritz and Patrick Rowan
District 5 - Dale Barry
District 7 - Crist Rigotti
District 9 - Carl Shoup
District 11 - Bruce Hunt
Secretary/Treasurer - Dave Gardner
President - Randi Gifford and Bill Rich

PAMPA is fortunate to have two very qualified and worthy candidates running for President, Randi Gifford and Bill Rich. Both Randi and Bill are dedicated to PAMPA and its founding principles. PAMPA has a win-win situation here, as there is no down side to either candidate. May the best person win!

The meeting then progressed to the fact that I didn't run again. It was also noted that this was Warren's last year running the NATs. I have known that Warren wanted out and he was kind enough to stay until I could find a good replacement. I spent the last one and one half years trying to find just that person. On several occasions, I thought I had one landed, and in the boat, but both times that fish wiggled off the hook just before I got it in the boat. What I didn't want to do was ask Warren to do it one more time and pass the problem on to the next President. To keep that from happening, I have agreed to replace Warren for three years. This was discussed with the AMA (as they are the ones to decide) and they agreed. It was then announced in the PAMPA general membership meeting, and was met with agreement there as well.

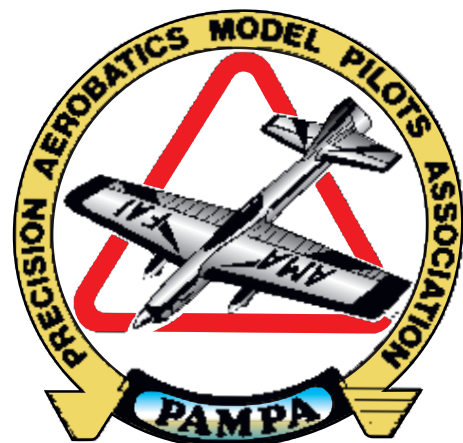
Many people came to me after the weeks events and asked about moving the Stunt portion of the NATs to a later date. It seems that everyone is tired of the wind that

we have had recently. In talking to the AMA, Ron Morgan (NATs overall manager) informed me that the wind blew for six weeks last year, completely through all NATs events. Moving it to the end would still have had the wind last year. I will be attending the NATs planning meeting in Muncie in late September, and the dates will be established then. If someone knows how to control the weather, please let me know.

The next schedule that needs to be established for next year's NATs is when to do the appearance judging, and pilots meeting. During the 2007 NATs, the appearance judging was done on Sunday afternoon. I think this worked very well, and it certainly made the tabulators job easier as they didn't have to work all through the night to prepare all the score sheets. I plan to follow the 2007 schedule unless I hear a compelling reason to move it elsewhere. I will be looking for judges and workers in the coming months, so if you are willing, please let me know. I would appreciate your help.

In closing, please remember to vote in the upcoming elections. Your input is important. We'll see you at the NATs next year!

-Paul Walker



Vice President's Report



Brett Buck

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NATs

What a week! 187 entries, after (if you count the unofficial events) moderate but gusty wind every single day, and unusually cool conditions really made for an interesting contest. The thing that struck me the most was the attrition rate. A whole bunch of models were damaged or destroyed in the difficult air. There were only a few moments that were completely unflyable - like the gust on Wednesday that knocked me to my knees - but it was always pretty challenging particularly for the less experienced.

And so much for the alleged "West Coast Conspiracy" - David, Paul, and I had to take a back seat to the "Southeast Conspiracy" of Orestes and Derrick. This was no fluke. On Saturday there was absolutely no question about the results - a clear win for new National Champ Orestes Hernandez. Welcome to the club!

NATs PAMPA meetings

Mostly no surprises, except that the general meeting ran only a (mercifully short) 42 minutes. Paul runs a tight ship! The biggest topic of interest was the looming postage price increase and what seems to be an inevitable increase in the dues. The postal rates have and are going to rise considerably very soon which leads to some membership categories costing more than they currently pay. As of the

date I am writing this I don't know what the numbers are but expect a proposal for a dues increase.

After a lengthy and very professional presentation by Tom McClain, several options were discussed. One was to sign up with the Post Office for a periodical mailing "license" (for lack of a better word). This will greatly reduce the postage costs, particularly for International mailing (which is the category with the most alarming rate increase). This seems like a no-brainer and we will definitely do that as soon as we get our new Sec/Treas (presumably Dave Gardner since he is the nominee).

Other suggestions were to offer memberships with deliveries of Stunt News via electronic media. The two options discussed were a physical CD mailing, and a downloadable option. We were in general agreement to the CD method. It's technically almost trivial, and the mechanism is well-understood. The downloadable SN would require a significant increase in our website bandwidth, storage, and security mechanisms and has been tabled pending further study.

Of course, this means some new membership categories. We will always (for the foreseeable future) publish a conventional magazine on paper, and it's my personal opinion that this will still be the primary form of membership. The CD-only option will be offered, at considerably less cost of course, for those who want it.

I want to assure everyone that nothing is going to be taken away - merely options added to provide memberships at reasonable costs. We agreed that each membership category must be made self-sustaining with no more "subsidizing" of one by others, as has been the case in the past.

The one big surprise - and a good one - was that Paul has taken on the task of NATs ED for the next three years. Warren has done a masterful job with far more than his ration of grief. But someone needed to step up, and who better knows the ins and outs than Paul. Well done!

International Representatives, chapter 3

I have had some feedback on this topic. Generally, the feeling seems to be that the international members are satisfied with the status quo, aside from the specific request from the UK. As such,

I think I will suggest that the international representation be handled on a case-by-case, on-request, basis, as opposed to coming up with a universal solution.

Another interesting point was raised - that the international members with whom I discussed this issue felt a desire to "stay out" of what they considered a US operation. Clearly, we are US-Centric and the primary purpose of the organization is to deal with national stunt issues. But I want to emphasize that international members have just as much right to have an opinion and have an input to most PAMPA functions as anyone else. There is no need to "stay out" of PAMPA business just because we are US-based. I think the areas of strictly US interest are quite clear and can easily be avoided when they arise. But many things in PAMPA are not particularly US issues, and international input is welcome and encouraged.

Bylaws Rewrite

We have an EC approved bylaws rewrite. You will find it elsewhere in this issue.

For the most part it's a clean-up. The only genuinely new provision is the ability to remove members. Despite the obvious appeal of such a provision, I have had serious reservations about this sort of thing. My primary concern was the potential for abuse. We have certainly had ample examples of abuse of process for political ends to last us all a lifetime.

The current proposed change addresses this concern adequately as far as I am concerned, by setting the bar for sanctioning someone exceptionally high. High enough, I think, to avoid any chance of someone being railroaded out of the organization by a small subset of the members.

For what it's worth, I can think of at most two cases (over the my period of membership since 1981) that could even be considered for ejection - and neither occurred during the recent "unpleasantness", and unpleasant as it became. That was resolved as it should have been - by membership vote.

In any case, despite my earlier reservations, I find the current proposal satisfactory in this regard, and the rest of the changes to be highly beneficial, so I would encourage everyone to approve them as they currently stand.

-Brett Buck



Secretary/Treasurer's Report



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Foster City, CA 94404
(650) 345-0130
shareenfancher1@aol.com



PAMPA Transaction Report - 1/1/2007 to 8/2/2007					
Date	Account		Description	BALANCE 12/31/2006	\$ 51,895.50
CD Acct				Memo	
1/25/2007	CD				\$ 30,000.00
2/24/2007	CD	Interest			\$ 95.57
3/29/2007	CD	Interest			\$ 106.54
4/19/2007	CD	Interest			\$ 103.36
5/21/2007	CD	Interest			\$ 114.45
6/28/2007	CD	Interest			\$ 107.70
7/20/2007	CD	Interest			\$ 115.29
Checking Acct					
1/4/2007	Checking	DEP	MC/Visa		\$ 385.00
1/6/2007	Checking	DEP	MC/Visa		\$ 40.00
1/7/2007	Checking	BkFee	MC/Visa	December 06 fees	\$ (93.69)
1/7/2007	Checking	DEP	MC/Visa		\$ 40.00
1/10/2007	Checking	1261	Kimberly Fusch, EA	2006 Tax Prep Deposit	\$ (237.50)
1/10/2007	Checking	DEP	MC/Visa		\$ 355.00
1/11/2007	Checking	DEP	MC/Visa		\$ 75.00
1/13/2007	Checking	DEP	MC/Visa		\$ 105.00
1/17/2007	Checking	DEP	MC/Visa		\$ 220.00
1/18/2007	Checking	DEP	Checks		\$ 11,963.00
1/22/2007	Checking	DEP	Mc/Visa		\$ 66.00
1/23/2007	Checking	DEP	MC/Visa		\$ 155.00
1/25/2007	Checking	DEP	Checks		\$ 49.24
1/25/2007	Checking	TXFR	To CD		\$ (30,000.00)
1/28/2007	Checking	DEP	Mc/Visa		\$ 188.50
2/1/2007	Checking	DEP	MC/Visa		\$ 349.50
2/2/2007	Checking	DEP	Checks		\$ 774.00
2/7/2007	Checking	DEP	MC/Visa		\$ 195.00
2/10/2007	Checking	BkFee	MC/Visa	January 07 fees	\$ (62.88)
2/10/2007	Checking	DEP	Checks		\$ 180.00
2/18/2007	Checking	DEP	MC/Visa		\$ 35.00
2/22/2007	Checking	DEP	MC/Visa		\$ 135.00
2/24/2007	Checking	1262	The Fredericksburg Press	Late renewals 2007	\$ (602.21)
2/24/2007	Checking	1263	Tom McClain	Postage/Supplies	\$ (52.32)
2/24/2007	Checking	DEP	MC/Visa		\$ 65.00
2/25/2007	Checking	1264	Kimberly Fusch, EA	2006 Taxes Prep	\$ (237.50)
2/27/2007	Checking	DEP	Checks		\$ 980.00
3/4/2007	Checking	DEP	MC/Visa		\$ 266.00
3/4/2007	Checking	1265	The Fredericksburg Press	Late renewals 2007	\$ (39.85)
3/7/2007	Checking	1266	The Fredericksburg Press	March/April issue SN	\$ (10,180.62)
3/7/2007	Checking	1267	Model Aviation	Advertisement	\$ (97.47)
3/24/2007	Checking	BkFee	MC/Visa	February 07 fees	\$ (51.92)
3/24/2007	Checking	DEP	MC/Visa		\$ 105.00
3/25/2007	Checking	DEP	MC/Visa		\$ 100.00
3/29/2007	Checking	DEP	MC/Visa		\$ 55.00
3/31/2007	Checking	DEP	Checks		\$ 2,130.00
4/1/2007	Checking	DEP	MC/Visa		\$ 165.00
4/5/2007	Checking	1268	Tony Humphrey	Membership Refund	\$ (23.34)
4/8/2007	Checking	BkFee	MC/Visa	March 07 fees	\$ (27.94)
4/8/2007	Checking	DEP	MC/Visa		\$ 50.00
4/14/2007	Checking	DEP	MC/Visa		\$ 35.00
4/17/2007	Checking	DEP	MC/Visa		\$ 75.00
4/17/2007	Checking	DEP	Checks		\$ 395.00
4/30/2007	Checking	1269	The Fredericksburg Press	May/June SN & Ref Manual	\$ (14,407.31)
5/5/2007	Checking	1270	Model Aviation	Advertisement	\$ (97.46)



5/6/2007	Checking	1271	Curtis Nixon	Postage/Supplies	\$ (269.97)
5/6/2007	Checking	1272	Tom McClain	Postage/Supplies	\$ (283.26)
5/6/2007	Checking	DEP	MC/Visa		\$ 201.80
5/7/2007	Checking	DEP	Checks		\$ 765.98
5/7/2007	Checking	BkFee	MC/Visa	April 07 fees	\$ (26.58)
5/9/2007	Checking	DEP	MC/Visa		\$ 140.00
6/3/2007	Checking	DEP	Checks		\$ 170.00
6/7/2007	Checking	DEP	Checks		\$ 140.00
6/7/2007	Checking	BkFee	MC/Visa	May 07 fees	\$ (26.56)
6/7/2007	Checking	1273	The Arlington Press	Shipping extra copies of SN	\$ (183.54)
6/8/2007	Checking	1274	Office Depot	Supplies	\$ (54.51)
6/9/2007	Checking	1275	Pip Printing	Letterhead	\$ (66.73)
6/10/2007	Checking	1276	Tom McClain	Postage/Supplies	\$ (310.98)
6/10/2007	Checking	DEP	MC/Visa		\$ 65.00
6/14/2007	Checking	DEP	MC/Visa		\$ 35.00
6/18/2007	Checking	DEP	MC/Visa		\$ 70.00
6/24/2007	Checking	1277	Bill Francis	membership refund	\$ (35.00)
6/28/2007	Checking	1278	Tom McClain	Postage/Supplies	\$ (106.67)
6/28/2007	Checking	1279	**VOID**		\$ -
6/29/2007	Checking	DEP	MC/Visa		\$ 35.00
6/29/2007	Checking	DEP	Checks		\$ 1,471.00
6/29/2007	Checking	1280	Fredericksburg Press		\$ (11,910.17)
7/19/2007	Checking	BkFee	MC/Visa	June 07 fees	\$ (27.28)
7/19/2007	Checking	DEP	MC/Visa		\$ 105.00
7/20/2007	Checking	DEP	Checks		\$ 3,065.00
7/20/2007	Checking	1282	Don McClave	NATS Supplies	\$ (31.77)
7/20/2007	Checking	1283	Model Aviation	Advertisement	\$ (99.45)
Petty Cash Acct					
1/17/2007	Petty Cash	Cash	USPS		\$ (14.13)
1/18/2007	Petty Cash	Cash	USPS		\$ (3.27)
1/18/2007	Petty Cash	DEP		Cash transfer from checking	\$ 40.00
1/24/2007	Petty Cash	Cash	USPS		\$ (6.99)
2/2/2007	Petty Cash	Cash	USPS		\$ (5.34)
2/9/2007	Petty Cash	Cash	USPS		\$ (1.70)
2/23/2007	Petty Cash	Cash	USPS		\$ (3.66)
3/27/2007	Petty Cash	Cash	USPS		\$ (9.48)
3/31/2007	Petty Cash	Dep		Cash transfer from checking	\$ 40.00
5/6/2007	Petty Cash	Cash	USPS		\$ (15.30)
5/7/2007	Petty Cash	Cash	USPS		\$ (5.10)
6/5/2007	Petty Cash	Cash	USPS		\$ (1.80)
6/8/2007	Petty Cash	Cash	USPS		\$ (8.15)
6/15/2007	Petty Cash	Cash	USPS		\$ (2.33)
6/18/2007	Petty Cash	Cash	USPS		\$ (2.33)
6/26/2007	Petty Cash	Cash	USPS		\$ (2.33)
7/3/2007	Petty Cash	Cash	USPS		\$ (6.99)
7/20/2007	Petty Cash	De		Cash transfer from checking	\$ 40.00
7/20/2007	Petty Cash	Cash	USPS		\$ (10.41)
7/26/2007	Petty Cash	Cash	USPS		\$ (2.33)
Income					\$ 26,757.93
Outgo					\$ (39,746.12)
Net Total					\$ (12,988.19)
BALANCE 8/2/2007					\$ 38,907.31



Editor's Report



Tom McClain

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Hello from beautiful Montgomery, AL, Maxwell Air Force Base and the US Air Force Air University. Sheryl and I are here for two weeks while I attend the Air Force Junior Reserve Officer Training Corps (AFJROTC) Academic Instructor Course. I am here to become the Senior Aerospace Science Instructor for Buckeye Union High School in Buckeye, AZ. The Air Force requires all AFJROTC instructors to attend for initial certification. So, I am back in uniform teaching citizenship to High School Cadets. Life is good. This is the best of all worlds.

Prior to arriving in Alabama, Sheryl and I departed from Sun City, AZ in late June (we are in a 36 foot Monaco LaPalma motor home towing a small 99 Saturn sedan) and journeyed to



Wichita, KS to see an old Air National Guard buddy and his wife, then on to

Camanche, IA to see Randi and Russ Gifford. We had a great time with both set of friends. Randi and Russ Gifford took us down the Mississippi River in their motorboat to a nice restaurant. The trip on the river was neat and Russ let me pilot the boat. That was scary for Sheryl; she does not like the water. Earlier, the Giffords took us over to Aurora, IL for the Firecracker Control



Line Contest where Russ and I flew and Randi judged. I flew my Wooley Cobra and did quite well for not much practice. Got to be lucky once in a Blue Moon.

We then left for Michigan to see my parents, Henry and Jeanne McClain. Visiting my mom and dad was great. We got there in time for the 4th of July and visited my brothers and sister and their families. I made myself useful and trimmed the trees and shrubs on the homestead.



Then on July 7, 2007 we traveled to Muncie, IN for the NATs and the PAMPA EC and General Membership meetings. We got there in time to see

the Sunday static judging at the 180 Building (what a wonderful youth center) and saw the more than 100 outstanding CLPA ships that would compete in Advanced, Junior, Senior, and Open. What a visual treat. I am glad I did not have to assign appearance points, but the judges did a fine job.

I watched the Beginner and



Intermediate competition and then the next day flew in Classic with my Cobra. The gusty winds of Muncie made the second round of Classic rather sporty, so I took a pass. Jim Lynch and his immaculate Super Ares took all of the marbles and deservedly so.

Wednesday arrived and the NATs



started in earnest. Warren Tiahrt did a great job again, as usual, for his last stint as NATs Event Director for CLPA Junior, Senior, and Open (JSO), as well as Advanced. There were 48 fliers in JSO and 48 in Advanced. Warren and the tabulators, Shareen Fancher and Elaine Brookins, did an excellent job keeping things on pace.

Wednesday evening arrived and we went to the PAMPA EC and General Membership meetings. The big issues were Elections, Stunt News, PAMPA Bylaws, and a possible dues increase. See the PAMPA Business section in this issue for more information. And please do not forget to vote on the provided ballot in this issue.

Sheryl and I then left on Thursday morning, 12 July 2007, for Arlington, VA to see our grown kids, Daniel, daughter-in-law Katie, and daughter Karen and her boyfriend, Mike, and most importantly Daniel's and Katie's new son, our first grandchild, Henry. What a great addition to the McClain family.



While there, I went flying at the NVCL field with Dick Houser, Jerry Raimo, and Scott Richlen. We had a great time and the Cobra got another workout. Scott flew his extensively kit bashed profile Fun 51, which is to be an upcoming Stunt News article for 2008.



On Monday, 16 July 2007, Sheryl and I drove to Martin State Airport just north of Baltimore, MD and donated our B-26C-55MO Martin Marauder, the "Sheryl Lynn" to the Glen L. Martin Maryland Aviation Museum. She will be put on display after over 120 flights fully ready to fly another VSC Classic Stunt Pattern. The museum staff, Stan Piet, had contacted me about the "Sheryl Lynn" over a year before and had asked me to donate her and I had agreed once I was done flying her. The Museum was very appreciative of the gift.

Then on to Alabama for AFJROTC, but before our arrival in Montgomery, we met Bob Kruger in Opelika, AL on Saturday, 21, 2007 for lunch



(McDonald's) and to transfer Jim Kostecky's one and only Patriot for Bob to document and reverse engineer. Bob will do the CAD/CAM of the Patriot for publication in a future issue of Stunt News. This was all made possible by the Patriot's owner's permission, Mr. Dennis Piwowarski, of Arlington, VA. Jim Kostecky gave Dennis his Patriot in 1982 as a gift in reward for Dennis's generosity to Jim. Thank you Dennis for holding on to this Classic era stunt ship so all of us can enjoy it for the future. I believe all PAMPA members will be impressed with another Kostecky design when it shows up in Stunt News.



Dennis Piwowarski's Kostecky's Patriot.

One of the editor's duties is to send out missing, replacement, and late renewal copies of Stunt News to old and new PAMPA members. Sheryl and I have been doing this even though we have been on the road. We noticed that one of the new members is a wonderful southern gentleman by the name of Charles Caton of Montgomery, AL. We arrived at Maxwell AFB in Montgomery, and after we got set

up in the RV campground, we called Charles and asked where he would like to take delivery of his copies of Stunt News. We drove to his home and handed them over. Charles invited me out to the local club field on Sunday at Cooter's Pond Park. I accepted, took my Cobra and met him, Jim Oliver, Clint Kent, and Don Collins at the park and had a great time. Thanks again Charles.



Charles Caton

But Charles wasn't done. He invited me to the Central Alabama Stunt Squadron Control Line Flyin in Clanton, AL on 28 July, 2007. I accepted and thoroughly enjoyed several hours with the Clanton gang. Lewis Popwell was the host and he had a great burger and hotdog lunch for all. Stunt flyers everywhere and anywhere are great to be with.



Lewis Popwell.

That's it for now. Fly Stunt.

-Tom McClain



Membership Secretary



Russ Gifford

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The column a couple issues back where I expressed my opinion of electrics didn't turn out too well. It seems as though my writing is a bit more than too coarse for distribution in the newsletter. Even worse for me is getting sent back for more sensitivity training. That's where you use words that are less offensive than what you really think. My apologies to all.

The plan for using the old copies of SN has hit a snag. It's kinda like when you start the new stunter. It doesn't seem like it should take too long but the more you build the slower is the progress. Still though it gets done and so will the SN plans.

Many of us have engaged conversations about the lack of publicity we receive. The world championships at Muncie is the most striking recent example. I called Tom Schwyn at the AMA and asked if they had a press release form we could borrow and remake into a form PAMPA could use for CDs. Tom sent a pamphlet the AMA has for clubs to promote and market their activities. We'll combine some of that and a more generic form with a PAMPA logo.

The EC has been working on revising the bylaws since last year.

Early this year Paul had the EC determine exactly which bylaws needed changing and what the individual EC members thought they should be changed to. Most of the changes are to make it easier to follow. Bylaws are at best a very dry read and confusing if the statement lines don't follow logical thought process. In the current bylaws the only exactly defined term is the one which says partially "abbreviated hereinafter as PAMPA". After that they use the convention of using the whole word or term followed by (...) for instance Stunt News (SN). The new version uses the same convention. Reporting is changed to include electronic means as well as retaining reporting in SN and the reporting requirements from the General Membership meeting are closely followed. Added is a provision for making international districts. Proxy is included with appropriate restrictions. The EC is formally introduced as the collective body of trustees, which is missing entirely from the current version, otherwise the EC just kind of appears magically from thin air. There are now provisions for removing a trustee from office but that can only be done by the membership. The EC cannot remove one of its own and further no member can be removed from membership, trustee or otherwise, except by his own hand. The issue of removal is distasteful at best and especially vile to a compassionate man. If you believe that PAMPA members are at least 75 percent honorable there is then no conflict with removal by either method or with principles of fairness. Summing up, the question of whether to vote for or against these changes rests with each member's assessment of whether or not this change is an overall benefit. I will vote for these changes.

Randi and I went to the NATs as both workers and spectators. Randi judged Classic and I worked the Old Time pits. My job was easy. All I had to do was stand in the pits and not get in the way. At the banquet Randi and I were seated with Crist Rigotti, Larry Lindberg, Jim Renkar, Dan

Banjock, Mike Palko and another fellow whose name I didn't get. I asked Mike if he remembered me and he allowed that he did. I could see Randi, Crist, Larry and Jim move back from the table some. Not a good sign that. Here you have the chief practitioner of electric and the most vocal opponent. Dan was caught between us with no place to go. We exchanged pleasantries like "electric sucks" and "how long have you been against progress?" I could tell that his sensitivity training was a lot better than mine. Actually we discussed why electric motor specifications are given in rpm/volt rather than rpm at load like industrial 3ph motors are. We had a great time, especially when we started talking about the scale guys with Dan. It turns out that the East Coast scale guys are just like the ones here in the Midwest and we totally agree that stunt folks are well advised to stay away from the scale circle. We share similar experience there (got kicked out).

I just LOVE electrics.

-Russ Gifford

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District 1 Report

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



Yes, I fly too. My Lightning 2000, ST 60. Published in Feb. 2 - 2nd & 2 - 3rd places in Expert. 1 Thunder, 59 Oz.

Dave Cook

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The Ron Conner's Memorial Contest was held, appropriately on Memorial Day. The numbers were down for a couple of reasons and we are open to comments if we should continue with having it on Memorial Day. Even with the numbers down we had a good contest ably run by Guerry Byers and crew. We had a pleasant surprise at the contest when Curt Nixon showed up all the way from Michigan and wiped out our Advanced class with a great airplane and some good flying. Jim Sumner was there with his latest multi wing creation. We also had a visitor from Brazil, Marcial Suarez, who competed. Norm Liversege had his new Magnum out - light

and very good flyer.

The Combat guys were out in force holding a combat meet in conjunction with the stunt contest. The main motivator for these guys is Neil Simpson and he puts out a good news letter on NE combat news. If you are interested in combat get in touch with Neil. Some of our guys fly bathe stunt and combat.

Rick Campbell, Bill Hummel and Steve Yampolsky all have new ships out. Rick is campaigning a Bob Hunt Saturn with good results. The Saturn is an excellent design and does well with a variety of power plants. Steve is flying his version of a modified Lightning. This is one of three that Rick, Bill and Steve built over the winter. Will Moore has a twin electric that we have yet to see

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fly. Rick Campbell's news letter has good coverage of the contest. Rick has resurrected the "NEST Handel" news letter and it is email only but a great source of info on NE flying. Email him if you want a copy.

The North Shore Gang is doing well with their new flying field courtesy of the 107th RC club. The place is referred to as the swamp, must be something like the Circle Burners field.

While working on the rewrite of the PAMPA charter I was struck by the wording of the first article on purpose - namely "to preserve the CLPA event". This was changed to "CLPA Events" to be more inclusive.

What do we mean by "preserve"? - is it to keep forever the tradition of the NATs, namely the pretty airplanes, the camaraderie and the crowning of the champions. Or is it to keep alive the whole sport Skill Classes, Old Time, Classic, etc. We all need to think about this and come out with what is best for not only the NATs but with all of what PAMPA has become.

One of the basics in the NATs preservation is the Builder of the Model rule. The rule was created in the days when you were lucky if you got printed sheets of balsa in a kit. You cut them out with a razor blade and if you were real

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lucky you got stamped (crushed) out parts. The intent even then was to preserve model building as an essential part of the event. Modeling was originally a builders event, designing and creating something that would fly was the overriding theme of all model aviation.

One of the few places that this rule fully applies is in CLPA as flown only at the NATs in the Junior, Senior and Open events. It does not apply to the NATs only Advanced Class, not to be confused with the PAMPA Advanced Class. The NATs Advanced Class is an open to all skill levels (Exp, Adv, etc.) who have not made the Top 20 in the past 10 years and who have not won the NATs version of "Advanced" event before. BOM applies partially in other PAMPA events in that you can fly a model you did not build but you lose appearance points.

Over the years we have accepted things that appear to violate the essence of the original rule (my opinion) by having others build components for us - sheeted foamed wings, built up wings. I have no problem with the rule if we keep it up to date and in line with present day reality. This is especially critical if we look at the effect of cheating on the rule. Having someone else build you an airplane that is lighter, straighter and stronger than what you could do yourself is cheating - because performance means points. The same goes for finishing - paint scheme and shine earn appearance points directly and maybe a few impression points indirectly. Regardless of why you do it, lack of skill or time, it is still cheating on the intent of the BOM.

The recent interpretation, shown below, improves things some, but there are still questions.

"6. Builder of Model. The CD shall make every reasonable effort to assure himself that each flier has completely "constructed" the model(s) he uses in competition, including the covering where used, with "constructed" to be interpreted as the action required to complete a model starting



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with no more prefabrication than the amount used in the average kit ("average kit" is interpreted by Control Line Aerobatics as a model that may consist of pre-cut, unassembled parts or assembled (uncovered) subcomponents such as wings, horizontal and vertical stab, fuselage; requiring a few hours of assembly time and covering). Models which are completely prefabricated ("completely prefabricated" is interpreted as the model is ready to fly out of the box or in a few minutes (less than an hour) of assembly time.) and require only a few minutes (less than an hour) of unskilled effort for their completion shall be excluded from competition. (Control Aerobatics additionally interprets that any model, that is pre-covered in the box is excluded from competition). In the case of rubber-powered models (excluding Indoor duration models), commercially available balsa,

plastic, and hardwood propellers may be used. Materials and design may be obtained from any source, including kits. The builder-of-the-model rule applies to every AMA event unless specifically noted otherwise in the rules governing that event."

Basically it is an honor system - a reasonable effort by the CD - amounts to asking the flyer if they are in compliance.

ARF's are excluded by the statement "pre-covered in the box" but are ARC's? - it seems that they qualify under the latest interpretation. ARF's appear to take more than a few minutes of unskilled labor and possibly more than an hour. I would estimate 5 to 10 hours. The requirement to cover the model makes prebuilt wings and other components OK unless they have covering on them. I would take this to mean tissue, nylon, silk, etc on built up components, but does it mean that balsa sheeting on foam must have been done by the flyer. My final take is either update the rule so it is completely clear or rewrite it to give graded points for work done or junk it and go FAI.

- Dave Cook



District 2 Report

New York, New Jersey



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Over the last building season, District II was a hotbed of ARF development and activity. Mike Ostella was a major contributor of his shop and time, hosting "ARF buildathons." They put together several Scores, Stregas, Smoothies, and Noblers in Mike's shop, and he's become very proficient at all the little detail improvements that make these ARFs so much fun. Mike, Tom Hampshire, and Doug Benedetti did the development of the prototype Strega ARF that has gone on to set sales records for ARFs. Thanks, guys!

Rich Giacobone, Les Demmet, and I all put our efforts into Rich's bent-wing Stuka this year, and what a labor of love it was. This very scale RO-Jett .90-powered Stuka has the signature bent-wing designed by Les, using Dave Downey's B-25 airfoil. Dave Midgley custom molded the canopy, and I made Rich the carbon fiber cowl and custom controls. The Stuka uses a carbon fiber fuel tank and composite wing parts made by John Duncan. Quite an undertaking and very unique.

Bob Krug has come a long way in the past few years and works hard on his pattern. He has several ARFs that have really let him practice maneuver bottoms, and I believe it's really made him a better pilot.

Woody Midgley, our beloved

NATs pit boss, never seems to get the recognition he deserves, so his son Dave bought him a boat and a Strega ARF. I'm not sure the boat has even been in the water yet, but I know that Woody loves the ARF.

Will Moore is doing an electric Strega ARF, and I'm really looking forward to seeing it fly this season. No excuses that you "didn't have time to build it" anymore, Will.

Reuben MacBride and Mike Cooper both have kit Stregas and ARC Stregas in their air forces. Mike Scott has my 13-year-old original Strega in Texas, and an ARC Strega, too. Maybe that's going to become more common in the future.

Bill Hummel runs an outstanding meet in the Lee, MA, each year and has used his own shop to cultivate a great group in his area. ARFs have been a big help in making the group flourish and grow. Bill has a Score, a Strega, and a garage full of ships that comprise one of the biggest air forces in District II.

Billy Suarez has a Score and now can practice at fields he couldn't bring his hand-rubbed ships to. Bill is always a top flyer, builder, and finisher, and when all that you have in your air force are jewels, sometimes you skip flying days because of weather or field conditions. He made the point that he always gets flights with his ARF. Bill's P-38, F-4, and modern stunts don't mind sharing his attention to his ARF.

Bob Zambelli and Bob Dixon are developing four-stroke versions of Strega ARFs. With so many of these going overseas, it will be interesting to see how many power trains can be used effectively. Mine has a RO-Jett .76, and I also used Jose Modesto's RO-Jett .76 during the making of the trim videos. Both motors ran exactly the same in my Strega ARF.

This year we're hosting Raimo Barck from Sweden, and he'll get to fly my Strega ARF, of course. When

Sergey Belko from Ukraine visited us a few years ago, he had to fly my Miss Ashley. We've become good friends since his visit, and he's made some mufflers, props, spinners, and other parts for my Tigercat. I sent Sergey DVDs of all our events here in the U.S., and he was quick to remind me that if I took my ARF to Europe, it would be no problem to fly it in F2B events...or even the World Championships.

The contest season this summer will include Flushing—they got rained out twice last year, so we hope there will be a good one this year. Bob Lampione has a Score and a Strega with a Double Star .60 RE, and Jose Modesto has his ARF Shark with Ukrainian motor, so it should be a great time on Saturday as well as on Sunday.

Joe Adamusko, Gerald Schamp, and I are past the planning stage now on our upcoming project for 2008: RO-Jett .90-powered Spitfires with dihedral and almost scale fuselages. Dave Downey has done the concept plans on computer, and Joe has already got the wings under construction. We plan to go all out with this project: molds, carbon parts, custom canopies, and of course, the Adamusko elliptical wing technology...only now with dihedral. Joe came down this winter while we were having one of our ARF fun flies and seemed to have a great time wringing out our Strega. As always, I look forward to working with Joe and Gerald on this exciting project. Once done, it will make for some great photo ops with Rich Giacobone's Stuka.

-Windy Urtnowski

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District 3 Report

Ohio, Pennsylvania, West Virginia



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I attended the first District 3 contest on June 12, 2007 The Brodak's Fly In. This is a big contest with many of the classes having 30 flyers. The weather was great. Only 2 late afternoon thunder storms. The contest ran very smooth due to the expert work of Allen Brickhaus, Tom Hampshire, and the many field staff that worked their tails off for Allen and Tom.

On September 8, 2007, the Fly N' Feed In The Country Profile 322 contest is being held at Jerry Tarnofsky's home field in Halifax, PA. CD Phil Cartier. This is on a Saturday.

Now for some photos of District 3 flyers at Brodaks.

Till next time,
Fly Stunt

-Patrick Rowan



Salley & Bob Crusan taking a lunch break.



Clyde Ritchie, Dave Heinzman, Ron Lutz, Gil Reedy & Wayne Buran resting under Dave's & my canopies.



Len Burgess & his Sharp Oriental.



From Albine, PA. The Bill Hill Flyers leader Dalton Hamett with his PA stunter in beginner.



Carl Lovins from Cincinnati, OH gets his battery hooked up for his Expert Classic flight.



Philly Flyers Dan Banjock with his 1st place winner in Expert Profile Arf P-40, LA 46.



Dave Heinzman clearing out his PA 51 in his Tempest 2 PA stunter.



Dave Heinzman from N. Olmsted, OH getting his Van Loo Chipmonk ready for his Expert Classic flight.



Aaron Moskel's Vector flown in ADV PA.



Don Sopka from Broadview HTS, OH relaxing between flights.



William Stewart holding his kit built Tudor he entered in Beginner PA.



Dan Banjock fueling up his P-51 D Mustang. Dan won 1st place in Expert PA.



In Expert Profile Gary Tultz from Akron, OH signals the judges while Tom Dixon holds.



George Waters holding his beautiful twin engine stunter.



George Waters holding his Classic T-Bird.



Sumner Forest from Slippery Rock, PA & Phil Spillman from Hermitage, PA with Phil's 1st place winning ADV. PA & 2nd place in ADV profile Model Air.



Sumner Forest with 4th place in Beginner PA Magician, OS 35s.





Jerry Tarnofsky's Whiteknuckles 2 PA & Profile stunters.



John Paris from Cleo, MI with his Expert Profile Oriental. John plunders District 3 contest for placks/trophys on a regular basis.



Mike Alimov from Stow, OH with his Quickie Expert profile entry.



Windy's newest PA stunter. 2nd in Expert PA.



Gil Reedy, Dan Reedy & Joey Fabiankovitz. They belong to the Hams club in Harrisburg, PA.



Mike Alimov's Expert PA entry loner by Rich Peabody. Built by Doug Moon.



Gil Reedy's ADV Classic Fancy Pants.



Mike Palko's Expert profile electric ARF P-40.



Phil Cartier with his Expert profile & PA Interceptor.



Tom Hampshire awarding Phil Spillman his ADV PA 1st Place plack. Phil is now officially flying Expert. Caused much noise & ballyhoo from the onlookers.



Ron Lutz from Wadsworth, OH running his ADV Classic entry Bonzo. Neat looking classic.



Phil Spillman's El Diablo, Fox 35 2nd place ADV OTS.



Ron Lutz holding his OTS Fire Cat.



CD Allen Brickhaus is in discussion with Big Iron Marvin Denny over his Novi 3.



This is Virginia's famous John Tate with his ADV Profile ARF P-40.



District 4 Report

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



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No Report Received.

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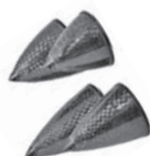


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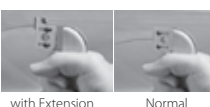
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District 5 Report

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



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It's time again to elect a PAMPA President and we have two great individuals running for the privilege; Randi Gifford and Bill Rich. Both would make great Presidents. When you get your ballot, please vote.

I'll just touch on the June 2-3 contest in Huntersville, since this is basically the NATs issue. Saturday was nice and calm, though very humid in the morning before turning nicely overcast in the afternoon. My grandson Gavin placed 1st in Basic and Brady Nash was 3rd, I think he's from our district. I finished 3rd in OTS with Watt Moore coming in 6th. We did very well in the other two events flown that day with Gene Martine winning Classic and Stan Powell finishing 1st in Profile.



The group of five that braved the wind and rain in Huntersville.

Sunday was totally different, this

was as close to a complete rain-out as I've seen in twenty years of going to contests. William Davis saved the day by offering his Teosawki to anyone brave (or foolish) enough to fly in Expert. Five chose to do so, with Derek Barry finishing 2nd.

I didn't get to go to Brodak's, so I can't tell you what happened, but it will be in this issue somewhere for sure. The NATs is a different story, most of you will know the results by now, but all our district members deserved to be recognized for their efforts. I don't know if anyone from District 5 flew in Beginner or Intermediate, if you did drop me a line and I'll see to it that it's mentioned in the next issue. Two of us flew in OTS, I came in 2nd and Watt Moore finished 13th flying his Jamison. Jim Lynch and Louis Rankin flew Classic. Louis finished 18th, but Jim won the whole thing in ahead of at least two past winners, great job Jim!



Jim Lynch with his Classic winning Super Ares.

As usual, when it came time for the Advanced and Open qualifying rounds the winds really started blowing, but at least this year there was no rain. We had six district five members in Advance and four in Open. Four of the Advanced made it to the finals with three finishing in the Top 10. Germanico Berceirill was 9th, Alberto Haber was 2nd and Josias Degado won.

All four of the Open flyers made it to the Top twenty, with Randy Smith finishing 11th and Bill Rich 13th. Orestes Hernandez and Derek Barry moved on to the Top 5 for the second year in a row. When the flying was done Derek had to settle for 2nd and Orestes had won his first Walker Cup. I wouldn't be honest if I didn't wish that the roles were reversed, But if Derek

couldn't win I'm glad it was Orestes. Congratulations Orestes, you worked hard, flew well and earned your title of National Champion.

That's all for now except for some pictures, talk to you again in a couple months and don't forget to vote.

-Dale Barry



Bill Rich launching for Randy Smith on Top 20 day.



Josias Delgado win his Advanced winning airplane



Orestes Hernandez with the Walker Cup Trophy





Top 5 in Open



Yours truly launching Derek in the Top 5 fly-off.



#1 and #2 in the country for 2007.

District 6 Report

Illinois, Indiana, Kentucky, Missouri



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The following pictures were taken at the Windy City Classic by Michael Schmitt, The Kentuckiana contest run by Byron Barker and shots from SIG in Montezuma, Iowa. Much Thanks to Crist Rigotti for several of the shots for this column.

-Allen Brickhaus



Stan Guzik brought a very nice Time Machine to the Windy City Classic in Schaumburg, IL for Michael Schmitt's contest.



Nate Bately finishes third in Beginner at the Windy City Classic. I was thrilled to see seven Beginner flyers in this contest.



John Broughton takes the crown of Intermediate at the Windy City Classic held on the Memorial Day weekend of each year in the Chicago area.



Crist Rigotti drove in from Iowa to compete in Expert at Michael's event. His new bird is very, very nice.



Bob Schroeder was found like a drowned duck on the practice circle, a few changes to his set-up and he was a shining light in the Beginner event.



Jim Schuett of Aurora, Illinois has one of the shorter drives to Michael's contest. Jim placed third of the Experts.



Denis Downs took the second place in Beginner at Michael Schmitt's contest.





Bill Calkins has only a slightly longer drive than Jim Schuett has, and brings his SIG Primary Force to Schaumburg.



John Sunderland takes first in Profile and second in Classic at Byron's contest held at the Clark County, Indiana Airport.



Charles Fowler wins Beginner in the Windy City Classic in Schaumburg, Illinois during the Memorial Day event.



Art Johnson, our intrepid control line District VI contest coordinator is from Rockford, Illinois.



Jim Lynch of Memphis, TN drove up to fly stunt with Charlie Reeves and they took time to view Phillip Rudd's new Yak 54 R/C model.



Chris (l) and Kenny (r) Stevens of Lexington, Kentucky invade the New Albany, Indiana contest. Chris is being well taught by his father Kenny.



Les Byrd attends one of his first contests in a long time at the New Albany, Indiana event run by Byron and Jane Barker. He won Intermediate.



Mark Messmer of Columbus, Ohio flew his own design model, the Evolver in Advanced in the New Albany, Indiana contest.



Bob Arata does a wonderful job CD'ing the St. Louis contests to include the Ice-O-Lated in February and the Broken Arrow in September of each year.



Jennifer Jacobsen, Brianna Norin, Jerry Norin, Lucy Jacobsen, Sam Jacobsen came up to fly with this columnist at Golconda International.



Larry Lindburg of Galva, Illinois likes the SIG contest and makes the trek religiously.



Dennis Vander Kuur holds for Michael Schmitt as he readies his Encore for an official at the SIG contest.



Bob Storick took his new jet styled stunter to the SIG contest in Montezuma, Iowa this past summer.



Dan McEntee has fathered another fine stunt flyer, with his son Sean, and makes the SIG contest every year. Mike Gretz of SIG keeps the contest moving and efficient every year.



John Garrett of the St. Louis Lafayette Esquadrielle is a dancer in any event he enters.



District 7 Report

Iowa, Michigan, Minnesota, Wisconsin



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Hello everyone. This is our annual NATs issue and this column will cover this years NATs from a District VII perspective. Frankly speaking, our district wasn't well represented at the NATs. I believe there were a total of 4 of us who flew and several more who helped out. As far as I know I was the only member of our district who flew in an official event. John, Grace, and Michael Paris flew in OTS, Classic, and Beginner. The Gifford's helped out in OTS and Classic working the line or judging. Russ helped in Advanced and Open by running score sheets. He also registered as my mechanic. Thanks again, Russ. It sure is nice to see a friendly familiar face helping pit and launch your airplane at the NATs! His words of encouragement and warning were well taken.

My NATs started a little early, like Friday night. Paul Walker and Howard Rush stopped by our flying site at the Davenport Municipal Airport on their way to the NATs. Paul flew his electric Impact XL and Howard flew his Impact. I got some help with trimming my airplane and thought I had the engine run figured out. More on this later. On Saturday, we all meet at the circle again and put in some practice flights. I had some terrible engine runs and cured them with a plug change. Paul left early and Howard and I had the

circle to ourselves. I left for the drive to Muncie about noon and Howard was still there working on his plane. The drive was lengthened by a detour just south of Bloomington/Normal Illinois. The freeway was closed due to an accident and we were routed along some country roads. I did notice how well the corn was doing in central Illinois though!

I arrived in Muncie a bit tired but safe. I checked into the Lees Inn and went to dinner. Sunday morning I had breakfast at the 12th Street Café of fried mush well done and bacon crisp. A meal nearly repeated each day while I was at Muncie. I then checked in at the NATs Headquarters and received my badge and packet of info. Appearance judging and pilot's meeting was scheduled for 2 pm today, so back to the hotel room to wax and polish up the Agenda 75. That took several hours and off to the One-Eighty Building. After arriving and handing the Agenda off to the judges, it was time to renew friendships and meet new PAMPA members. The pilot's meeting went well and we all headed off to the snack bar for some strawberry shortcake, snacks and beverages. When they let us in, Howard's plane was front row with 19 points. The Agenda 75 garnered 16 points. Not bad for a Monokoted and Sig doped airplane. I was pleased.

Monday was a practice day, while they flew Beginner and Intermediate on the grass circles. Michael and Grace Paris did well in those events and brought home some ARF's and stuff. Allen Brickhaus is always looking for donations for this event. If you can, try to help him out. I got in about 6 or 7 flights that day till the wind came up. Tuesday was another practice day while they flew OTS and Classic on the grass circles. John Paris flew in both events and did well. The wind was up and I wasn't too happy with the "drive" of my airplane. I talked to Randy Smith and he suggested more pitch. I added 4/10 more pitch and later that evening I went out again and it seemed to help. I was now ready for the qualifying rounds of Wednesday and Thursday.

The forecast was windy in the morning and very windy in the afternoon for both days. The weatherman was dead right. My first

flight didn't go so well. I could have used more pitch to get more drive. I free flighted in the overhead eights and the plane wound up badly in the clover. I passed on the 2nd round. I went home and added 2/10 more pitch and felt ready for Thursday. I drew 18 on my circle and by that time the wind had come up fairly briskly. I flew better, but I got too loose in the overheads again. In the second round I was number 2 right behind Bruce Perry of Canada. I was pitted and in the ready box when the wind went up a good notch or two. Watching Bruce flying for survival and the wind howling like it was, I decided to pass. My 2 flight total wasn't enough to make the cut and I placed 24th out of 49 in Advanced. My 2 buddies from Chicago made the cut and I was at the circles Friday morning. Of course after my mush and bacon! The weather was very nice and everybody got in 2 good flights. Friday evening we went and saw "Transformers" and then to dinner.

Saturday was Top 5 day and the Walker Cup Fly off. The wind had returned and the Walker Cup was won by Orestes Hernandez with both the Junior and Senior winners passing. After some lunch we went to see the latest Harry Potter movie, then to dinner. After dinner I went back to the Aeromodeling Center to fly and trim some on my plane. That flying session went well. Mike Schmitt and Dennis Van De Kuur each flew the Agenda at my request for their evaluation. We packed up Saturday night and left for home Sunday morning after breakfast. You guessed it, fried mush well done and bacon crisp. Life is good!

-Crist Rigotti



Paul Walker flies his electric Impact XL at our circle. The clean up time was brutal...not!



Howard Rush concentrates on taking some lap times with his stop watch at Mt. Joy.



Russ and Randi Gifford with Larry Lindburg on the right, watch the flying on Saturday morning. Larry Judged Advanced and Junior/Senior at the NATs. Next year, he'll be flying in the NATs. Thanks for all your hard work, Larry.



The Agenda 75 at appearance judging. It netted 16 points.



Grace Paris does the same thing as her brother does. Good choices kids..



Michael Paris hauls off one of the many prizes offered in Beginner on Monday.



John Paris and his wife.



The Paris clan.



Josias Delgado, Ryan Young, Oki Minato, and Orestes Hernandez. Well done all!



District 8 Report

Arkansas, Louisiana, New Mexico,
Oklahoma, Texas



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It has been a very wet and active Icontest season here in District VIII. The annual Memorial Day contest in Houston has come and gone. Dallas held their Summer Heat contest and I have just returned from the NATs in Muncie to write this months report.

Each year, during the Memorial Day holiday, Houston hosts the Texas State Championships held at Scobee Field. This contest has been in existence for more than thirty five years that I am aware of and was previously held at Melrose Park on the north side of Houston. Melrose is now a haven for all the little soccer kids that now enjoy the site where three control line circles once existed. Frank Williams was the contest CD this year and had been the ED for stunt for many years until he turned it over to me some ten or so years ago. I will be passing on the torch to David Gressens in the foreseeable future. Thanks David, now I can finally get to fly at our contest...

We were fortunate this year to have fair weather and moderate winds. Windy U and the Jersey Mafia came down again this year, as they have in the past few, to partake of Texas hospitality and enjoy some good flying. The Jersey bunch stay with Richard and Edie Oliver for about a week prior to the contest to do some testing and trimming before the NATs.

As usual we had a good turnout for both P40 on Saturday and the PAMPA classes on Sunday. I want to thank all of the judges that worked the contest... Les Demmet, Richard Oliver, Darrell Harvin, Frank Williams and of course me. Richard judged P40 on Saturday and flew Expert on Sunday. A big thanks goes out to the ladies who do all of the tabulating and keep things running smooth, Edie Oliver and my other half Stella Hill. Thanks to my daughter Kasey and her soon to be significant other Austin for doing the cooking for all of the hungry flyers and crew.



Frank McMillan doing his pull test before an official flight with Al Rabe and Richard Oliver acting as the pit crew. Russum photo.



The Moon brothers airplanes ready to do battle in Expert. Russum photo.



Darrell Harvin and Les Demmet judging the action on Sunday. Russum photo.

Doug Moon did a great write up on his trip to Houston and back for this contest. He had posted it on some of the website forums and sent me a copy

for the magazine. Due to the length of it I will not be able to include it in this report. I apologize Doug, I will try and get it in a later report as it is some good reading.



David Gressens in inverted flight on one of his officials. Russum photo.



Rich "Wrong Way" Giacobone took time to show off his new Stuka. Hill photo.



Windy Urtnowski launches the Giacbone Stuka.



Richard Oliver's Dragon Lady during a practice flight on Sunday. Hill photo.

The Dallas Aero Summer Heat contest was held on June the 16th and 17th. I usually try and make this contest as it is always fun and a tune



Windy U, Frank Willaims, Richard Oliver and "League City" Ralph discussing the pigmies of New Guinea. Do they really fly control line stunt? Hill photo.

up for the NATs. I did not make it this year as it was a wee bit wet as can be seen from the photos so graciously sent by Dee Rice and David Russum. Saturday went off without a hitch and the weather cooperated without a drop of rain. Sunday on the other hand was a bit of a challenge as all were flying between rain showers. All in all they were able to get the whole thing in even with all of the rain. The folks in Dallas are a great bunch and always put on great contests.



Bill Wilson and Don Hutchinson in their best judges pose. Russum photo.



Dee Rice and Louis Rankin show off some of there hardware. Louis is holding his Dee Rice designed Oriental. Russum photo.

Like many of us in District VIII I was off to the NATs on the 5th of July. I wanted to arrive early to rest a little after the long drive from Spring, Texas. The NATs, for me this year, was both good and bad. The good part is I did not get sick this year like I did last year. The bad part is I lost my airplane on the



Don Hutchinson's SBD on final approach. How great is that with all the water. Russum photo.



Bob "G" himself autographing Louis Rankin's BEAR. Russum photo.



Dale Gleason took a break from flying stunt and served as Assistant CD and ED for Precision Stunt. Rice photo.



Linda Gleason, the ultimate organizer, shows off her ever present radiant smile. Rice photo.



Dee Rice's floating dog bowl/flight box demonstrates the Monsoon like weather. Rice photo.

final flight of qualifying on Thursday. I was only .67 points out of fifth on my circle. At any rate I got caught up in a real heavy gust just as I was entering the reverse wingover. I went one way and the plane went another. I saw parts of the plane that I had never seen in flight before and the next thing I know..... well you can just call me Splat from here on... Next year.

The turn out from District VIII was not as good this year as in past years. Bill Rutherford and his grandsons, Frank





Richard Oliver's "Dragon Lady" inverted during Thursday qualifying. Hill photo.

McMillan, Richard Oliver, Mike Scott, Mike Greb, Dale and Linda Gleason, Steve Moon, Dee Rice and yours truly represented the District. Ryan Young won Junior and passed on the Walker Cup fly-off because of the high winds. Congratulations to Ryan...

Well until next time.. Tight lines and fair winds.



Bill Rutherford during Wednesday qualifying. Hill photo.



Mike Scott's Hunt designed "Genesis" during a practice session. Mike was flying real well. Hill photo.



Frank McMillan with his Number 7 Caudron during the qualifying rounds. Hill photo.



Dale Gleason's "Impact". Dale finished well in Advanced. Hill photo.

District 9 Report

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



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Well the NATs are over and I haven't heard from anyone in District 9 that was there. I couldn't make it because I have been working so much and didn't get a new airplane done. Maybe next year. As I was getting ready to work on this last night, I got a call from my sister that my dad had gotten his arm cut off in a model airplane propeller. But it wasn't that bad, it was only 5 or 6 2-3 inch long gashes through to the muscle. My dad flies radio control and the model that he got his arm into only had a Saito 100 on it with a 14 inch APC propeller. He had just started the airplane on a starting table that is about 2-1/2 feet tall, he had the engine set to an idle and while moving the airplane from the table to the ground is when he got his arm in the prop arc. The scariest thing about his accident is he was by himself and he is 75 years old. So the moral of the story is PAY ATTENTION, AND BE SAFE.

A couple of weeks ago, the model airplane club I belong to in Montrose, CO, had invited the public to come out and try air modeling, radio control, control line. And here are some pictures from the control line circle.

Unless you want to keep seeing me in all the pictures please send me some stuff.

-Carl Shoup



Carl with the kids.



District 10 Report

Arizona, California, Hawaii, Nevada, Utah



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This time, I'm over the Pacific Ocean after staying in Honolulu, 36,000 feet and about 0237 am. Wonderful stay, but the penalty for staying in paradise is staying up all night and watch the sunrise, all while trying to land in SFO about 5:15 am.

After the NW regionals in May, I had to take apart the engine setup in my Star Geezer II for spares at the NATs. Mike Pratt did get to fly it with the PA 75. I've never seen someone hit the 3rd corner of the hour glass so hard and have the plane just go where you point the nose. Mike was so astounded by this; he tried it again, and hit the corner a little harder. Bam. Put it where you want Mike, it'll just head where you put it. I asked Mike about that after he landed that first flight, and he said, "Wow, cool. I didn't know a plane could do that!" It's called an obscene excess of power. Nice to have. Nice to have at a NATs where the wind blows out all the way to Texas.

Yes, once again, as I'm sure many of you have heard, there might have been just a bit of wind in Muncie for the 2007 AMA NATs. Not like top 20 day a few years back, this was wind every day, and quite a lot of it. There were several big stories at this year's NATs. One I missed from last year was the invasion of the Brazilians. Last year it was the P-51, this year it was the P-47. From

what I understand, the build quality and flying were much improved over last year. Congratulations to all the Brazilians, well done.

Another emerging story besides the wind was the passing of an era. Warren Tiahrt will not be the ED at the NATs next year. A surprise dark horse candidate volunteered at the Wednesday night PAMPA meeting. None other than Paul Walker volunteered to run the next couple of NATs. Way to go Paul, you have some big shoes to fill, not that I have any doubts. Speaking of the PAMPA meeting, very much anticlimactic. Short, sweet, and to the point. There will be a copy of the revised by-laws in this issue for a membership vote. I think we have an excellent product. Copies were handed out, and there was little or no dissent over the revisions. I will probably be voting myself, for the revisions. Again, you will be hearing more about this elsewhere, but we are facing an increase in dues. Postage has skyrocketed. Problems with the Post Office and other factors lead us to consider an alternate means of distribution to help control costs. Soon, there may be an option to get your SN on a CD. The postage on a CD, even first class is much less than mailing a magazine. I've been looking forward to this for a while. Also, maybe in the future, there could also be a download version from our web site. There are other complications and logistics to consider for this option, so it may be a while. No postage associated with a download, but bandwidth on the PAMPA server, storage space, and administration of the web site would all need to change or be updated.

This particular NATs had new exciting stuff, Paul Walker with his electric Impact. He flew it very well indeed, made the top 5. Unfortunately, like a few people, the wind just was not kind to anyone on Saturday. That's my story and I'm sticking to it. However bad the shape looked, I now know that in hurricane force wind, a PA 75 will still pull through the top of a vertical eight. One of my greatest concerns about the wind was the Junior and Senior flyers. It seems like every year we go through the same thing. High winds during the CL Aerobatics NATs. That happened again on Saturday for the kids. Everyone got

through, more or less, the first round before the wind really came up. Once that happened, there were a few crashes and a few passes. It's rough on the kids. They have to stay there all week with their parents, not flying until the end of the week, and then crash due to winds on their second flight. Not much fun. If we are to survive as a sport, we have to find a way to keep the kids motivated to stick with it. Flying in the wind isn't it. I've been asking for years to try and move the CL NATs a few weeks later into August, but the answer is always the same, the schedule is packed and there is no room to move it because of the RC folks. Well, then switch the weeks. Paul has already checked into this and it does not look good.

I have a lot of pictures this time around; I hope Tom can find enough space to keep many of them in. Many of the pictures are of Paul and Kevin Ferrell. Every NATs is different. A few years ago, I distinctly remember Scott Dinger having a heck of a time keeping a plane out of the ground and in one piece. There were many crash stories this time, but my personal experience is with Paul and his dad Kevin. They built a Vector 40 for Paul to fly in Senior. It flew pretty good but something happened practicing on Monday, in the wind. He ended up crashing his plane pretty hard and crushing the entire nose. Both motor mounts broken. We ended up in a crash repair session back at the Signature Inn. Many people pitched in, Brett, Ted, Bruce Perry, Jim Aron. We didn't let Paul or Kevin do much except for piecing back together the cowl. One of the funniest things I've ever seen is Jim Aron contorting himself, trying to bend straight the Aluminum header without a vice. He all but performed a Chinese contortionist act. Hopping on one foot, then back behind his head, jumping up and down. Should have had the video camera. You'd never believe a human can bend that way, all to help a poor downtrodden friend get back in the air. (It turns out Randy Smith had a new header all along.) We finally grafted a new nose on the plane, and managed to get it straight. It flew pretty close to the same as before. Paul and Kevin even recovered the fuselage with Monokote and Red Bull stickers. Not bad, that is until the wind got Paul again. He had

about 6" less space than he thought at the bottom of the 4th loop on the clover. The wind pancaked it hard and broke the tail off this time. The good news, all the previous repairs held. Very fixable, but I'm sure disappointing. It could have been a good contest in Senior.

One last tale. A couple of years ago, a good friend had the honor of receiving the pachyderm award. He left his lines, and handle at the flying site, and had the temerity, upon returning for subsequent practice sessions, to find these lines and handle—then asked, "What Bozo left these at the field?" We had a similar happenstance this year. Only 3 different people left their handles or lines at the field—overnight. Last year's national champ, left his handle at the field overnight, but at least he knew it was his. Alas, he was not thusly honored in kind. I don't think we had sufficient documentation to award anyone the pachyderm this year. We'll just have to wait for the next round.

The last remarkable thing was the appearance judging. Some interesting results. Congratulations to Howard Rush for being alone in the front row with 19 points. How old is that thing Howard? Nicely done.

A quick note from Jerry Silver in the southland:

"Hi David,

Nothing too much new to report from the Valley Circle Burners other than the Golden State Stunt Championships cannot be held in Clovis this year due to grandstand construction taking place at the Buchanan flying site. Larry Fernandez is trying to make arrangements for the GSSC to be held instead at Gilroy High School on Oct. 27th & 28th. I or Larry will let you know if this is going to happen or not. Next year, if all goes well, we can return to Clovis.

Our other two events for this year, which are the Summer P-40 & Classic Contest on Sun., Aug. 12th and the Hi Johnson Memorial on Oct. 6th & 7th are still going ahead as previously scheduled.

Best regards,
Jerry"

The pictures are courtesy of the Ferrell's, Jim Aron, and Eric Fitzgerald. I will save some NATs pictures for the next issue though.

Sincerely,

-Dave Fitzgerald



Paul Ferrell before the 1st Crash, Vector 40



Appearance judging night.



Oops. Gound—1, Paul—0



Start of Re-build project. Start to finish, about 5 hours. Not including late night recovering the plane by the Ferrell's.



Paul and his dad, Kevin, hard at work on the Cowl



Nose cleaned up and ready for graft



Fresh Nose, successful operation.



After first few test flights.



New Monokote, looking sharp!





After last Junior flight. Ground—2, Paul—0



Our New National Champ, Orestes Hernandez



Cassidy Delaney, Now NATs official trophy hugger



Eric Fitzgerald, Sig Skyray, and Cassidy



Top 5 and group winners

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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

Memorial Day weekend is the traditional date for the Northwest Regional Control-line Championships. After last year's wet and wild event, everyone hoped that this year would be much improved. As it turned out, it was. While the skies were cloudy much of the day the winds stayed reasonable and we had shadows by late afternoon each day. Classic and P-40 were held on Saturday. With a respectable turnout in Classic it proved to be a contest between Don McClave flying this year's Skylark, Pat Johnston with his well made and finished Shark 35, and Scott Riese flying his seasoned Cobra. It was obvious from the first flight that Scott's consistently excellent flights would take the day. For Don and Pat just a bit more experience with their new models would show up at the National Championships with Don taking second at that event. By the end of the day with the sun out, it was time for the PAMPA events appearance judging. One of the things that make the Northwest Regional such a great contest is the level of skill and competition of west coast pilots. The models on hand were also represented in the front rows of the National's appearance judging. Howard Rush's front row Impact is all the more remarkable for being five years old. Phil Granderson's Diva made second row at the NATs and was voted the Concurs winner at the Regional's by

the pilots present. Jim Aron's Infinity Prime, a previous year's Concurs winner, was also on the second row at the NATs. Pat Johnston's Mustang, Bruce Perry's Jester, and Paul Walker's new electric Impact are also pieces of art.

Sunday's buzz was all about Paul Walker's new electric powered Impact and a collection of models powered by the latest large engines. In the end, Walker's skill won the day. On the whole the flights of these models have a different look. There is plenty of power but also a lack of controlled precision present with a well trimmed piped 40. Time will tell whether there is trimming potential in this newest round of power plants. One thing was shown to be true though, Walker never had to worry about getting his engine to run consistently, and I never saw him adjust the engine before a flight. One flip starts are the name of the game with electrics.

For more details, pictures and scores visit the Northwest's Web Site at www.flyinglines.org

-Bruce Hunt



Phil Granderson's Deva was voted the best of this year's Northwest Regional Championship at appearance judging.



Howard Rush and Phil Granderson show off their beautifully finished models. Howard followed up the Northwest Regional's with a 19 point front row placement at the National Championships.



Another view of the models at the Northwest Regional Championship. The same models made it into the front rows of the National Championships.



Bruce Perry's Jester waits its turn in to fly at the Eugene Oregon Northwest Regional.



P-40 pit at the Northwest Regional. This event has been a popular addition in the northwest. Over the last couple years it has attracted more entrants than the Old Time event.





Jim Aron's Infinity Prime also showed well at the National Championships. With Jim's top 20 finish at the NATs this model also flies as good as it looks.



Howard Rush and Bruce Perry compare notes about carbon fiber landing gear.



Mike Pratt flew the All American Eagle at the Northwest Regional competition.



Alana Perry shows off the newest addition to the Perry clan. Word is that version 2.0 is on the way.



Scott Riese put in consistently excellent flights in Classic to take first place in NW Regional competition.



Dave Royer prepares for his flight. John Thompson assists.



Howard Rush shows off his "Anemowimpometer" This is a device to notify the contest director when the wind exceeds 21 mph for a minute just in case anyone is still crazy enough to be still flying.



Another view of the "Anemowimpometer" The light lets you know when its armed. I wonder what the security at the airport will say when they find this in Howard's luggage.



Alan Resinger and his Firecracker. This is one big model.



Richard Wallbridge prepares for his Advanced flight at the Northwest Regional.



Floyd Carter's latest creation. One of many Classic models in Floyd's armada.



Don McClave prepares his Classic entry at the Stuntathon held at Thun Field



Pat Johnston puts his Shark through the pattern at the Northwest Skyraider's Stuntathon.



Dave Pelerin and other pilots dodged the rain during the PAMPA events Sunday at the Stuntathon. In spite of the rain everyone had a great time.



At the Stuntathon competition takes place in front of a popular restaurant just on the other side of the fence from the flying site.



Powered by an LA46 and flown by a California Reason we'll see if it can out fly a Shark flown by a duck.



The newest addition to Classic Competition is Bruce Hunt's Lark designed by Ed Southwick.



CONTEST CALENDAR



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



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

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. Please submit new listings to Howard Rush, hmrush@comcast.net, and Jim Snelson, jandjhobbies@msn.com. See <http://www.controllinecentral.com/Calendar.asp> for links to contests outside North America. Submit contest ads to Howard Rush.

Behold that most Canadian contests will be conducted with the new MAAC rules.

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

2007 Contests:

August 24-26

Stunt in the Berkshires, Boyd Co., 501 Pleasant St. (Route 102), Lee, MA

Friday: Windy Urtnowski's Stunt Clinic

Saturday: Old Time, Classic*

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

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

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

August 25-26

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

Saturday: Old Time, ARF*, Classic

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

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

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

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

August 25-26

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

Saturday: Classic, Profile*

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

Contact: Jerry Eichten, 200 Hazelnut Dr., Newberg, OR 97132, (503) 310-1660, JEichten@aol.com

<http://www.egam.org/>

August 26

Rockford Stunt Classic, Kieselburg Forest Preserve, 5801 Swanson Rd, Roscoe, IL

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

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

August 26

Canadian NATs, Chatham Kent Airport, Chatham, Ontario F2B

Information: Model Aeronautics Association of Canada, 5100 South Service Road Unit 9, Burlington, Ontario L7L 6A5,



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Stunt News,

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<http://NATs.maac.ca/index.html>

September 1-2

New England Stunt Team Mitch Lilly Memorial Mass Cup Championship, Wrentham State School, Emerald St., Wrentham, MA

Saturday: Old Time, Classic

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

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

September 1-2

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

Saturday: Old Time, Classic

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

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

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

September 1-2

US Control Line Precision Aerobatics Team Selection Finals, AMA, E. Memorial Drive, Muncie, IN

F2B

Get entry blank from AMA Events Department, 5151 E Memorial Dr., Muncie, IN 47302, (765) 287-1256, ext. 231, lisaj@modelaircraft.org

September 2

Tree Town Modelaires Control Line Club Midwest Regional Championships, Aurora Airport, Sugar Grove, IL

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

CD: Bill Calkins, 317 Snow St., Sugar Grove, IL 60554, (630) 466-1531, clflyer@mchsi.com

<http://clflyer.tripod.com/ttown/treetowncontest.htm>

September 8

Michigan Control Line State Championship, Rouge Park, Detroit, MI

Old Time, Classic

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

September 8

HAMS Stunt Feed 'n' Fly, Jerry Tarnofski's house, 1038 Powells Valley Rd, Halifax, PA

Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Philip Cartier, 34 Sweet Arrow Dr., Hummelstown, PA 17038, (217) 566-3810, philcartier@earthlink.net

September 8-9

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

Saturday: Profile Stunt*, F2B

Sunday: rain date

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

September 8-9

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

Saturday: P-40*, Old Time

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

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

September 9

ERMAC XXXII Annual Fall CL Aerobatic Contest, Mountain View Park, Van Ness Dr. north of state highway 28, Middlesex, NJ

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

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

September 14-16

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

Friday: practice

Saturday: Classic*, Old Time, Profile*

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

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

September 15-16

Seguin Championships, Randolph Air Force Base Auxiliary Field, Seguin, TX

Saturday: Old Time, P-40*

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

CD: John Hess, 131 Fantasia, San Antonio, TX 78216, (210) 342-8029, jphess@satx.rr.com

www.tricityflyers.com

September 15-16

Columbia Basin Fall Classic, TRAC Stadium, Pasco, WA, 46.10989° N, 119.102031° W, <http://sjsharkie.dagnabit.org/baseball/ballparkguide/northwest/tricity.html>

Saturday: Classic, Profile*

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

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

September 16

Bergen County Flyers' New Jersey Aviation Hall of Fame Benefit, Palisades Park swimming pool parking lot, 275 Broad Ave, Palisades Park, NJ, http://www.gscb.us/map_to_pal_park.htm

Precision Aerobatics (Beginner, Intermediate*,



Advanced*, Expert*)

CD: Rich Peabody, 393 Fern St., Twp of Washington, NJ 07676, (201) 664-1929, rpeabody@verizon.net
www.richpeabody.com

September 16

The 12th Annual "This is Only a Hobby" 1/2A Stunt & Sport Race Contest, Sandwich, IL airport, 2 blocks south of the runway behind the former G&D Hobbies building. Take Route 34 to Vincent Dr., go 2 blocks on Vincent, then left on Earhart Dr.. Turn right at end of Earhart Dr.

1/2A Stunt* (Beginner, Intermediate, Advanced, Expert)

CD: Jim Renkar, 6201 S Nashville Ave, Chicago, Illinois, United States, 60638-4111, (773) 229-9353, ukiepilot@comcast.net

September 22-23

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

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

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

September 22-23

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

Saturday: Old Time, Classic

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

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

September 22-23

Cleveland Area Stunt Champs, Cuyahoga County Fairgrounds, 164 Eastland Road, Berea, Ohio (but use the Bagley Road entrance 1/4 mile west of Old Oak Boulevard). Take the Bagley Road Exit 235 from Interstate 71.

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

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

CD: David Heinzman, (440) 734-6491, DHeinz6746@cs.com

Contact: Joe Rusyniak (440) 951-9967

http://www.control-line.net

September 29

NVCL Contest, 10275 Old Colchester Road, Lorton, VA

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

CD: Dick Houser, 1314 S Oakland St, Arlington, VA 22204-4233 (703) 920-0683, RLHouser@starpower.net

September 29-30

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

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

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

CD: De Hill, 5811 S. Utica, Tulsa, OK 74105 (918) 743-

4912 (day) (918) 743-4912 (eve), dfhill@juno.com

http://www.tulsacl.com/Events.html

September 29-30

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

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

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

CD: Keith Bryant, 4706 Sheets Rd NW, Lancaster, OH 43130 (740) 756-4468, kbryantool@columbus.rr.com

September 29-30

Cholla Choppers' Karl Marschinke Memorial, Christopher Columbus Park, 4600 N. Silverbell Rd, Tucson, AZ

Saturday: Old Time, Classic, Profile*

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

CD: Lou Crane, 2163 Sonoita Dr., Sierra Vista, AZ 85635, (520) 459-0546, loucrane@cox.net

September 30

New York Stunt Team Joe Ortiz Memorial Stunt Bash, Flushing Meadows Corona Park

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

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

October 6-7

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

Saturday: Classic, Profile*, ARF*

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

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

October 6-7

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

Saturday: P-40*, Stunt Clinic

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

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

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

www.dmaa-1902.org

October 6-7

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

Saturday: Old Time, Classic, P-40*

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

CD: Bill Barber, 2509 Whitechapel Pl., Thousand Oaks, CA 91362 (805) 241-0453 barcam@verizon.net

October 6-7

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

Saturday: Profile* (Sportsman, Expert), Classic (Sportsman, Expert)

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

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

www.flyinglines.org

October 7

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

Old Time, Classic

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

October 7

Orbiting Eagles' Annual Contest, Seymour Smith Park, 72nd and Washington, Omaha, NE

Classic (Beginner, Intermediate, Advanced, Expert), Profile (Beginner, Intermediate, Advanced, Expert), Precision Aerobatics (Beginner, Intermediate, Advanced, Expert)

CD: Tom Egbert, (402) 330-6605, taegbert@cox.net

October 7

Garden State Circle Burners' Fall Air Show Part I, Palisades Park swimming pool parking lot, 275 Broad Ave, Palisades Park, NJ, http://www.gscb.us/map_to_pal_park.htm

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

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

October 14

Garden State Circle Burners' Fall Air Show Part II, Palisades Park swimming pool parking lot, 275 Broad Ave, Palisades Park, NJ, http://www.gscb.us/map_to_pal_park.htm

Precision Aerobatics* (Intermediate, Advanced, Expert)

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

October 19-21

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

Friday: Practice

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

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

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

cetlink.net

October 20-21

29th Annual Golden State Stunt Championships

Saturday: Old Time, Classic

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

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

October 20-21

Lee Lorio Memorial, Independence Park, Baton Rouge, LA

Saturday: P-40* (Beginner, Intermediate, Advanced, Expert)

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

CD: Gil Causey, 3229 Meadowood Dr., Slaughter, LA 70777, (225) 658-6139, gil6964@cox.net

October 21

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

Old Time

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

October 28

Tampa Bay Line Flyers' and Manatee County RC Club's October CL Stunt Contest, MCRC Field, 7315 71st Ave E, Palmetto, FL. From I-75, go north on US 301, turn L on Erie Rd., turn L on 69th St. Driveway to the field is past Buffalo Creek Golf Course and just west of school.

Old Time, Precision Aerobatics*

CD: Raymond Thompson, 3307 5th Dr. W, Palmetto FL 34221-6256, (941) 723-9381, rbt430@msn.com

Contact: Eric Viglione, eric@fcclaw.com

www.manateerc.com

November 3-4

Central Alabama Stunt Squadron Fall Stunt Meet, Central Alabama Sport Flyers R/C field, Clanton, AL From I-65 Exit 205, follow US 31 North for 1 mile, turn left on Chilton County Road 47 for approximately 3 miles. Site is on the right side of County Road 47, N32° 46.083' W86° 35.021'

Saturday: Old Time, Classic, Profile*

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

CD: Darrell Mims, 607 Dennis St., Clanton, AL, 35045 (205) 755-6257, dmims@drummondco.com

Contact: Lewis Popwell, (205) 755-6513; Jim Oliver, (334) 365-9648, nsrca_1133@yahoo.com

<http://www.casportflyers.com/>

November 18

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

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



CONTEST REPORTS



Howard Rush
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Beginner Event at the AMA Nationals

With help and support from the Paducah Aero Modelers KY, Peoria Wyerflyers IL, Memphis Control Line Club TN, New Albany Skyliners IN, and the Metroliner Control Line Club of Huntersville NC, the Beginner portion of the AMA C.L.P.A. NATs was run on Monday July 9 on the grass circles north of the "L" pad. This unofficial event went smoothly and efficiently with the assistance of so many friends.

The Junior/Senior division was flown as one group and the winners were: Chris Stevens of KY, Grace Paris of MI, Reinaldo Rodrigues of Brazil, Michael Paris of MI, Vanessa Rodrigues of Brazil, Amos Casa of Brazil and Reed Young of TX. The Open division pilots took to the air also with the following men taking their respective places in the final count: Charles Fowler of IL, Frank Zabudske of OH, Richard Duerksen of KS, Denis Downs of IL, Allen Rohrstaff of MI, Rob Young of OH, Bryon Rahilly of TN, Elliott Scott of CA (England transplant), and Bob Schroeder of OH.

Many individuals donated prizes to the event and names and addresses of those wonderful people were taped to the packages and hearty suggestions to send a thank you letter or card to them. Any donations for the 2008 NATs would be welcome. I allow the kids class to choose first in order of finish, thus allowing



Our Open Beginner winners are as follows from left to right: (front row) Allen Rohrstaff, Frank Zabudske, Elliott Scott, Charles Fowler (Champion), Richard Duerksen, Bob Schroeder and Rob Young. The back row includes Bryon Rahilly and Denis Downs.

the younger flyers that are being supported by growing family needs to be nurtured with care and concern.

I understand that Beginner and Intermediate will be flown on Sunday in 2008 as it was in 2006. The following pictures will feature those who donated their time and effort in making this year's Beginner event so successful. -Allen Brickhaus



The Junior/Senior flyers and their "loot" are as listed from left to right: Grace Paris, Michael Paris, Chris Stevens (Champion), Amos Casa, Vanessa Rodrigues and Reinaldo Rodrigues. Not pictured is Reed Young. Their choices pleased them so much. Thanks again to all donators.



Byron Barker worked as Pit Boss this year. He is such a dependable helper to Beginner. C.F. Slattery is his company, and they do a lot for the early pilot's contest at the NATs each year.



From left to right are Russ Gifford (Pull Tester), Randi Gifford (Runner) and guiding grand-father Bill Rutherford (of Reed Young).



Joanne Lynch and Jane Barker held the fort down with their work as tabulators in the two Beginner events. Don't mess with these ladies.



Watt Moore and Louis Rankin sat aside and worked up critiques for all the participants. Every flyer was critiqued separately by these two gentlemen and had no recourse with the actual judges.



Russ Gifford and Darrell Harvin are checking the list of flyers and assisting them with Pull Tests.



Bryon Rahilly took on his first NATs experience and took it all in stride. Bryon is a soon to be retired U.S. Coast Guard member and is stationed in Memphis, TN.



Our stalwart judges were: Mark Overmier, Wes Eakin and Eric Taylor. They take the brunt of the numbers job in the Beginner event.



These two "Eagles Nest" perpetual traveling trophies were sponsored by the Bob Howard family and built by Harry West of Paducah, KY.

NATs Results: Classic Stunt, July 10, 2007

Sponsor: Randy Smith, Aero Products

Name	Rd. 1	Rd. 2	Model	Engine
Jim Lynch	511.0	533.5	Super Ares	PA 40
Don McClave	509.0	527.0	Skylark	OS LA 40
Bud Wieder	526.5	523.0	Cavalier	OS LA 40
Gordan Delaney	521.0	518.0	All American Eagle	PA U/L 40
John Leidle	509.5	515.5	Nakke	Magnum 53
Mike McHenry	515.5	492.0	A-7A Corsair	OS LA 40
Roger Wildman	507.0	461.5	Caprice	Aero Tiger 36
Kenny Stevens	503.5	496.0	Caprice	Aero Tiger 36
Dee Rice	453.5	497.0	Ringmaster	Brodak 25
Tom McClain	494.0	Pass	Cobra	Double Star 40
Allen Goff	492.5	Pass	Mackey Lark	OS FP 40
Wesley Dick	489.0	470.0	1962 Ares	Aero Tiger 36
Mike Schmitt	479.0	487.5	Jamison Special	OS FP 40
Jim DeYoung	476.5	483.5	USA-1	PA 40 Lite
John Paris	483.5	Pass	Oriental	Fox 35
Thomas Case, Sr.	473.5	447.5	Shark 45	OS 52 4S
Scott Condon	468.5	Pass	Dolphin	Fox 35
Louis Rankin	411.5	460.0	Oriental	McCoy 40
Pat Johnston	455.0	409.5	Shark 35	OS LA 46
John Lindburg	448.0	Pass	Excalibur	OS LA 46
Jack Weston	438.0	446.0	Gieseke Nobler	OS FP 40
Ronnie Thompson	422.0	439.5	Thunderbird I	Brodak 40
John Gladfelter	417.5	423.0	Smoothie	OS FP 35
Bob Brookins	415.5	401.5	Oriental	Brodak 40
Dennis Moritz	121.0	287.0	Galaxy	OS FP 40
Wes Eakin	116.5	Pass	Magician	Barker 34
Allen Brickhaus	DNF	DNF	Rayette	OS Max 40H

Best Appearing: Kenny Stevens, Caprice
 Spirit of '64: Jim Lynch, Super Ares
 Judges: Randi Gifford, Darrell Harvin
 Pit Bosses: Linda Gleason, Shelly Gordon
 Pull Test: Louis Rankin
 Tabulators: Elaine Brookins, Edie Oliver, Karyn Urtnowski
 Runners: JoAnn Lynch, Buzz Brodak, Russ Gifford
 Registration: Lila Lee

Thanks to all who helped!
 Mike Keville, Event Director







NATs Results: Old Time Stunt, July 10, 2007

Sponsor: Randy Smith, Aero Products



Name	Rd. 1	Rd. 2	Model	Engine
Charles Reeves	297.5	283.5	Big Job	Fox 59
Dale Barry	290.0	289.0	Humongous	PA 40
Allen Brickhaus	269.5	275.0	Humongous	Double Star 50
Dee Rice	249.0	274.5	Ringmaster	Brodak 25
Todd Lee	272.0	268.5	Trixter A-B Twin	2x LA 15
Jim Lee	263.0	Pass	Humongous	Madewell 49
John Paris	256.0	242.0	Viking	Fox 36 Mk. V
Wes Eakin	255.5	205.5	Feno	"BB" 21
Scott Condon	242.5	220.0	Palmer Venus	Fox 35
Mike Schmitt	232.0	229.5	Jamison Special	OS FP 40
Bob Brookins	232.0	218.5	Ringmaster	Brodak 25
Wesley Dick	209.5	232.0	Don Still Stuka	Webra 32
Watt Moore	156.0	152.5	Barnstormer	Fox 35

Best Appearing: Scott Condon, Palmer Venus

Spirit of '52: Scott Condon, Palmer Venus

Judges: Gene Mills, Bill Heyworth

Pit Boss: Russ Gifford

Pull Test: Larry Lindburg

Tabulators: Elaine Brookins, Edie Oliver, Karyn Urtnowski

Runners: Karyn Urtnowski, Edie Oliver

Registration: Lila Lee

Thanks to all who helped!

Mike Keville, Event Director



NATs Results: Advanced

EVENT 325 - ADVANCED

Place	Name		Wednesday		Thursday		Total	Percent	Friday		Total
			Round 1	Round 2	Round 1	Round 2			Round 1	Round 2	
1	Josias	DELGADO	493.33		474.00		967.33		492.33	523.67	1016.00
2	Alberto	HABER	522.00		485.67	491.67	1013.67		516.00	492.00	1008.00
3	Oki	MINATO	463.33		499.33		962.67		483.33	515.67	999.00
4	Richard	GIACOBONE	425.33		484.33		909.67		502.67	493.00	995.67
5	Mark	HUGHES	478.00		521.33		999.33		497.67	493.33	991.00
6	Mike	GREB	471.00	458.00	481.67	477.00	952.67		494.33	487.67	982.00
7	Frederick	WEIDER	506.00		465.67		971.67		481.33	499.67	981.00
8	Eric	TAYLOR	446.67		433.00		879.67		477.67	502.33	980.00
9	Germanico	BECERRIL	457.00	454.00	498.00		955.00		467.67	509.33	977.00
10	Dale	GLEASON	117.33	461.33	466.67	439.33	928.00		494.33	482.67	977.00
11	Mike	SCHMITT	432.00	370.33	433.00		865.00		482.00	494.00	976.00
12	Francisco	FONTENELLE	377.33	428.67	455.00	447.67	883.67		489.33	485.33	974.67
13	Dennis	VANDER KUUR	434.00	441.33	445.33		886.67		498.00	476.00	974.00
14	Ryan	YOUNG	415.00		475.00		890.00		471.00	502.67	973.67
15	Scott	REYNOLDS	432.67		400.00		832.67		463.67	503.00	966.67
16	Marshall	BUSBY	463.33		471.67		935.00		482.33	482.33	964.67
17	Walter	BROWNELL	451.00		469.33		920.33		480.33	476.00	956.33
18	Antonio	MAZZARINO	402.33	90.33	466.00		868.33		456.00	498.33	954.33
19	Juan	KEMPEN	445.67	366.33	488.00		933.67		420.67	501.00	921.67
20	Pedro	JODAS	371.00	375.33	448.67		824.00		426.33	463.00	889.33
21	Mauro	RODRIGUES	372.33	474.00	453.33	216.33	927.33	0.920			
22	James	DE YOUNG	456.67		458.33	165.00	915.00	0.908			
23	Tales	DE FREITAS	463.00	283.00	441.00	305.67	904.00	0.897			
24	Crist	RIGOTTI	429.33		441.67		871.00	0.864			
25	J. H. (Jim)	RHOADES	405.67		425.33		831.00	0.859			
26	Thomas	CASE, JR	403.67	377.00	451.67	194.00	855.33	0.856			
27	John	WESTON	363.33	414.00	437.33	435.33	851.33	0.852			
28	Wesley	EAKIN	346.00	366.00	439.00	302.33	805.00	0.836			
29	Fernando	MONTEIRO	384.67	401.33	401.33		802.67	0.830			
30	Sergio	RODRIGUES	286.00	352.67	431.33	329.33	784.00	0.814			
31	Ildo Eduardo	TOZIM	375.00	418.67	348.33		767.00	0.793			
32	Donald	OGREN	343.00		374.33		717.33	0.755			
33	Fernando	CAMARGO	336.33	344.33	395.33		739.67	0.740			
34	Elizio	FRANCO, JR	322.33	341.67	375.33		717.00	0.717			
35	Marcos	ALLEONI	306.67	299.00	386.33		693.00	0.716			
36	Luiz	DUTRA	345.00	322.00	343.00		688.00	0.711			
37	Robert	BROOKINS	408.33		301.33		709.67	0.704			
38	Wilde Eno	JUARES	241.67		335.33		577.00	0.599			
39	Mike	TERNSTROM	435.67	276.33	130.33		566.00	0.566			
40	Reinaldo	RODRIGUES	171.33	204.67	263.67	252.67	468.33	0.484			
41	Paul	FERRELL			455.33	394.67	455.33	0.473			
42	Roger	WILDMAN	406.33				406.33	0.407			
43	Carl	LOVINS	359.00				359.00	0.373			
44	Larry	MALTMAN	345.00				345.00	0.358			
45	Louis	RANKIN	352.67				352.67	0.350			
46	Cleber	MARTINS			317.67	327.67	327.67	0.328			
47	Reinaldo	RODRIGUES, JR			162.67		162.67	0.163			
DNF	John	LINDBERG									
DNF	Neal	THOMPSON									



NATs Results: Open
2007 NATIONALS - EVENT 322 - OPEN

Place	Name	Wednesday		Thursday		Total	Percent	Friday			Saturday			
		Round 1	Round 2	Round 1	Round 2			Round 1	Round 2	Total	Round 1	Round 2	Round 3	Total
1	Orestes HERNANDEZ	512.00	518.00	514.00		1032.00		530.33	537.33	1067.67	531.50	536.50	521.50	1068.00
2	Derek BARRY	511.33		532.67		1044.00		532.33	535.00	1067.33	533.75	526.25	530.50	1064.25
3	David FITZGERALD	546.67		542.00		1088.67		533.00	541.00	1074.00	525.00	536.25	510.25	1061.25
4	Paul WALKER	527.67		549.00		1076.67		528.67	533.00	1061.67	527.25	532.50	519.25	1059.75
5	Brett BUCK	521.33		525.67		1047.00		527.67	538.33	1066.00	524.50	532.50	509.75	1057.00
6	Richard OLIVER	519.00		537.33		1056.33		525.00	531.67	1056.67				
7	Terry FANCHER	549.33		555.00		1104.33		524.00	531.33	1055.33				
8	Masaru HIKI	504.00	502.33	480.67	473.67	984.67		516.67	533.33	1050.00				
9	Matthew NEUMANN	502.67		512.33		1015.00		523.33	522.33	1045.67				
10	Howard RUSH	540.33		538.33		1078.67		508.33	529.67	1038.00				
11	James SMITH	327.67	488.33	522.00		1010.33		514.00	523.00	1037.00				
12	Kaz MINATO	544.33		514.67		1059.00		521.67	515.00	1036.67				
13	William RICH	510.67	522.67	516.33		1039.00		509.67	526.00	1035.67				
14	R. Steven MOON	500.33		487.33		987.67		522.67	512.00	1034.67				
15	Bene RODRIGUES	506.67	475.00	510.33	490.00	1017.00		513.33	517.33	1030.67				
16	Kenny STEVENS, JR	488.67		535.33		1024.00		512.67	511.33	1024.00				
17	Frank MC MILLAN	503.67	509.67	530.33		1040.00		509.00	511.67	1020.67				
18	Jim ARON	480.67		505.33	486.00	986.00		494.67	520.33	1015.00				
19	Bruce PERRY	523.67		500.00	489.67	1023.67		501.33	492.67	994.00				
20	Andre E. TOZIM	501.33	483.00	523.67		1025.00		483.33	500.67	984.00				
21	John HILL	497.00	517.00	506.00	57.33	1023.00	0.940							
22	Phillip GRANDERSON	489.67		489.67	197.67	979.33	0.935							
23	Kenton TYSOR	505.33		499.67		1005.00	0.923							
24	Michael SCOTT	497.67		498.00		995.67	0.915							
25	Bill RUTHERFORD	499.33		505.00		1004.33	0.909							
26	Gordan DELANEY	480.00		520.00		1000.00	0.906							
27	Michael PALKO	477.00	451.00	498.33	474.33	975.33	0.906							
28	Daniel BANJOCK	461.00	464.00	492.00	488.33	956.00	0.888							
29	Allen BRICKHAUS	463.00	425.33	509.00		972.00	0.880							
30	Allen GOFF	461.00		455.67		916.67	0.876							
31	James LEE	459.00	454.33	505.33		964.33	0.873							
32	Celso M. DE CILLO	480.33	456.00	452.33		932.67	0.857							
33	Michael MC HENRY	489.33		436.67		926.00	0.851							
34	Rogério ALVES	435.67	382.33	479.00		914.67	0.850							
35	Clovis CHIODI	444.67	468.33	413.00	146.00	881.33	0.842							
36	Wesley DICK	435.67	413.67	483.67		919.33	0.832							
37	Robert STORICK	414.00		472.00		886.00	0.823							
38	Thomas CASE	443.00	403.00	435.00	441.00	884.00	0.812							
39	Larry ROBERTSON	445.67		427.00		872.67	0.811							
40	John LEIDLE	406.33	260.67	459.33		865.67	0.804							
41	Noel DRINDAK	387.00		419.33		806.33	0.770							
42	Winfred URTNOWSKI	535.00		93.33		628.33	0.577							
43	Patrick JOHNSTON	447.67				447.67	0.428							
44	Roberto SILVA	381.00				381.00	0.364							
45	David EYSKENS	369.33	297.33			369.33	0.343							

DNF	John	D'OTTAVIO
DNF	Charles	FOWLER
DNF	Gene	MARTINE
DNF	Robert	MCDONALD



Junior Senior Cup Fly Off

2007 Nationals - EVENT 322J - JUNIORS

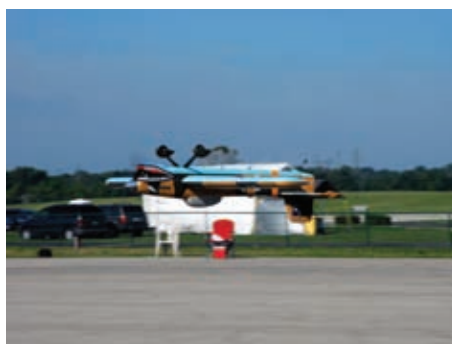
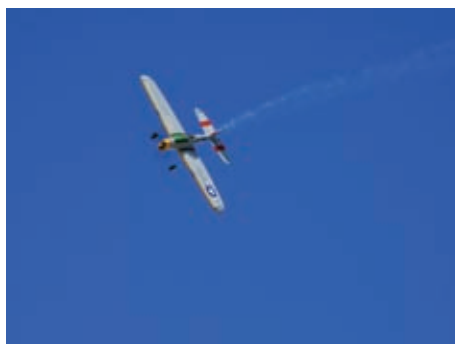
Place			Round 1	Round 2	Total
1	Ryan	Young	473.75	Pass	473.75
2	Reinaldo	Rodrigues, Jr	207.50	192.50	207.50
3	Eric	Fitzgerald	154.75	100.75	154.75
4	Reed	Young	48.00	50.25	50.25
5	Vanessa	Rodrigues	40.50	Pass	40.50

2007 Nationals - EVENT 322S - SENIORS 2007

Place			Round 1	Round 2	Total
1	Oki	Minato	492.25	459.50	492.25
2	Paul	Ferrell	471.00	360.25	471.00
3	Chris	Stevens	157.25	Pass	157.25
4	Thomas	Case, Jr	136.50	Pass	136.50

2007 Walker Cup Fly Off

Place			
1	Orestes	Hernandez	293.50
	Oki	Minato	Pass
	Ryan	Young	Pass





June 12-16, 2007, Carmichaels, PA

Expert

Judges: Kirk, Peabody

Dan Banjock	P-51	561.5
Windy Urtnowski	Novanta	556
Tom Dixon	Pegasus	555.5
Mike Palko	Silencer	553.5
Bob Dixon	Crystal	550
Kent Tysor	Strega	543.5
Rich Giacobone	Junker	538.5
Bud Wieder	Cavalier	538
John Simpson	Cavalier	537
Joe Adamusko	Seafire	535.5
Don Herdman	P-40 Warhawk	522
Robert Lampione	United V	516.5
Michael Chiodo	Olympic	511
John Paris	Profile Oriental	510.5
Mike Alimov	Bearcat	510.5
Bob Zambelli	Argus	509.5
Patrick Rowan	Destroyer	506
Gary Lutz	Spitfire	505
Dave Heinzman	Tempest II	502.5
John D'Ottavio	Silencer	495.5
Clayton Berry	Original Airplane	486.5
Phil Cartier	Interceptor	479
Jose Luis Oterino	Vector	470.5
Frank Carlisle	Pathfinder	445.5

Advanced

Judges: Dawson, Tultz

Phil Spillman	ARF Nobler	562
Lew Woolard	Strega	561
Ken Cerny	G2 Super Ares	558
Scott Reynolds	Cardinal	554.5
William Davis	Dancer	554
Price Reese	Rounder	551.5
Scott Condon	Pee Shooter	547
Jack Weston	ARF Electric Vector	545.5
James Coll	Phoenician	541.5
Mike Ostella	Bobcat	536
Richard Wolsey	SV-11	534.5
Bob Krug	Patternmaster	531.5
Thomas Weedman	Remedy	527.5

Ron Lutz	Strega	526.5
Linheart Smith	Bearcat	525.5
John Rakes	ARC Strega	519.5
George Waters	T-Bird II	518
Robert Swindell		515
James Sumner	Great Joy	511
Leonard Burgess	Oriental	507
Dr. Pete Moskel	Magnum	507
Aaron Moskel	SV-11	504.5
John Tate	P-40	499.5
Bob Brookins	Strega	489.5
Watt Moore	Miss Olivia	469.5
Marvin Denny	Novi	443.5
Lloyd Gregory	Magnum	322.5
Gil Reedy	Fancy Pants	159

Intermediate

Judges: Moore, Reeves

Doug Benedetti	'57 Nobler	481.5
Peter Schlessler	ARF Pathfinder	459.5
Norm Liversidge	Magnum	447
Thomas Cappadonia	Profile Oriental	443.5
Dennis Truxal	ARF P40	426.5
Brad Smith	Legacy	426.5
John Passalaqua	Vector	413
Rick Blankenship	Omnium	412
Mike Danford	Banshee	409.5
Rollin Keszler	Zonster	406
Don Sopka		405.5
David Reyes	Tucker Special	402.5
Dick Hodge	Sukhol	402
John Cocking	Oriental	398.5
Sam Laughery	Cardinal	391.5
Clyde Richey	Nobler	387
Wayne Buran	ARFOriental	386
Alan Buck	Vector	383
Richard Antoszewski	Cardinal	379
Hank Womble	Ghost Rider	378
Dennis Moritz	Galaxy	339.5
Ted Heinritz	Gee Bee	321.5
Bernard Suhamski	Smoothie	317
Ian Smith	Oriental	303.5
Bill Mandakis	Smoothie	93

Beginner

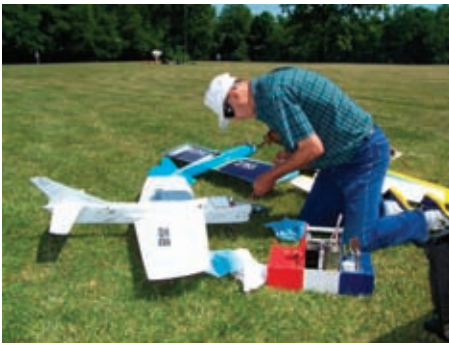
Judges: Heinritz, Tarnofsky

Artie Jessup	Cardinal	280.5
David Shad	ARF Smoothie	265
Tom Taylor	ARF Nobler	256
Sumner Forrest	Tanager	251.5
Dennis Hastings	Smoothie	237.5
Rob Young	Primary Force	236.5
William Stewart	Tutor	230.5
Ryan Taylor	Tutor	227.5
John Rewis	ARF Nobler	207
Joe Maxwell	Primary Force	203
Robert Schroeder	Gypsy	202
Paul Taylor	Twister	180.5

Grace Paris	Super Clown	169	Ian Smith	Oriental	417
Dan Reedy	Twister	167.5	Brad Smith	Smoothie	414.5
Tucker Blankenship	Ringmaster Jr	126.5	Bernie Trent	Chipmunk	406
Dalton Hammett	Quetzal	96.5	John Cocking	Oriental	403.5
Michael Paris	Super Clown	55.5	Richard Antoszewski	Oriental	380.5
			Bill Mandakis	Smoothie	375
Classic Expert			Jerry Tarnofsky	Hurricane	371
Judges:	Richlen, Houser		Clyde Richey	Nobler	365.5
			Wayne Buran	ARF Oriental	363.5
Tom Dixon	Pegasus	569	Dennis Moritz	Galaxy	361
Bob Dixon	Nobler	565			
Bud Wieder	Cavalier	558	Classic Beginner		
Carl Lovins	Tucker Special	556	Judges:	Weston, Moritz	
John Simpson	Cavalier	553			
Michael Chiodo	Olympic	550	David Shad	Smoothie	281.5
John Saunders	Humongous	546	Joseph Pekny	ARF Oriental	238.5
Dave Heinzman	Chipmunk	544.5	Artie Jessup	Nobler	237.5
Bob Zambelli	Argus	544.5	Dennis Hastings	Ringmaster	230.5
Patrick Rowan	Oriental	540	John Rewis	ARF Nobler	215.5
John Paris	Profile Oriental	533.5	Grace Paris	Super Clown	214
Lew Woolard	Viking	526	Robert Schroeder	Gypsy	199
Gary Lutz	Lark	524	Michael Paris	Super Clown	72
Javier Aguiar	Oriental	518.5	Harry Crespo	Nobler	61.5
Alberto Parra		506.5			
			Old Time Expert		
Classic Advanced			Judges:	Kirk, Davis	
Judges:	Palko, Banjock				
			John Saunders	Humongous	313
Bob Reeves	Skylark	468	John Paris	Viking	297
Ken Cerny	Olympic	467	Lew Woolard	Viking	293.5
Jack Weston	Nobler	465.5	Mike Ostella	Jamison Special	293
James Coll	Phoenician	463.5	Richard Houser	Zilch	292.5
Scott Condon	Dolphin	463	Patrick Rowan	Viking	289.5
Phil Spillman	Nobler	458	Bob Zambelli	Stinger	288.5
Marvin Denny	Novi II	456	Mike Palko	Super Clown	283
Mike Ostella	Smoothie	454.5	Dan Banjock	Wee Duper Zilch	281.5
Thomas Weedman	Skyraider	450	Phil Cartier		273
Leonard Burgess	Oriental	449	Javier Aguiar	Oriental	257
William Davis	Sky Dancer	448	Sergio Hernandez		253.5
Bob Brookins	Oriental	443	Alberto Parra		231
Dr. Pete Moskel	Nobler	433	Robert Lampione	Ringmaster	227.5
George Waters	T Bird	428.5			
Linheart Smith	Bearcat	422.5	Old Time Advanced		
Paul Smith	Midwest Magician	408	Judges:	Sheeks, Scarinzi	
Richard Wolsey	JD Falcon	398.5			
Bob Krug	Chipmunk	332.5	Mike Donovan	El Diablo	289.75
Gil Reedy	Fancy Pants	325	Phil Spillman	El Diablo	256.50
Ron Lutz	Bonzo	24	Marvin Denny	Guided Whistle	252
			Thomas Weedman	Barnstormer	244.25
Classic Intermediate			Scott Condon	Venus	242
Judges:	Tate, Swindell		Paul Smith	Trixter	238
			Richard Wolsey	Madman	233.50
John Gladfelter		451.5	Jack Weston	Ringmaster	230.50
Doug Benedetti	'57 Nobler	450	James Coll	Ringmaster	213.50
Hank Womble	Mustang	450	Bob Brookins	Barnstormer	211.25
Mark Gerber	Thunderbird II	437	Ron Lutz	Firecat	210.75
Dennis Truxal		433.5	Don Herdman	Black Tiger	200.75
Ted Heinritz	Nobler	428.5	Lloyd Gregory	Super Zilch	197
John Passalacqua	Oriental	427.5	Watt Moore	Jamison	194.25



Bob Reeves	Ringmaster	183.25	Paul Smith	Midwest Magician	438.5
Gil Reedy	Zilch	178.75	Watt Moore	Tutor II	438
Bob Krug	Smoothie	158.25	Richard Wolsey	Berserka	429.5
Price Reese	Viking	89	Bob Krug	P-40	429
			Lloyd Gregory	Teosawki	398.5
Old Time Intermediate					
Judges:	Hermans, Benedetti		Profile Intermediate		
			Judges:	Berry, Denny, Tate, Swindell	
Brad Smith	Super Zilch	275			
Richard Antoszewski	Barnstormer	263.5	Doug Benedetti	ARF P-40	440.50
Bill Mandakis	Viking	258.5	Rollin Keszler	Zonster	431.50
Harry Clark	Barnstormer	255	Peter Schlessler	ARF Pathfinder	415.50
Ian Smith	Devil Bat	246	Dennis Truxal		399
Clyde Richey	Barnstormer	225	Ted Heinritz	Banshee	393.50
Bernard Suhamski	Smoothie	213.5	Jim Catevenis	Teosawki	390.75
Eric Keller	Viking	211.5	Chris Burgess	Pathfinder	390.75
John Cocking	Rinehart Int'l.	205.5	Norm Liversidge	Tutor II	388.75
Dennis Hastings	Ringmaster	123	Rick Blankenship	Prowler	388.50
			Mike Danford	Banshee	387.50
Profile Expert			Thomas Cappadona	Profile Oriental	371.25
Judges:	Peabody, D'Ottavio		John Gladfelter	Smoothie	363
			Brad Smith	Ultra	354
Dan Banjock	P-40	534	Sam Laughery	Corsair	352.75
Mike Palko	Super Clown	529.5	John Passalaqua	P-40	350.75
Tom Dixon	Cardinal	529	Jerry Tarnofsky	White Knuckles II	348.5
Gary Tultz	ARF Cardinal	521.5	Alan Buck	Cardinal	345
Mike Alimov	Quickie 2	513	Harry Clark	Super Clown	315.75
Robert Lampione	Tutor II	508.5	Richard Antoszewski	Cardinal	309.25
John Paris	Profile Oriental	495	Bernie Trent	ARF Cardinal	308
Scott Richlen	Fun 51	493.5	Clyde Richey	Xceeder	301.75
Bob Zambelli	Cardinal	473.5	Paul LeBlanc	Twister	203.50
Patrick Rowan	Stunter 131	472	Bill Mandakis	Enterprise Pro	196.75
Phil Cartier	Interceptor	468.5	Kenneth Dawson	Cardinal	184
Clayton Berry	Original Airplane	466.5			
John Saunders	ARF P-40	465.5	Profile Beginner		
Lew Woolard	Primary Force	464	Judges:	Dawson, Ostella, L. Burgess, C. Burgess	
Michael Chiodo	Cardinal	444.5			
Alberto Parra		415.5	George Marenka	Shoestring	260
Sergio Hernandez		408	Artie Jessup	Cardinal	259.50
Javier Aguiar	Oriental	394.5	Rob Young	Primary Force	246
			Larry Talley	Cardinal	245
Profile Advanced			Joseph Pekny	Twister	244.75
Judges:	Waters, Zambelli		William Stewart	Tutor	235.25
			John Rewis	Banshee	223
Ken Cerny	Cardinal	546.5	Grace Paris	Super Clown	218.50
Phil Spillman	Model Air	542	Robert Schroeder	Banshee	215.25
William Davis	Teosawki	538	Dennis Hastings	Primary Force	212
Mike Donovan	Fancherized Twister	536	Harry Crespo	Cardinal	206.75
Jack Weston	ARF Cardinal	534	Dennis Thiel	Cardinal	194.75
Robert Swindell		527	Ray Rowh	Lightning Streak	194.25
Mike Ostella	Space Walker II	526	Joe Maxwell	Primary Force	176.75
James Coll	Cardinal	522	Dan Reedy	Twister	120.75
Price Reese	Cardinal	522	Sumner Forrest	Magician	94
Bob Reeves	Twist Master	516.5	Michael Paris	Flite Streak	54.75
Bob Brookins	Primary Force	510			
John Tate	P-40	509	CDs:	Allen Brickhaus, Tom Hampshire	
Thomas Weedman	Midwest Skyraider	506.5	Appearance Judges:	Pete Klepsic, Lynn Babic	
Ron Lutz	Cardinal	503.5			
Dr. Pete Moskel	Two Pointer II	467.5			





2007 Ron Connors Memorial Stunt Meet

May 26 & 27, 2007

Wrentham, MA

Contest Director: Guerry Byers

Tabulators: Kathy Byers and Teresa Suarez

Old Time Stunt

1. Richard Carville	309.5
2. Will Moore	272.5
3. Don Heardman	260.5

Ringmaster
Ringmaster
Black Tiger

Classic

1. Richard Carville	562.5
2. Will Moore	542
3. Linheart Smith	488
4. Matthew Colan	330.5
5. Marcel Suarez	298.5

Judges : Norm Liversidge & Steve Yampolsky

Nobler
Nobler (Electric)
Bearcat (Electric)
Smoothie
Tutor II

Beginner

1. Matthew Colan	320
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Junior Award

FW 190 McCoy 35 Best

Intermediate

1. Marcel Suarez	421.5
2. Paul LeBlanc	343

Tutor II Royal
Twister OS40FP

Advanced

1. Curt Nixon	490.5
2. David Chang	477.5
3. Norm Liversidge	463
4. Bob Robertshaw	459
5. Pete Moskel	410.5
6. Linheart Smith	408
7. Jim Sumner	298
8. Dave Reagan	DNF

Judges: Bill Hummel & Bill Suarez

Expert

1. Steve Yampolsky	590.5
2. Bill Suarez	590
3. David Eyskens	570
4. Don Heardman	567.5
5. Neal Thompson	483
6. Bill Hummel	482.5
7. Noel Drindak	470.5

Judges: Guerry Byers & Glenn Kaler

SV-23 Katana PA65
Tutor II OS52 special
Magnum DS 54
Styleless ST46
Two Pointer II ST40
Tutor II OS46LA
Great Joy OS46 & ST45
Pattern Master ST60

Concourse:

Special Thanks to:

Dave Eyskens
Hog Heaven Hobbies
McDonald's Corp.

Spirit of Competition Award:

Field Preparation:

Certificates:

Steve Yampolsky
Bob Lindsay, Rick Clark and Guerry Byers
Dave Cook

Dallas Aero Summer Heat

DMAA

June 16 & 17, 2007

CONTEST DIRECTOR - TERRY KIRBY

ASSISTANT CD - DALE GLEASON

3rd	Bill Wilson	500612	Panther/Johnson35	509	520.5
4th	Mike Scott	164852	Genesis/PA65	508	519.5
5th	Dee Rice	1473	RingMaster/Brodak25490.5		Pass
6th	David Gresens	72617	RingMaster/Brodak25476		Pass
7th	Bud Burroughs	248175	Magician/FP40	452.5	Pass
	Tom Farmer	6150		Pass	Pass

Place	Contestant	AMA#	1st Flt	2nd Flt
OLD TIME STUNT - June 16th				
1st	Gaylord Elling	8164	326.5	317
2nd	Dee Rice	1473	317.5	311.5
3rd	Sean McEntee	213325	296	307.5
4th	Bob Lipscomb	17556	303	241.5
5th	Bud Burroughs	248175	295.5	300
6th	Jim Thomerson	77317	297	298.5
7th	Dave Ek	17358	282.5	296
8th	Mike Greb	1326	295.5	291.5
9th	Stan Haugarth	221248	247.0	Pass
10th	Tom Farmer	6150	233	Pass

CLASSIC STUNT - June 16th				
1st	Dee Rice	1473	477	486.5
2nd	Gaylord Elling	8164	450.5	476
3rd	Louis Rankin	10859	473	475
4th	Sean McEntee	213325	455	468.5
5th	Zuriel Armstrong	20932	461	450
6th	Bud Burroughs	248175	452.5	452
7th	Tom Farmer	6150	403	435.5
8th	Stephen Jeansonne	721083	377	431.5
9th	Roger Olson	788990	289.5	385
10th	Jim Phillips	703783	375	370.5
11th	Stan Haugarth	221248	309.5	Pass

PRECISION STUNT - June 17th

Place	Contestant	AMA#	Plane&Engine	1st	2nd
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Beginner:

1st	David Russum	335952	Sky Ray/FP20	219	Pass
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Intermediate:

1st	Norm Faith	9376	Twister/Brodak 40	388.5	387
2nd	John Cox	634330	Shark 35/ AeroTiger36379.5	362.5	

Advanced:

1st	Mike Greb	1326	Impact/Rojett56	479	470
2nd	Louis Rankin	10859	Oriental/McCoy40	469.5	470
3rd	Don Hutchinson	5402	ProfileSBD/OS40FP	459.5	469.5
4th	Jim Phillips	703783	Tumble Bug/ST60	419	448.5
5th	Zuriel Armstrong	20932	ARF Nobler/Fox35	446.5	438
6th	Sean McEntee	213325	P-Force/OS25LA	296	433
7th	Dave Ek	17358	Jamieson/Testors29	410	185.5
	Gaylord Elling	8164	Venus/ AeroTiger36	Pass	Pass
	Roger Olson	788990	SVII/PA65	Pass	Pass

Expert:

1st	Doug Moon	496454	Geo Bear/PA65	526.5	542.5
2nd	Steve Moon	521164	Saturn/OS52FS	519	523

CLASSIC CONCOURS AWARD:		Louis Rankin
PILOT'S CHOICE AWARD:		Bill Wilson
VOLUNTEERS		
June 18th:		
Old Time Stunt & Classic Stunt Event Director:		JOHN COX
Old Time Stunt Judges:		Don Hutchinson Bill Wilson
Classic Stunt Judges:		Mike Scott Don Hutchinson
June 19th:		
Precision Aerobatics Event Director:		DALE GLEASON
Beginner, Intermediate & Advanced Judges:		Jerry Leuty Dale Gleason
Expert Judges:		Bill Lee John Grigsby
Tabulator/Enrollment:		Rachel Wilson
Pull Testers:		Gaylord Elling
Runners: Lance Elling		Raffle & Lunch: Linda Gleason
Daang Faith		George Hamby
Norm Faith		Sandra Lee
Many Others		Jon Heber



Zuriel Armstrong's Nobler





Bud Burroughs' Jamison Special



Sean McEntee's Ringmaster



Sean McEntee's Ringmaster



Gaylord Elling's All Australian



Dee Rice's Ringmaster



Dave Ek's Jamison Special



Louis Rankin and Dee Rice with Louis's concours winning Oriental



Don Hutchinson's Profile Dauntless



Dave Gresens' Ringmaster Ultra Lite



Bill Wilson's Kenhi Panther



Dave Gresens' Ringmaster Ultra Lite



John Cox's Shark 35



Norm Faith's Fancherized Twister



Mike Scott's Genesis

Garden State Circle Burners' Old Time and Classic Contest

June 3, GSCB Field, NJ

Results from Rich Peabody

Classic Expert

1	Buddy Wieder
2	Tom Hampshire
3	Mike Cooper
4	Brian Manaut

Classic Advanced

1	Mike Ostella
2	Steve Mac Bride
3	Bob Krug
4	Rich Peabody

Classic Intermediate

1	Ron Testa
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Classic Beginner

1	Logan Fleisher
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Old Time I

1	Mike Ostella
2	Ron Testa
3	Ray Zarichak

Old Time II

1	Bob Krug
2	Roy Ward

Spirit of 52 Award: Mike Ostella, Old Time Smoothie

John D'Ottavio Spirit of Classic Award: Mike Cooper, '59 Ares

CD: Reuben Mac Bride

Special Guest: Bob Hunt

Windy and threat of rain...then it DID rain.

Sig

Montezuma, Iowa

October 7-8, 2006, Salem, OR

Results from Crist Rigotti

Expert

1	Jim Lee	569.5
2	Bob McDonald	567
3	Dennis Vander Kuur	564.5
4	Jim Schuett	560.5
5	Keith Sandburg	560
6	Ed Prohaska	555.5
7	Dan McEntee	548.5, 537
8	Robert Storick	548.5, 462.5
9	John Garrett	545
10	John Paris	540
11	Mike Schmitt	539.5
12	Russ Gifford	536.5

13	Sam Sciorrotta	532
14	Crist Rigotti	529.5
15	Buzz Paricka	527.5
16	Lew Woolard	524
17	Bob Arata	519.5

Advanced

1	Sina Goudarzi	553
2	Peter Mick	545.5
3	Pete Plunkett	545
4	Larry Lindburg	536.5
5	Jim Funk	528.5
6	Gene Scheiderer	517.5
7	Ivars Greizins	509
8	Dale Josephson	502
9	William Smith	493.5
10	Bob Brookins	491
11	Gary Frost	476
12	Marvin Babcock	419
13	Bill Calkins	381.5

Intermediate

1	Skip Spoula	478
2	Andrew Hathaway	460.5
3	John Christensen	451
4	Wade Pearson	386
5	Glen Peterson	361.5
6	Matt Spoula	295

Beginner

1	Grace Paris (Jr.)	264.5
2	James Gifford	258
3	Ryan Heath (Jr.)	118.5
4	Michael Paris (Jr.)	72

Classic

1	Jim Lee	573.5
2	John Paris	567.5
3	Dan McEntee	565.5
4	Mike Schmitt	563.5
5	Jim Schuett	560.5
6	Bob McDonald	549
7	Buzz Paricka	548
8	Keith Sandburg	542.5
9	Bob Baldus	539.5
10	Crist Rigotti	532.5
11	Bob Arata	531.5
12	Lew Woolard	527
13	Gene Scheiderer	515.5
14	Bob Brookins	514
15	Glen Peterson	494.5
16	Larry Lindburg	489

Old Time

1	Jim Lee	299
2	Bob Baldus	287
3	John Paris	285.5
4	John Garrett	285
5	Dan McEntee	282



6	Crist Rigotti	278.5
7	Keith Sandburg	265.5
8	Bob Arata	259.5, 240
9	Bob Brookins	259.5, 189.5
10	Sina Goudarzi	255, 240
11	Lew Woolard	255, 235.5
12	Mike Schmidt	247
13	Andrew Hathaway	246.5
14	Larry Lindburg	224.5

P-40

1	Dan McEntee	506.5
2	Dennis Vander Kuur	499
3	Jim Schuett	490
4	Keith Sandburg	489
5	Mike Schmitt	482.5
6	Jeff Welliver	479
7	Bob Baldus	475
8	Crist Rigotti	473
9	Andrew Hathaway	470
10	Peter Mick	458, 446
11	Jim Funk	458, 437.5
12	Larry Lindburg	455.5
13	Sina Goudarzi	452
14	Gene Scheiderer	444.5
15	Gary Frost	429
16	Larry Maltman	428
17	Alan Hahn	425
18	Lew Woolard	424.5
19	Ivars Greizens	422
20	John Christensen	415
21	Bob Brookins	401
22	Dale Josephson	398.5

CD: Mike Gretz

Jim Parsons Memorial Stuntathon

June 22-23, 2007, Puyallup, WA

Expert

Judges: Dave Gardner, Steve Helmick

1	Paul Walker	Impact XLE	Plettenburg	572.5
2	Howard Rush	Impact	OS .40VF	552.5
3	Pat Johnston	Johnston Mustang	Stalker .51 RE	544.5
4	Jack Pitcher	Centennial	PA .61 SE	535
5	Scott Riese	Cobra	Scott Riese .40 LA	534.5
6	Pete Peterson	Sultan	RO-Jett .40	532.5
7	Randy Powell	Slider	OS .40VF	524
8	Leo Mehl	Grinder	OS .46 LA	54

Advanced

Judges: Pete Peterson, Steve Helmick

1	Mike Haverly	Oriental Plus	RO-Jett .40	492
2	Jeff Rein	Smoothie	Magnum .36	482
3	John Thompson	Vector 40	OS .40 LA	459
4	Dave Pellerin	Whitely Shoestring	Saito .72	439

5 Dave Gardner Johnston Epiphany ST .60 419.5

Intermediate

Judges: Pete Peterson, Steve Helmick

1 Mark Scarborough P-40 ARF OS .46 LA 357

Beginner

Judges: Pete Peterson, Steve Helmick

1 Buzz Wilson Flite Streak OS .20 FP 238

Classic

Judges: Steve Helmick, Dave Gardner

1	Scott Riese	Cobra	Scott Riese .40 LA	538
2	Don McClave	Skylark	OS .46 LA	534.5
3	Pat Johnston	Shark .35	OS .46 LA	520
4	Bob Smiley	Oriental Profile	Brodak .40	500.5
5	Mike Haverly	J. D. Falcon	Brodak .36	489
6	John Thompson	1959 Ares	Brodak .40	486
7	Jeffrey Rein	Smoothie	Magnum .36	465.5
8	Mark Scarborough	Oriental	OS .35 FP	371

Old Time

Judges: Bob Parker, Dave Gardner

1	Pete Peterson	Jamison	L&J Fox .35	298.5
2	Bob Smiley	Jamison	Brodak .40	298
3	Jeffrey Rein	Smoothie	Magnum .36	270.5
4	Scott Riese	Humongous Atwood Triumph .49		258
5	Buzz Wilson	Ringmaster	OS .35 FP	219

Northwest Profile Expert

Judges: Leo Mehl, Steve Helmick

1	Bob Smiley	Oriental Profile	Brodak .40	519
2	Pat Johnston	Brodak P-40	OS .46 LA	494
3	Jerry Eichten	Brodak P-40	ST .51	440

Northwest Profile Sportsman

Judges: Leo Mehl, Steve Helmick

1	Mike Haverly	Twister	Magnum .36	409.5
2	Mark Scarborough	P-40 ARF	OS .46 LA	338

Pit Boss: Gary Letzinger

Tabulation: Angela Stratton, Jill Claus, Paul Walker

Field Setup and Restoration: Northwest Skyriders



Top Class Annual

May 26-27, 2007, Topeka, KS

Results from Jim Lee, CD

Old Time

Judges: Dale Hrenchir, Pete Lee

1	Bud Burroughs	Jamison Special	McCoy 40	300.5
2	Lew Woolard	Viking	Silver Foxx 40	299
3	Marvin Denny	Guided Whistle	K&B Greenhead	35294.5
4	Andrew Hathaway	Ringmaster	Fox 35	294
5	Jim Kraft	Dragon	Fox 35	290
6	Mike Greb	Ringmaster	Thunder Tiger 35	278.5
7	John Holliday	All American Sr	Fox 29	269.5
8	Bob Brookins	Ringmaster	Brodak 25	241.5
9	Richard Duerksen			232.5

Beginner

Judges: Dale Hrenchir, Pete Lee

1	Richard Duerksen	291
2	Howard Terrell	263.5

Intermediate

Judges: Dale Hrenchir, Pete Lee

1	Andrew Hathaway	504
2	W. R. Crane	397.5
3	Jim Pescetto	239.5

Advanced

Judges: Jim Lee, Ginger Taylor

1	John Bender	Legacy 50	Silver Foxx 50	532
2	Mike Greb	Impact	RoJett 76p	527.5
3	Jim Kraft	Magician	McCoy 40	516
4	Bob Brookins	Profile Force	Silver Fox 35	507.5
5	Ken Nash	Legacy	LA 46	506
6	John Holliday	Accentor	RoJett 40	496

Expert

Judges: Jim Lee, Ginger Taylor

1	Dave Tribble	P-40	RoJett 40p	552
2	Dale Gleason	Impact	RoJett 76p	549
3	Ed Prohaska	ARF Nobler	Stalker 40RE	525.5
4	Lew Woolard	Windy Lew	LA 46	521
5	Bud Burroughs	NoName	OS 40FP	520.5
6	Marvin Denny	Novi IV	Denny Fox 35	503.5

Concours:

Dave Tribble, P-40

Spirit of '52 Award:

Marvin Denny, Guided Whistle

Tabulators:

Patty Chilton, Gayle Taylor

Pull test and Pit Boss:

John Bender, Howard Terrell

Tree Town Modelaires' Firecracker Stunt

July 1, 2007, Sugar Grove, IL

Results from Crist Rigotti

Expert

1	Chris Rud	521.5
2	Dennis Vander Kuur	498.5
3	Mike Schmitt	494
4	Fred Krueger	484
5	Russ Gifford	482.5
6	Buzz Parika	478
7	Jim Renkar	477
8	Crist Rigotti	473.5

Advanced

1	Tom McClain	509
2	Larry Lindburg	495
3	Aaron Nottingham	479
4	Bill Smith	468
5	Jerry Bobb	463
6	Peter Mick	450.5
7	Alan Hahn	443.5
8	Bill Calkins	297.5

Beginner

1	Denis Downs	240.5
2	Nate Batey	223
3	Alex Royal	110.5
4	Art Johnson	54

P-91

1	Dennis Vander Kuur	509
2	Fred Krueger	498
3	Larry Lindburg	474
4	Mike Schmitt	463
5	Crist Rigotti	460.5, 448
6	Peter Mick	460.5, 440.5
7	Alan Hahn	450.5
8	Bill Calkins	365

CD: Rich Tupper

Judges: Alan Hahn, Larry Lindburg, Crist Rigotti,

Russ and Randi Gifford, Jim Renkar

Assistant Chef

Aaron Nottingham

Tabulator Al Kelly



Wisconsin Stunt and Scale Championship

June 10, 2007, Pewaukee, WI

Results from Crist Rigotti

Expert

1	Crist Rigotti	Agenda 75	PA 75	484.5
2	Michael Schmitt	Shrike	PA 40	479.5
3	Russell Gifford	Primary Force	FP 40	478
4	Jim Renkar	Smoothie	Brodak 40	472
5	Jeff Welliver	Tudor	K&B 40	450

Advanced

1	Larry Lindburg	Vector 50	DS 50	482
2	Peter Mick	Legacy	ST 60	467

3	William Smith	Cardinal	K&B 40	465
4	Gene Scheiderer	Twister	OS 40	455.5

Beginner Sr.-Open

1	Denis Downs			243
2	Brad Jungheim	Twister	Tower 40	233.5

Beginner Jr.

1	Alex Royal			89.5
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CD: Peter Mick



PAMPA NEWS



Executive Council Meeting Minutes

The PAMPA Executive Council held its annual meeting at AMA headquarters on July 11, 2007. President Paul Walker opened the meeting at 6:05 PM. Present were the following District Directors: District 2, Windy Urtnowski; District 4, representative Warren Tiahrt for Bill Little; District 5, Dale Barry; District 6, Allen Brickhaus; District 7, Crist Rigotti; District 8, John Hill, District 9, representative Bill Lee for Carl Shoup; District 10, David Fitzgerald and District 11, Bruce Hunt. Officers present were President Paul Walker, Vice-President Brett Buck, Secretary/Treasurer Shareen Fancher, Membership Secretary Russ Gifford and Stunt News Editor Tom McClain. Absent were District 1 Director Dave Cook and District 3 Director Patrick Rowan.

Paul Walker presented the agenda to the EC and members were given time to peruse the schedule. At 6:06 Secretary/Treasurer Shareen Fancher reported on the status of our treasury. She has a small petty cash fund of \$11.99, plus \$5,697.63 in regular checking and a CD in the amount of \$30,527.62, giving us a grand total of \$36,225.25. We have two more issues of Stunt News to purchase and mail and

those will cost approximately \$24,000.

We will see an influx of money from dues later this year. Our membership always fluctuates but presently we have 214 foreign members and 1136 US members for a total of 1,360.

The cost of printing Stunt News has increased recently, along with a large increase in postal fees. These factors have given rise to the need to search for methods of either cutting costs or raising dues. There is very little overhead in the function of PAMPA business. Almost all of our money goes to printing and mailing out Stunt News.

At 6:20 P.M. Tom McClain showed us a PowerPoint presentation on ways and means of cutting costs and how those cost-cutting measures would affect the expense of producing Stunt News. All members' dues rates are below what it costs produce and mail a yearly subscription to Stunt News.

Please visit www.control-line.org Memers Only section if you wish to see Tom McClain's assessment document.

At 6:45 P.M. the EC discussed the current means of validation of ballots and no change was deemed necessary at this time. It was mentioned by Shareen that it will cost us about \$1,000 to send out ballots. The insertion of the proposed bylaws revisions will be included in the ballots for officers. Paul Walker suggested and it was agreed by the EC that we will send the general membership the final version of these proposed bylaws revisions and it will be a yes or no vote on the complete package.

The EC meeting was closed at 6:58 P.M.

Respectfully submitted,
-Allen Brickhaus
District 6 Director

General Membership Meeting Minutes

The PAMPA 2007 General Membership meeting was held on July 11, 2007 at AMA headquarters in Muncie, Indiana.

The meeting was opened at 7:02 P.M. by President Paul Walker. At 7:04 P.M. Secretary/Treasurer Shareen

Fancher presented the same report to the general membership that she had given to the EC. See minutes of the EC meeting for that report.

At 7:05 P.M. Stunt News Editor Tom McClain showed his PowerPoint presentation on costs to produce the magazine and potential savings from cost-cutting measures. See minutes of the EC meeting for that report also.

At 7:30 Old Business was opened with a short discussion of bylaws revisions being sent to the general membership as discussed in the EC meeting. Paul Walker passed out copies of the proposed bylaws revisions to all present at the general membership meeting.

At 7:31 New Business was opened with nominations of officers. Nominations are as follows:

District 1 - Dave Cook
District 3 - Dennis Moritz and Patrick Rowan
District 5 - Dale Barry
District 7 - Crist Rigotti
District 9 - Carl Shoup
District 11 - Bruce Hunt
Secretary/Treasurer - Dave Gardner
President - Randi Gifford and Bill Rich

Paul Walker made note of the hard work done by Warren Tiahrt these past. A round of applause by the members present marked his speech. Paul then announced that he will assume the duties of NATs ED for at least the next three years. Paul encouraged other National winners and Top Twenty flyers to volunteer as judges and workers in the future.

Don McClave stated that we should be appreciative of the work that Shareen Fancher has done for PAMPA as Secretary/Treasurer for the past twelve years. A standing ovation followed his words.

The meeting closed at 7:40 P.M.

Respectfully submitted,

Allen Brickhaus
District 6 Director

STUNT NEWS, Present Status & Future Options

11 July 2007

Present Status

- Costs are going up
 - Nearly 50% increase since 2002
- Printing/Publishing
 - Arlington Press, \$12,565.04 for July/ August

2007

- » Printing, \$6.11 per copy
 - » Tax, \$0.31 per copy
 - Other Publishers
 - » Glendale Printing, \$13,848.77 per issue
 - » Team Graphics, \$13,261.97 per issue
 - Postage
 - US First Class, \$2.33 per copy
 - US Business Bulk, \$.75 per copy
 - Foreign First Class, \$7.89 average per copy
 - Total cost per membership category
 - US First Class, \$8.75 per issue, \$6.11 printing plus \$2.33 postage plus \$.31 tax
 - \$52.50 per year
 - Present Dues, \$50.00 per year
 - US General Membership, \$7.17 per issue, \$6.11 printing plus \$.75 postage plus \$.31 tax
 - \$43.02 per year
 - Present Dues, \$35.00 per year
 - Foreign First Class, \$14.31 per issue, \$6.11 printing plus \$7.89 postage plus \$.31 tax
 - \$85.86 per year
 - Present Dues, No More Airmail or Surface/USPS
- Decision
- » Now First Class, Priority, or Express
 - » Airmail, \$65.00
 - » Surface, \$40.00

- Cost Reduction Ideas
 - Reduce weight
 - Cut page count
 - 60 pages, ~6 ounces versus 100 pages, 10.4 ounces
 - First Class
 - » 100 pages, \$2.33
 - » 60 pages, \$1.65, \$48.40 per year
 - Int'l First Class, Australia, Europe
 - » 100 pages, \$8.80
 - » 60 pages, \$5.40, \$70.92 per year

- Cost Reduction Ideas
 - Remove Centerfold, \$975 per issue, \$5850 per year
 - Incorporate inserts into newsletter, \$125 per issue, \$750 per year
 - Volunteer layout technician, \$780 savings, but \$800 for software one time purchase, \$3880 per year
 - Get own USPS Periodical Permit, \$500 initial one time fee



- Lower cost, similar to Business Bulk Rate
- First Class service for US and Foreign

Future Options

- Compact Disc
 - Lighter
 - Much less postage
 - \$1.30, 2 oz US
 - \$1.80, 2 oz Int'l
 - ~\$1000 for CD/DVD burner
 - CD/DVD production costs???
 - Faster, First Class
 - Fully Colorized
 - Hard Copy
 - Fedex Kinkos
 - » DVD/CD
 - Home PC
- Website Download
 - PAMPA Site
 - No postage costs
 - Fully Colorized
 - Need for security
 - Username
 - Password
 - PIN
 - » One time only download
 - Bandwidth?

Stunt News Other Issues

- Submission Guidance
 - Working well
- License Agreement
 - Not going away
- Copyright and Liability Protection

Tom McClain
Managing Editor
PAMPA Stunt News



ASK KEN



Ken Gulliford
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Gary Gingerich asks, "Why do I get such different and conflicting advice on how to properly do maneuvers, especially Vertical 8s?"

The Short Answer: Because, for every person that you ask, there are that many different opinions, and for every Judge, there are as many more opinions as rounds that are flown. The problem is not the Judge (did I just say that????). The problem is with the training aids and training they have received.

The Long Answer: Armed with an ESTES Rocket Altitude Finder. I have been doing a little research over the last three years at contests and flying fields around the southwest. In particular (coincidentally), I have been studying the 45 and 42 degree proper positioning of maneuvers in the entire flight hemisphere. Basically, it's just some fun that my sick and twisted sense of humor insisted that I do. I have asked some very noted Stunt Flyers and Vintage Stunt Champions to take the medieval looking plastic, pistol gripped, Altitude Finder, and describe 45 or 42 degrees in the sky.

Those of you that are not familiar with the Altitude Finder, it looks like a gun. There is a gun sight on top, a pistol grip with trigger on the bottom rear, and a large semicircle on the bottom front. The action is a pendulum over a

protractor with a brake that is actuated by the trigger. You pull the trigger, which releases the brake and lets the pendulum swing free, point into the sky at what you think is 45 (or 42) degrees, then release the trigger which traps the pendulum over the protractor at your actual Arm Angle. Simple, gravity does not lie! (See Picture 4) The absolutely overwhelming and almost universal outcome is between 38 and 42 degrees, which really confounds these seasoned and very experienced Experts. To save embarrassment, I have contracted political amnesia, and forget their names. They know who they are..... The only stunning exception to the rule is Mike Keville who hit 45 degrees consistently, and was consistently asked to, "Do that again" by the witnessing pros. He did, over and over (something that he is still striving to do in-flight).

The pros were not wrong, and Mike was not necessarily right! In my best attempt at trying to explain this, by traveling West to get East (also known as the Columbus Effect, here is why. Most of the training aids are, and have been since day one, INCORRECT. Many describe and depict a Hemisphere that mathematically must be correct, because the length of the lines does not change on any one flight, and the distance from the center does not change either. Or, does it?

Here is a simple question:

- Given the hemisphere, as described in the AMA and FAI Rule Books.
- Given your arm length from the center of your chest to the tip of your outstretched arm is approximately 36 inches (3 ft.).
- Given the distance from your leadout tip to the center of the plane is 24 inches (2 ft).
- Given your line length is 60 feet.
- What is the radius of your circle to aircraft centerline?

Easy, $3 + 2 + 60 = 65$ feet or a 140 foot diameter! Now, fly your plane directly overhead and what is the radius of your circle? 65 feet? No, it's 70 feet! Confused? That is the problem. Of course the diameter didn't change, it can't change. It is constant at 65 feet! What happened is, the distance from the ground to the top of the circle

gained five feet (approx) from the ground to your arm in level flight (See Fig. 1). You can see from Figure 1, the most recent angle descriptor published in the AMA Rule Book, it is clear the bottom of the hemisphere is at 4.9 feet (1.5 meter). The AMA Rule Book used to show the ground as the bottom of the hemisphere, or it was (and in many, many, places still is) interpreted as being ground level (See Figs 2 and 3). The 1951 Rule Book (See Fig. 2) showed this and, although it did not say so, the most popular description from the past (See Fig. 3) implied it as well. So, what's the problem, it's only 5 feet, and 45 degrees is 45 degrees no matter what, right?

On a hemisphere that is depicted from the ground to the top of the circle (See Fig. 4), 45 degrees is perceived to be exactly half way between the top of the circle (90 degrees) and ground level. That is easy to see from a Judge's standpoint, and that is what was and has been taught for years, with some notable exceptions. As you can see from the actual hemisphere in Figure 4, the premise is incorrect. Given that incorrect premise, all maneuvers flown which include that 45 degree standard are skewed a number of degrees. Figure 5 shows the 45 degree angle from the ground as the bottom of the hemisphere, and from level flight 4.9 feet (1.5 M) from the ground as the bottom of the hemisphere. Note that the pilot's Arm Angle is 45 degrees when flown with the bottom of the hemisphere at 4.9 feet (1.5 M) altitude, or level flight. Also note, the pilot's Arm Angle is actually at 38 degrees when flown to 45 degrees of elevation, using the ground level hemisphere. What that means is: All the experts, champions, and pros were correct with the ESTES Altitude Finder if the "old" explanation of 45 degrees is used (where the hemisphere goes from the ground to the top). Remember, they were universally between 38 and 42 degrees. They were correct for 45 degrees the old way. So, was Mike wrong? No, he flies using Arm Angle instead of Circle Angle. That makes him correct to the new standard. Does the fact that Mike is Mr. VSC, and an Old Time Stunt flyer have anything to do with it? Figure 6 shows you that the 60 degrees on the ground level

hemisphere is actually 55 degrees of Arm Angle. Uncle Mikey is well within the few degrees allowed by OTS.

Why even bring Old Time Stunt into this? Aren't we talking about the Modern Pattern? Well, yes. However, the problem started with the 1951 pattern. Looking at Figure 2 again, and you can clearly see the angles are calculated from the ground level. Figure 2 is from the 1951 rule book, and that initial incorrect depiction of the flight hemisphere from the ground level instead from level flight (Arm Angle), has been carried on and embellished upon for over 50 years.

Just for Gee-Whizz sakes, and since the Old Time Vertical 8 (See Fig. 7) does not call out a crossing point altitude, loop size (other than $\frac{1}{4}$ lap, which would make the top half smaller than the bottom half geometrically) or any kind of angle, lets look at the Old Time Horizontal 8 (See Fig. 8) and Overhead 8 (See Fig. 9) which do call out angles and crossing points. With both possibilities shown in Figure 5, it is easy to see how the judges would call the maneuver as being high (at 52 degrees) with the bottom of the hemisphere being at ground level. The maneuver would actually need to be flown at 38 degrees of Arm Angle to be called correct when the hemisphere is judged from ground level. The 30 degrees Circle Angle (See Fig. 10) is the most interesting. The Arm Angle needed to fly 30 degrees from the ground is actually 22 degrees! That's it for Figures, Math, and Geometry!

Here is a wrap-up:

IF 45 degrees is judged from the ground, you will need to fly at 38 degrees of Arm Angle.

IF 45 degrees is judged from 4.9 (1.5M) off the ground, you will need to fly at 45 degrees Arm Angle, which will appear to be too high at 52 degrees judged from the ground.

IF 60 degrees is judged from the ground, you will need to fly at 55 degrees of Arm Angle.

IF 60 degrees is judged from 4.9 (1.5M) off the ground, you will need to fly at 60 degrees Arm Angle, which will appear to be too high at 65 degrees judged from the ground.

IF 30 degrees is judged from the ground, you will need to fly at 22

degrees of Arm Angle.

IF 30 degrees is judged from 4.9 (1.5M) off the ground, you will need to fly at 30 degrees Arm Angle, which will appear to be too high at 38 degrees from the ground.

Just for the math majors, and pickers of nits, the angles discussed here are approximate, and intended to get the point across. Not one of us has a calibrated eyeball (except maybe Mike) so the whole thing is subjective. Worst of all, it depends upon the particular judge's training.

OK, Let's look at the rest of the problem. Getting, training, and keeping judges is as tough as milking chickens, much less getting, training, and keeping good or great judges! Some countries have lists of trained and qualified judges that they keep trained and exercised in peak condition. Other countries may also use FAI standards, which include a Judges Guide in their Sporting Code. Many times here in the U.S. we get and train judges the day of the contest! It's not their fault they are not consistent, just like it's not the fault of those dedicated folks that perform the thankless task of judge training and clinics. Even the consistently good judges can be consistently incorrect if they unknowingly were trained with faulty training aids, perceptions, and standards.

Throughout both my Military and Civilian careers I have not been one to complain or point out errors, without at least offering a solution. My solutions may suck, but at least I take the time to try and offer a solution, instead of just complaining! This situation is no different. If you want to see what maneuvers look like from the Judge's view: Hold a roll of masking tape by the edges, at arm's length (Picture 1), this is at 90 degrees more or less. Now, tilt it towards you approximately 2 inches from 90 degrees (Picture 2). That is what a Loop looks like, inside or outside. It's also what the bottom of a vertical 8 and both sides of a Horizontal 8 look like, as well as the two bottom loops of a Four Leaf Clover (without the straight flight connections). Did you notice the slight oval instead of a true circle depicted by the tape? It must be that way because the top of the loop is closer to the judges (45 degrees) than the bottom

of the loop (zero degrees). Now, hold the tape level (zero degrees), and tilt it away from you approximately 2 inches (Picture 3). That is what the top of the Vertical 8, both of the top Loops of a Four Leaf Clover, and the top Loop of an Overhead 8 look like. Once again the oval is seen, only more pronounced than before because the top of the loop is a lot closer to the judges (90 degrees) than the bottom of the loop (45 degrees). Confused? That is nothing. You should have been at RAF Bentwaters (England) when they decided to stop driving on the right side of the road while on-base.....Yes, they actually had a cross-over when you came on-base to get you on the "American" side of the road while there. Kind of makes you think about AMA Stunt vs. FAI Stunt, but I digress.

If you're really anal, you can cut a 4 to 6 inch square and triangle out of cardboard, and use the same tilt angles describe above for the Squares, Triangles, and the Hourglass to complete your views. Yes, the figures are supposed to be concaved to be 100% correct. If you're really, really, anal you can do that by wetting them and stretching them over a 6-inch ball until they dry. Of course, if you're really, really, really, anal you could make up wire-frame examples out of coat hangars and wire or solder them together, at the correct angle, with the concave contour figured in, and add a grasping handle so that your hand does not obscure your view..... The whole idea however, is to present a judges training tool that is easy and effective. Got a roll of tape?

If you want to see a Loop from the pilot's view: Hold a 2 foot Hoola-Hoop by the edges, at arm's length, at 90 degrees. That's what all the round maneuvers will look like from inside the circle, high or low, inside or outside. The same goes for the Squares, and for the Triangles. The maneuvers are so much easier to see from inside the circle because there is little or no distortion, and they are all 90 degrees to the pilot. Kind of makes you wonder why, except for the logistics of it, the judges are not in the center of the circle (at least one of them) to get a less distorted view. Sure, it's safer outside the circle, but it's one of those things



that makes you go Hmmmmmm.

In this day of Global Positioning Satellites (GPS), Laser measurement, RF code readers, and high speed computers, we should be able to design some sort of automated / computerized scoring system. Something that would weigh an ounce or less, plug into your plane, and then could be plugged into a reader that does a mathematical analysis of the flight to come up with a score. Of course it would be more difficult to argue with than a Judge, ED, or CD, and being a CD I know how you like to argue. It would mean that your wives, friends, and girlfriends will not have the pleasure of being imposed upon to Judge, Tabulate, or Run Scores. Tabulation and printout would be nearly instantaneous, and empty of occasional human error. The dreaded "Halo Effect" would be eliminated, as would late-in-the-day score drift from fatigued judges. Last but not least, the judges would also get a turn at flying, so they don't have to "sit-out" an event, or baste in the sun all day.

Five years ago LeRoy Black proposed this sort of system, and I sent out carefully constructed letters to 20 of the most creditable Institutions in the U.S. asking if they could help in any way. I sent letters to their respective Research Departments, and to their people in charge of Master's Thesis and Doctorial Dissertation topic approvals. That is 40 letters, and received 0, zero, zip, nada, nothing in return. I think once they saw "Model Airplane" in the body of the text, they stopped reading, and found the tubular file. Too bad we as a group are not taken too seriously. Having spent a great deal of time in Europe (compliments of Uncle Sam) watching R/C planes fill up Horse Racing Arenas with paying spectators, and C/L Team Racer turning spectators away from their purpose-built circles with custom timing, scoring, digital displays, and PA system set inside five-tier circular bleachers, I just get a little discouraged. Here we are in the richest, most advanced, country in the world, a place where we used a Laser to measure the distance from the Earth to the Moon down to the inch in 1969, and we have not yet defined our 56-year-old Stunt pattern well enough to have consistent quality from one day to

the next. The Europeans toss lots and lots of state (federal) funding at model aviation. They categorize it as the first step to a career into Aerospace, and we don't even get a cursory post card that says, "We received your question on automated stunt judging, and think the whole idea sucks".

As you can see I'm a great fan of Columbus, but we got there didn't we? All you need to train judges is a roll of tape and an ESTES Rocket Altitude Finder. You keep on asking questions. At least, you'll get an answer. It might be too long, it might suck, but you'll get an answer. Happy Trails, Ken

Figure Guide:

Fig. 1 New AMA art

Fig. 2 1951 Rule Book

Fig. 3 Modern Pattern

Fig. 4 Perceived and Actual Hemisphere

Fig. 5 45 degrees from ground and level flight

Fig. 6 60 degrees from ground and level flight

Fig. 7 Old Time Vertical 8

Fig. 8 OT Horizontal 8

Fig. 9 OT Overhead 8

Fig. 10 30 degrees from ground and level flight

-Ken Gulliford

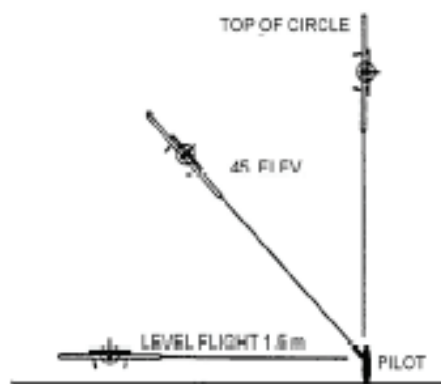


Fig. 1

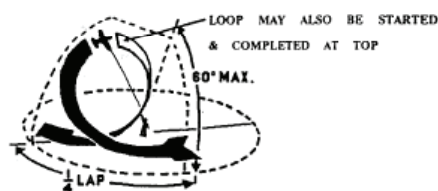


Fig. 2

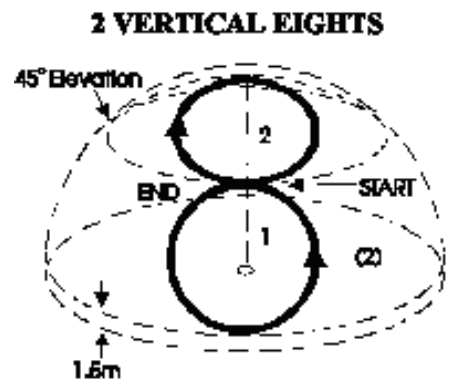


Fig. 3

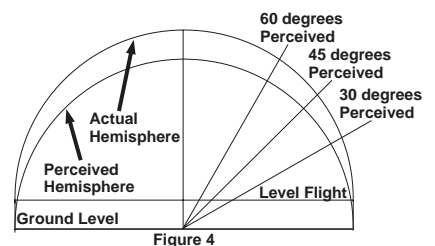


Figure 4

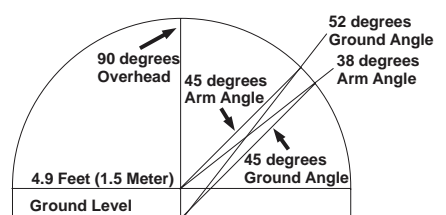


Figure 5

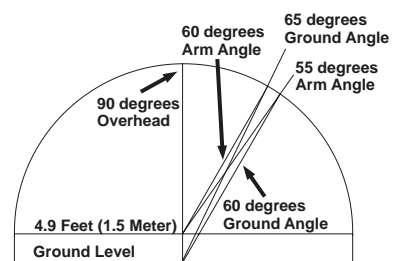


Figure 6



Fig. 7

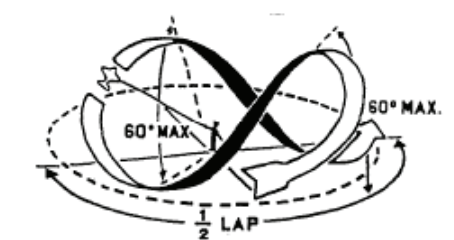


Fig. 8

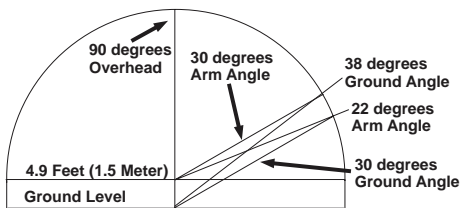


Figure 10

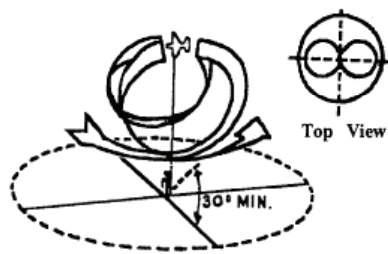


Fig. 9



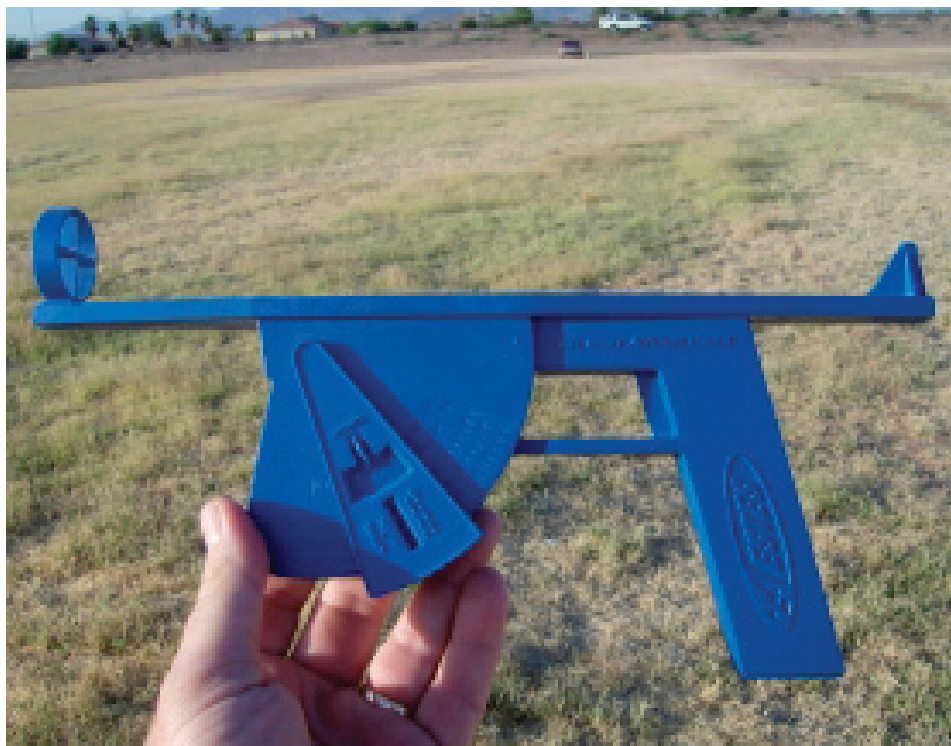
Picture 1



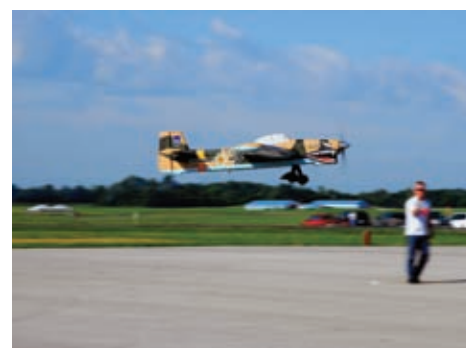
Picture 2



Picture 3



Picture 4



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BUILDING



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Discipline:

Noun: ...3. A field of study. 4. Training that corrects, molds or perfects the mental faculties or moral character.

Transitive verb: ... 2. To train or develop by instruction and exercise, especially in self control

Self-discipline: Correction or regulation of oneself for the sake of improvement.

Whaaaaat the.....!

The title of the column is "Building". This time I'm asking you to do something I feel will make a better builder of anyone: Build free flight rubber powered models! You got it! Gumbands! Indoor, outdoor, scale, sport, no matter, just build and fly some.

All modeling involves discipline in all its definitions. To build well is a given, but to build strong and light and with minimal structure and materials is part and parcel of a good stunter. It's also the be-all and end-all of rubber powered flying models. Absolutely no other form of modeling puts the ability to build strongly, lightly, and accurately, to the test, as does gumband modeling.

Yeah, sure, I know, who's got time for that? Answer: Anyone who wants to improve their skill set!

Even if you only do "Delta Darts" you can learn a lot about joinery, adhesive usage, alignment, and the importance of weight reduction to increased

performance. Example? A "Dart" can be built in about an hour by almost any sixth grader. Build it as per plan, and it will (almost) always fly. Learn to adjust it, and it can be made to fly better. The downside is, the per plan version is pretty floppy. Build another one but splice the tips of the surfaces instead of just folding the covering over them. Voila! Stiffer, stronger, more crash resistant, just as light. Add bond paper tabs to the wings, rudder, and stab, and crank in some turn, or up trim, or whatever suits your fancy. You'll soon find you can get better flights with the right trims.

Play with "power" by changing the length and size of the rubber, and trimming and re-pitching the prop. Slow climb long run, or fast climb and longer glide? Sort through the wood. Pick out the lightest and heaviest pieces. Build one with all light, and one all heavy wood. Use CA on one and Sigmant on another. Compare times with the same power. Now you can really get going. Substitute 1/16"sq. for the 1/8"x 1/16" in the original. Use a piece of sharpened brass tube to skeltonize the motor stick. Instant weight reduction. More tedious to build, but a big performance jump, is it worth it? Do it again, this time cover it with jap tissue or domestic tissue wrapping paper. Presto! Another performance jump.

Now try it with some 1/16"sq. sliced ribs instead of the flat wing. Nothing fancy, just a circular arc about 1/4" high at the root rib. This does complicate things a little. Covering is not as easy since you'll get a huge wrinkle when you put in the dihedral. Easiest way? Cover it flat on the board, slit the covering on one side at the root rib, raise the tip for dihedral, ease the slit covering over the root rib and run some cement on the seam. At this point you have a pretty high performance "Dart". If you really want a challenge, try it indoors. I've flown one in my shop (8' ceiling, 20'x20') If you have access to a gym, you can do 30 seconds easily. Outdoors, you're going to lose a few. Once you've run out of ideas on the "Dart", try moving up to Penny-Planes or Science Olympiad type models. These are available, as are the Delta Darts, in multi-kit packages from several sources such as Indoor Model Supply, FAI Model supply, or Midwest Supply Co.

If you don't have gym access, try some

"parlor flyer" indoor models, or "Mini-Sticks". These easily fly in an average living room and are as demanding of good discipline as anything going. Lew Gitgow at Indoor Model Supply will fix you right up.

If indoor models don't do it for you, there are lots of outdoor rubber models that do almost as well as training aids. The Herr "Scout" is one I've used extensively as a teaching tool. It builds straight, is (alas*) laser cut, and every one I've seen has flown reasonably well.

* I say this as I believe parts cutting to be an indispensable modeling skill.

The downside of outdoor is that the models tend to be more expensive and more time consuming to build. The up side is, they're more complicated and develop more extensive skills. You can still build one in a few evenings. The nice thing is, you can fly one at the local ball field without being run off. The choices here are almost unlimited. Everything from Old Timer to Superscale is readily available from multiple sources. Peck Polymers, Dumas, Dave Diels, Easi-Bilt, Penn Valley Hobby Center, even SIG, all have a wide range of kits and supplies in stock.

The aim is to force the "nit-pick" factor. One or two ounces on the average stunter is of (relatively) little importance. So you use a little epoxy instead of waiting for the aliphatic resin glue to dry. So you use CA instead of Sigmant, it's fast, right? So the parts don't quite fit together, the thick CA fills it, right? These are things that'll kill you on an indoor rubber model, where a gram one way or another is an incremental performance increase/decrease.

On an outdoor rubber model, strength/weight is the difference between being able to use two strands of 3/16" and four to six, or one length and 1 1/2 peg to peg. This translates directly to flight duration. Joinery and optimal adhesive use is paramount.

All of this translates to better building discipline, and better stunters.

Another thing to be considered is simply building these models, with no intention of flight. The joinery, adhesive use and covering skills are still demanding. It will make you a better builder.

-Ron Burn

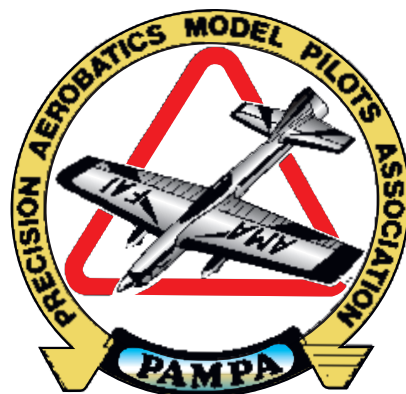
CLASSIC PLANS



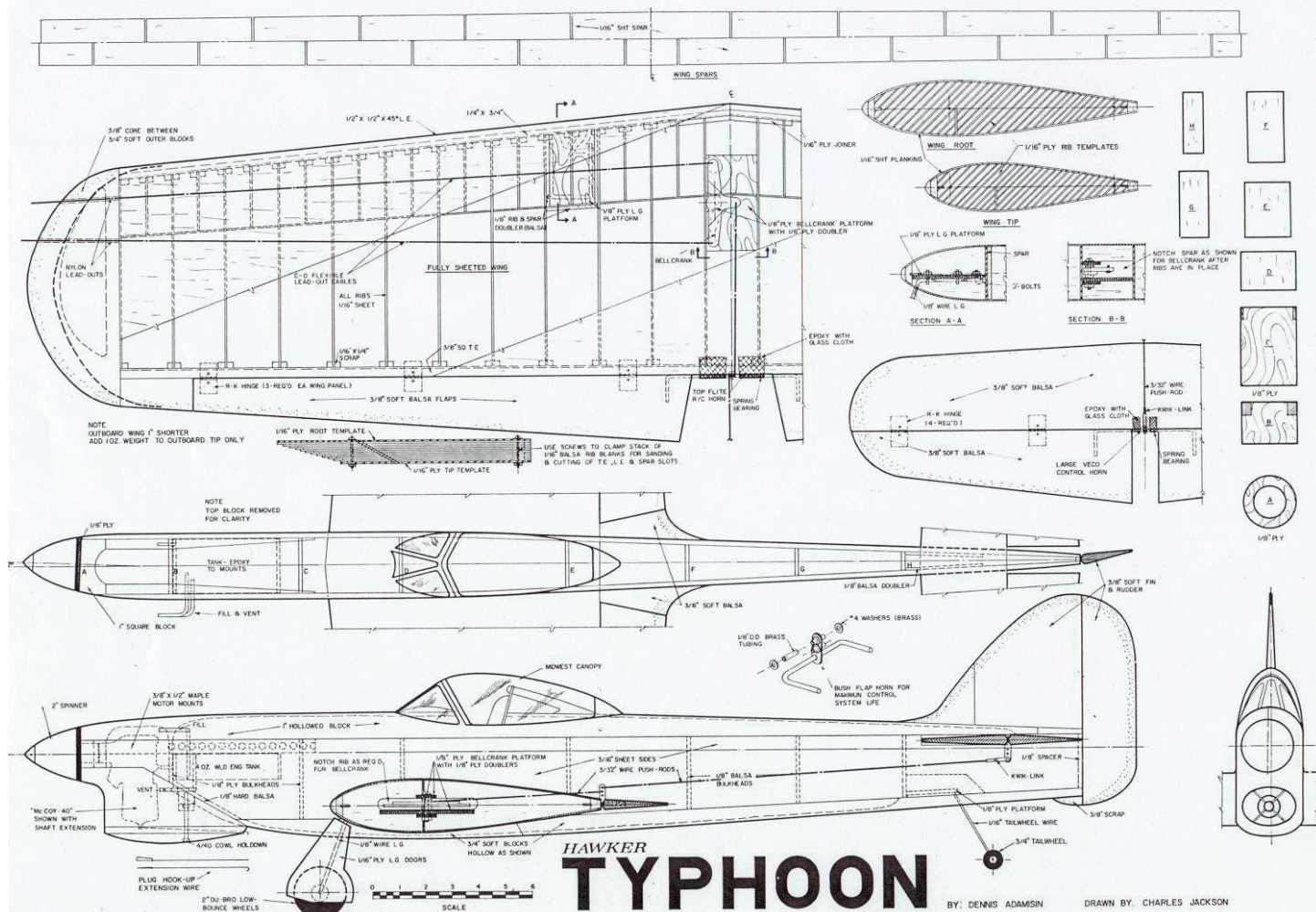
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Classic Era stunt ships that I believe deserve to be built, flown, and admired again for their beauty, simplicity, and charisma. If you know of an unknown or little known Classic Era stunt ship that fits the above criteria, let me know and we will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

-Tom McClain



Dennis Adamisin's Typhoon, American Aircraft Modeler, September 1970.





CRASH REPAIRS



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With so many ARFs out there, it's inevitable that some crash. How do I know? I crashed my Brodak Cardinal and had to decide if it was worth this third major repair. Now that it's back in the air, I can definitely say "Yes."

Over the past two years and three crashes, one thing has amazed me: just how durable these ships are. Mine has been flown by almost every local pilot, acted as a test ship for developing my Tigercat motors, and has helped several people learn the Stunt pattern.

Crash #3 broke the wing right in the middle. It's almost always easier to repair a wing once you remove it from the fuselage, and on a profile ship, this is a lot less work than it is on a full-fuselage ship. Luckily, the wing slides right out after taking the outer flap off. I

cut out the hinges and just glued in new ones after the wing was repaired in the center.

With the wing on the bench, I pulled off all the center covering material. Now I could piece together the jigsaw puzzle that used to be the center sheeting. Once it was pieced together and sanded, I tried a new method for glassing the wing center: 2-oz. E-glass and West Systems resin. The glass block-sanded beautifully and was very strong, especially once it was slid back into the fuselage.

Now the fun part: getting a solid wing-to-fuselage joint. Since I had cut away some extra wood to pull out the broken wing, I had to be careful to maintain wing alignment. I used some toothpicks and CA to tack everything together. Then I applied masking tape to the whole outer side joint of the wing to fuselage. I hung the ship by the leadouts and put West Systems resin around the joint—all the extra wicked down and was kept in place by the masking tape. Once it cured, I made a nice Brodak Aeropoxy Lite fillet on both sides to add some vibration resistance and durability.

After some cosmetic covering repairs, the Brodak Cardinal was back in the air. The two extra ounces were right on the CG, and performance didn't seem very different.

West Systems resin comes with slow or fast hardener, and you can blend the hardness to anything in between. I recommend the pumps that are available where you buy the resin. This material has many uses in modeling: glassing a nose, repairs, and even repairing boats, as Dave and Woody Midgley can attest.

By the way, after a serious crash, grab the horizontal stabilizer and see if it flexes in the center. The stabilizer is

most prone to break in the center during impact.

Richard Oliver passed on a good ARF tip that's especially helpful if you're new to having models with film covering instead of paint. Rich's air force includes hand-buffed beauties and a film-covered ARF Giles, which originally started out as an RC ship. He uses K2R to clean up the ship after a practice session, especially in the hinge line. Painted models are sealed better from the oil it gets on them—film-covered models need more maintenance, and, of course, K2R is great to get rid of oil during a repair. K2R is sometimes hard to find, but it's worth looking for—try various grocery stores, and maybe Ace Hardware.

Another tip that seems obvious is that glue doesn't stick very well to any film covering. Be sure to remove enough covering to get a good glue footprint, no matter what type of glue you use. It doesn't matter if it's a kit or ARF—structural joints need to be wood-to-wood, and never wood-to-film covering.

As a final thought, in case your wing is beyond repair, remember that most manufacturers sell rib sets. Replacing a wing with a totally new one isn't as difficult as you might think. Mike Kijesky has had three different wings in his 92 Cardinal, and it was a lot less work than building a whole new ship. When your time is limited, repairs become a very practical alternative...and if your time is really limited, consider adding any of the many ARFs available to your air force.

-Windy Urtnowski

Strega

ARF & ARC kits now in stock!

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

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Windy Urtnowski

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Number Game, part 2

Picking up where we left off on magic numbers for stunt. Previously (April/May SN) I had gotten to describing the wing size and airfoil characteristics. Please refer back to that column if necessary.

Flap Dimensions

As previously mentioned, I use the convention that the flap is just a movable portion of the wing. The primary point of interest in the flaps from an aerodynamic standpoint is the flap area. There are various ways to approach the problem but I use the concept of defining the flap chord as a fraction of the total. This is also the standard used in Ted's epic-length

"Imitation" article.

I would suggest that the flap chord be set to something in the range of 18% to 25% of the overall wing chord. Where in that range depends on a lot of factors. More flap chord gives you more lift capability, all the way up to about 40% of the total chord - after which it starts dropping off. But in many cases "maximum lift" is not what you need. Note that you can't really take advantage of more lift if you can't also cause the pitch rate to match it. And the larger the flap gets, and the more lift you get, the more the wing tries to pitch you the opposite way - a torque you have to overcome with the tail. This effectively limits you to a reasonable flap chord.

Where in the range of 18-25% you want to be is a matter of judgment - and only the designer can determine that. As a rule of thumb, the higher the wing loading or the thinner the airfoil, the more flap area you want to have - so you get sufficient lift without excessive pitching moment. Lighter wing loading or thicker wing means less flap will be required.

Of course, if you make it too large or too small you might consider adjusting the flap/elevator ratio to get more flap for a given elevator motion, but my experience has been that deviating much from 1:1 has detrimental effect on the control feel - particularly when you use an overly large flap and then reduce the throw to compensate. The other direction (too small flap with a lot of deflection) doesn't seem to be nearly as bad. But I think that you are better off with the correct-size flap and 1:1 ratio. If you have a built airplane, with flaps you can't remove, your options are limited. I have carved away, added on, and adjusted the ratio in these cases. But those experiences led me to use a removable flap (copied from Paul Walker, single hinge pin that can be removed) so I can, if necessary, replace the flaps with the correct size to make 1:1 movement ratio work. It has also proved very useful when making repairs.

About the only thing left to consider about the airfoil/flap design is the hinge line and flap thickness. I think that the thickness of the flap is a critical parameter - because it needs to

be as stiff as possible. Thicker flaps are stiffer than thin flaps - but thicker flaps also leave a bigger discontinuity when deflected. It's once again a compromise. I personally use 1/2" thick stock to make the flaps and the max thickness ends up around 7/16" as finished form. The potential for turbulence at the edges can be, hypothetically, reduced, by rounding off the trailing edge and corners of the flaps. Making the flaps really stiff is FAR MORE IMPORTANT than any aerodynamic consideration, within reason.

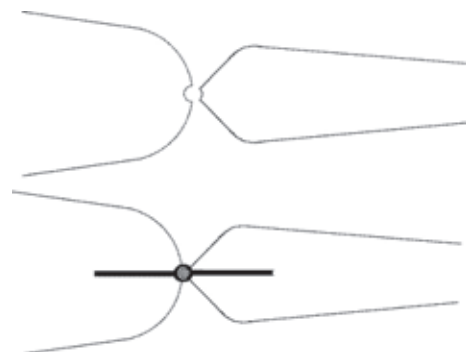


Figure 1. Hinge line detail - removable hinge pin, and relieved corners.

I strongly advocate sealing the hinge lines. You can make it easier on yourself by leaving decent gaps in the hinge line and knowing that you can seal it later. This will allow the continuous hinge pin to fit easily as well. Refer to figure 1 as an example of how it looks.

Wing Planform

The critical parameters that determine the planform of the wing are the aspect ratio, the taper ratio, and the asymmetry.

The aspect ratio is the ratio of the span to the chord. For tapered wings it's the average chord to the span. Aspect ratio is an interesting parameter. It's clear that you get better aerodynamic efficiency (lower drag for a given lift) with higher aspect ratio. That's why you see high performance gliders (model and full scale) with aspect ratios of 30:1 and higher. On stunt planes, the useable range is much lower. I wouldn't go below 5:1 - any lower and the performance drops drastically.

On the upper end of aspect ratio, people have tried as high as 8:1. The observation has been that the higher ratios are indeed more efficient and take less power to fly (due to reduced

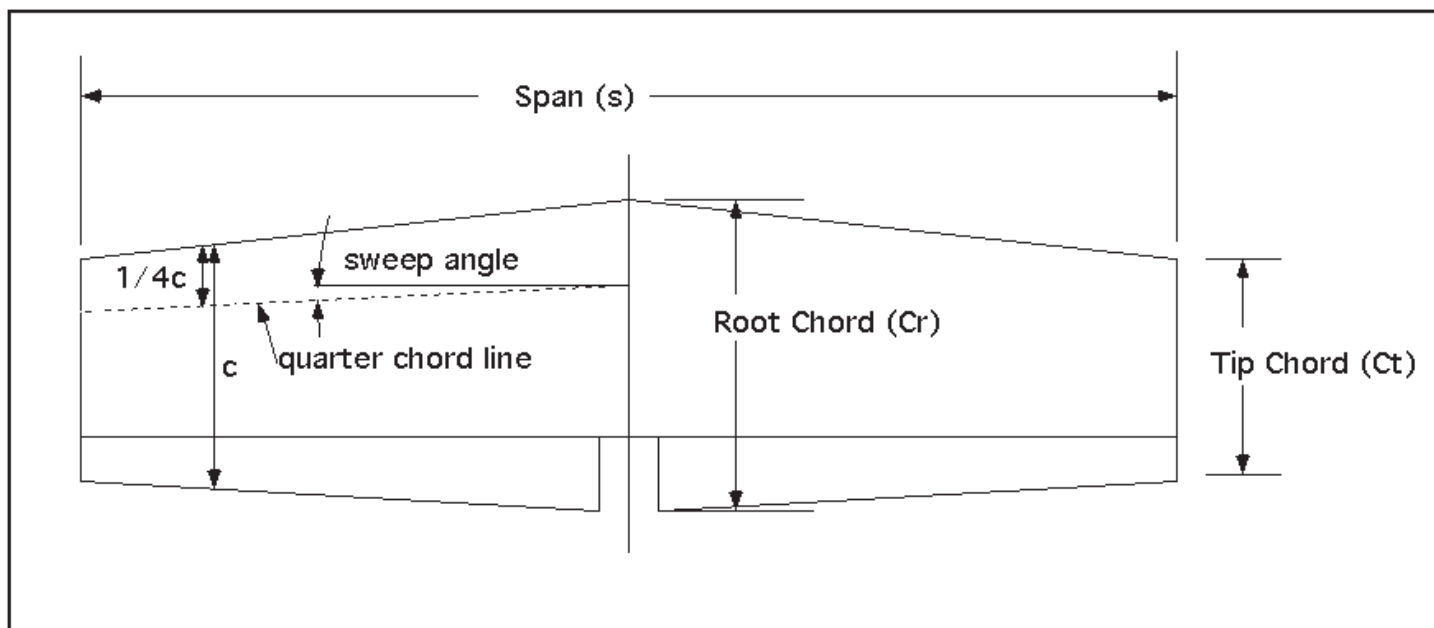


Figure 2. Basic planform parameters for stunt wings

drag) and tend to turn very well. At the same time, the models with high aspect ratios have an increased tendency to whip up in maneuvers and are much more prone to getting bumped around in turbulence. These are both functions of the fact that higher aspect ratio wing gains more lift for a given change in angle of attack. The tendency to whip up can be countered with proper engine/prop adjustments, but there's not a lot to do about the tendency to react to turbulence. Of course, the availability of nearly unlimited power also reduces the need for efficiency - so I would suggest aspect ratios in the range of 5-5.25 may be optimum. If you are designing for a vintage motor, or want to experiment, by all means consider higher aspect ratios, but be well advised of the trade-off.

The taper ratio is just the ratio of the root chord to the tip chord. In general you want some taper - the taper provides some additional yaw stability (on top of that provided by the fuselage/fin/rudder) and are less prone to roll in turbulence. Almost any taper at all provides a noticeable advantage, so the decision mostly comes down to whatever looks the best. I can't tell you what you like, but I have been using around 70% (tip chord=root chord *0.7). 75% looks kind of "blocky" to me. I would probably put a lower limit of about 50% for performance purposes, only because the short chord reduces the Reynolds number too much, but I

think that also looks very strange.

The asymmetry is the difference in the inboard and outboard wings. The original intent seems to have been to attempt to use the weight of the fuselage, engine, etc, to be used as tipweight. A slightly more sophisticated explanation is that since there is a difference in the velocity between the inboard and outboard (as the result of flying in a circle). The velocity difference is not high - about 7%, from one tip to the other - but that's about a 15% difference in the lift. Of course that's only at the tips and the overall effect is much smaller. But it's not negligible. Asymmetry is intended to compensate for this effect. What's really going on is that on an equal-span wing, the lateral position of the center of pressure is slightly displaced to the outside of center. Adding slightly more area to the inboard (or, if you prefer, removing some span from the outboard wing) moves the center of pressure to the "center". I use the word "center" advisedly since, technically, it's no longer the center. The only thing magic about the "center" is of course that's about where the majority of the weight and the thrust line are. The "asymmetry" is, therefore, a bit of an illusion.

It's non-trivial to attempt to compute the correct amount of asymmetry, but relatively simple calculations suggest that it is somewhere around 5/8-3/4" for airplanes the size we are discussing. If you use less or none, the "fuselage

as tipweight" theory doesn't come in to effect and you will need A LOT of tipweight to trim the airplane. Way too much and you might find you have to add tipweight to the inboard tip and add a lot of engine offset.

Also of interest is the sweep angle. This is measured as the angle the 1/4 chord line makes with the span. Even though stunt planes don't look a lot like F-86's, most stunt planes actually have some sweepback. This has some beneficial and some detrimental effects, but if you make the hinge line straight (highly recommended) it's hard to avoid without also tapering the flaps excessively.

So, what do I do with all these things?

That's a lot of stuff. To see how to use this information, let's do an example calculation. Based on the parameters from last time, I say I can build my airplane to 61 oz, with a wing loading of 13 oz/square foot. I want to use an aspect ratio (AR) of 5.25 to 1, and a flap that is 21% of the chord. These are the key parameters - and you get to choose them. Everything else is dependent on these, and can be calculated using the relationships we discussed.

The wing area is just the weight over the wing loading, or:

$$A_{\text{wing}} = \frac{\text{Weight}}{\text{wing loading}} = \frac{61 \text{ oz}}{13 \text{ oz/ft}^2}$$

$$A_{\text{wing}} = 4.69 \text{ ft}^2 = 676 \text{ in}^2$$



We want to figure the span and the average chord. This involves solving two equations with two unknowns. This is simple - the span is 5.25x the average chord (by the definition of the aspect ratio). The area is the span times the average chord, so:

$$S = AR \times C_{avg}$$

$$A_{wing} = S \times C_{avg}$$

so, put $AR \times C_{avg}$ in for S :

$$A_{wing} = AR \times C_{avg} \times C_{avg}$$

$$A_{wing} = AR \times C_{avg}^2$$

or

$$C_{avg} = \sqrt{\frac{A_{wing}}{AR}}$$

Putting in numbers

$$C_{avg} = \sqrt{\frac{676}{5.25}} = 11.34"$$

$$S = 5.25 \times 11.35 = 59.6"$$

So now you know the span and the average chord. We really need to know the root and tip chords. I want to use a 75% taper ratio, so I know that the average chord is the sum of the tip and the root divided by 2 and the tip is .72 of the root, so we have a problem similar to above:

$$C_t = .75C_r$$

$$C_{avg} = \frac{C_r + C_t}{2}$$

substituting

$$C_{avg} = \frac{C_r + .75C_r}{2} = \frac{1.75C_r}{2} = .875C_r$$

$$11.35" = .875C_r$$

$$12.97" = C_r$$

$$C_t = .75 \times 12.97" = 9.73"$$

With the span, root chord, and tip chord set, we can calculate the chords of the flaps and fixed portion of the wing. At this point I won't belabor the derivations (very simple) but merely present the calculations:

$$C_{flap_tip} = .21 \times 9.73 = 2.04"$$

$$C_{fixed_tip} = 9.73 - 2.04 = 7.68"$$

$$C_{flap_root} = .21 \times 12.97 = 2.72"$$

$$C_{fixed_root} = 12.97 - 2.72 = 10.25"$$

This pretty much defines the planform of the wing - at least sufficiently to draw it. Take 5/16 off the outboard and add 5/16 to the

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inboard to get the 5/8" asymmetry, you are all set.

With the chord information and the airfoil rules of thumb from the last column, you can lay out the key points of the airfoil - thickness, high point, and hinge line thickness to match your desired flap thickness. That pretty well covers the wing.

Incidentally, if you round it off to the nearest 1/8", it turns out we just designed an Infinity wing.

Wing Design - Summary

That's a lot of information, but I think it's simple enough to be useful. Certainly, it takes more time to read it (and certainly, to write it - OOH, carpal tunnel syndrome!) than it does to actually do it.

To summarize the procedure:

- 1 Choose the expected weight and a wing loading you think you can build. Be realistic!
- 2 From that, compute the wing area.
- 3 Pick an aspect ratio, and compute the average chord and span from the aspect ratio and the area.
- 4 Pick a taper ratio and calculate the root and tip chord from the average chord. At this point, you may want to draw it and see if it looks right. It's not critical for performance within the realm of reason.
- 5 With a root chord and a tip chord, calculate the chords of the flap and fixed sections.
- 6 With the root and tip chords, choose an airfoil percent thickness

and calculate the actual thickness at the root and tip.

- 7 Also using the root and tip chord, choose a high point percentage, and calculate the actual high point position.
- 8 Choose a flap thickness, and use that to determine the hinge line thickness.
- 9 Choose a leading edge radius, and then plot the key airfoil parameters on paper (or CAD).
- 10 Draw in an airfoil that meets all the key parameters, and is "fair", and suits your aesthetic fancy. If you don't have any preferences, use the closest NACA 00xx series and use that like a French Curve. Or use a template from another plane. Or use your favorite shoe. If it meets your key parameters, and is reasonably smooth, it will work as well as anything else.

That's pretty much it for the wing. Once you know the parameters you want for the wing, it probably only takes two minutes with a pocket calculator to do all the math - or two and a half with a slide rule. Of course, these calculations lend themselves nicely to a spreadsheet implementation, in which case the entire process takes about ten seconds to type it in and get the answers.

-Brett Buck

ELECTRIC FLIGHT



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How To Choose The Proper Motor - Continued

Watts up everyone?!

We were discussing, last issue, how to choose a correct electric motor for a given size airplane.

We mentioned, that useful criteria to consider is:

- 1 Weight of the motor
- 2 RPM per volt
- 3 Max efficient amperage rating
- 4 Max constant voltage rating

If you did not read last issue's Electric Flight column, do yourself a favor and read it now. Stop reading this, so you will know what we are talking about in the following discussion.

We can use the above criteria to establish what probably will work in larger airplanes. We are talking about size 60 glow engine equivalents, with ready to fly weights of 65 to 80 ounces. Wing areas, of 650 to 740 sq. in. We always want to get a power to weight ratio of 100 watts per pound of aircraft. That will allow us to have reserve power for proper throttle management during maneuvers. Here's the line of reasoning. Some setups for electric are assuming that running

at full or near full throttle position and then trimming the airplane to fly at the speed we want, at that throttle setting, is the way to go. If that is done, there is no "head" room to allow the motor to respond to load situations, as when you are in a maneuver. We need to back off of full power,

use a slightly higher pitch prop and lower the rpm, with at least 20% more throttle left in the motor. That will give you the head room needed to play around with trim and props. And that might require a slightly more powerful motor than you thought. Hence, the 100 watts per pound ratio. You will not need 100 watts per pound of power to fly, but if you have it, it is there to use during trimming. More power than you need is far better than just enough power - you all know that.

Size 60 equivalent motors are going to weigh 10 ounces or more. That's the first useful criteria. Smaller weight motors may be able to deliver the wattage, but 10 ounce motors have more mass, and will deliver more instantaneous thrust, and have more torque, than lighter motors. If you are thinking of saving weight, this is not where to save it. The only place to save weight is in airframe and paint. You can save weight in battery selection by staying away from dense Li-Po batteries that are designed to draw extraordinary instantaneous amperage - which we do not need. Helicopter guys want that - not us. We only need a battery that can draw 30 to 40 amps constant. Thunder Power has reduced their stock on "pro-lite" batteries. They are marketing their "Extreme" series which run about 2-4 ounces heavier for a 4 cell 40000mamp battery. You

can save about 4 ounces by going to FlightPower EvoLite batteries of equivalent size. But now I'm getting ahead of myself

Our choices for size 60 are all outrunners Let's look at them

Let us say our target weight, ready to fly with battery, is 70 ounces. How much power will we need ?

Seventy ounces is 4.4 pounds, rounding off. So, applying the 100 watts per pound rule, we will need 440 watts for adequate power to weight ratio. Let us assume that we are measuring that at the prop. Let us assume, also, that we will lose 20% in efficiency losses. So playing it safe, let us look for motors that can comfortably produce 540 watts of power. That will give us the power we need.

The AXI 4120/14 might be a good choice

RPM/volt is 660

Max efficient current - 20-40 amps

Constant voltage - up to 5 cell Li-Po (18 volts)

Weighs - 320 grams - 11.4 oz.

It's diameter is quite large at 49 mm, almost 2 inches

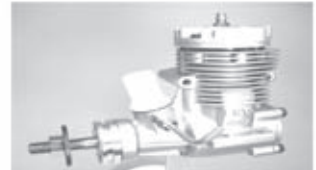
At 18 volts (5 cell Li-po) and at 30 amps, it produces 540 watts

At no load it 's rpm at the shaft would be about 11,880

At 35 amps, it would produce 630 watts



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This motor will work. It has enough power, the amperage and voltage ratings seem good, as does the RPM /volt. It can swing a 12 to 14 inch prop no problem. The only concern might be its 2 inch diameter.

Weight of this power package would be, including battery and ESC about 30 ounces. Every case will be similar. So to stay at 70 ounces, you will need a painted airframe of 40 ounces.

Plettenberg Orbit 30 - 12 series motors

RPM/volt - 650

Max efficient current - website, indicates it can draw past 40 amps
Constant voltage - website says past 22 volts

Weighs - 305 grams, 10.7 oz.

Diameter - 40mm, 1.5 inches

So again, this motor can produce more than enough power, with slightly less rpm/volt than the AXI. It can tolerate wide swings in amperage and voltage. If you went to 22.4 volts (6 cell Li=Po) and 30 amps, it would produce 672 watts of power.

Look at each manufacturer's website to gather the info necessary to make the ballpark criteria you need.

- 1 100 watts/ pound of airplane
- 2 Recognize that a size equivalent 35 - 45 glow engine package will weigh about 20 ounces
- 3 A size 60-74 equivalent will weigh about 30 ounces
- 4 A twin setup is even more - because of the additional wiring harnesses - add 4-6 ounces.

How Big a Battery - ballpark answer

You want to use no more than 80 % of your battery for each flight, so as not to stress the battery.

You need 100 watts of power per lb of airplane.

Let's say you want a 4 cell Li-Po

battery (18 volts nominal) and your airplane weighs 60 ounces, that is 3.75 lbs. So, 100 times 3.75 equals 375 watts of power. A 4 cell battery produces a little over 18 volts nominal. Volts times Amps equals Watts, so 375w divided by 18v equals about 21 amps you will draw on average. If you use a 4000 mamp 4 cell battery, 80 % of that is 3200 mamps. That is what you have for the flight. Estimated motor run time is 60 minutes X Battery capacity in Amp hours divided by the current. Est Motor Run time = (60m) (3.2ah) = about 9 minutes.

21a

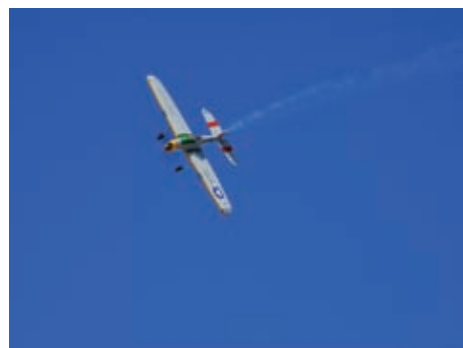
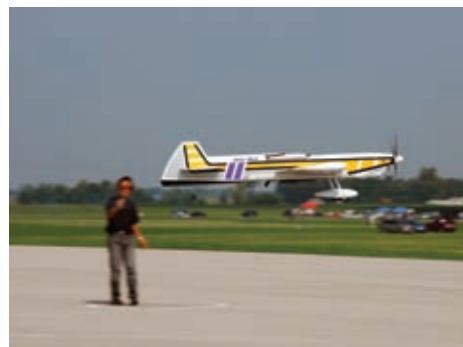
That's a quick way to figure battery size. Do not try to cut it too close to the 6.5 minute duration for the pattern. You might try to do this to save weight - but it's not worth it. It would be better to favor over sizing the battery. They will last longer, and going a little too big would be better in case your ballpark calculations are almost out of the park.

New Stuff

I have been experimenting with some Jeti Spin electronic speed controllers (ESC). The reason I'm doing this is that quite a few people have been frustrated by the lack of prop brake in the Castle Creations ESC when utilizing helicopter constant rpm mode. The Jeti Spin ESC has a brake on feature while in constant rpm heli mode. Jeti also utilizes a program box you can use on the field to change the parameters, rather than needing a computer to do it. I am using them on my twin. By the way, I'm using twin AXI 2826/10's on this puppy, with a 4 cell 5350 mAh Li-Po battery, swinging 12X6 counter rotating props. I'm flight trimming the aircraft. It weighs in at 75 ounces, with 700 sq. in. wing area, flying on maximum length lines. I'll give a full report next issue.

Fly quiet, fly safe,

-Will Moore



PERSONALITIES



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Featuring:

Kenny Stevens
Lexington, KY



Kenny's front row SV-22 and Chris' NATs Beginner winning Vector. Both are works of art!

father took the time to introduce me to aeromodeling. I have no children of my own; however, it brings joy to heart when I see fathers passing on the aeromodeling hobby to their children. At the NATs this year, there were many father and son/daughter teams. Kenny and Chris Stevens were one of

Chris did exceptionally well this year and won 1st place in Beginner Junior/Senior. I hope to see more father and son teams in the future.

Kenny lives in Lexington, KY with his wife Deborah and two sons Jonathan and Chris. He is a Service Technician at Glenn Infiniti. I first met him at the 2006

NATs. That was the year that his SV-22 was on the first row. Even after a year of wear and tear his beautiful SV-22 has only degraded to the second row. Well anyway, I had the chance this year to get to know Kenny a little better. Kenny grew up flying and building C/L models with his father and grandfather. He has fond memories of attending the NATs during a time that, what to him and I at our age, was the golden era. Wynn Paul, he says, has been his inspiration and mentor from that time in the early 70's until present.

His main interest is C/L stunt, but like many of us, he and Chris also fly R/C. Their R/C interest is in electric and 40 size nitro planes.



Kenny and Chris are a formidable C/L stunt team.

Some of my fondest memories are of my father and I building my first Ringmaster. I appreciate that my

these father and son teams. Kenny of course competes in Expert and Chris competed in Beginner Stunt this year.

I have not seen any of Kenny's R/C planes, but if they look half as good as his C/L models, they must be great.





Only 15 years old and already a NATs champion.

Kenny is one of the best finishers that I have seen. He specializes in transparent finishes that are pure works of art. He is very modest about compliments on his beautiful planes, but you too will be very impressed when you get the opportunity to see his work.

Kenny's most memorable moment in aeromodeling is the smile on Chris' face after winning Beginner at the NATs this year. Second most memorable moment is winning Advanced at the 2002 NATs with an L&J Fox 35 powered Cavalier. Kenny mentioned how lucky he was to have favorable winds that year and doubts he would have had

any success at winning the 2002 NATs had he encountered the high winds of this year. We discussed how we both loved the classic planes and power plants and longed for those days again. He says the classic planes are still very competitive when powered by modern power plants to handle the wind. I agree, enough said.

Favorite model is Randy Smith's SV-22. His least favorite model is the SIG Acrobat; however, I believe his dislike for the Acrobat is due to crashing a Lew McFarland Acromaster two weeks before the 1973 NATs. His backup plane, the Acrobat flew ok,

but he greatly missed the Acromaster. Favorite power plant is the Aerotiger 36. He says it is the most consistent running motor he has ever used. Least favorite is the Magnum 53.

Current building project is a scratch built Vector with an Aerotiger 36. He will be teaching Chris how to scratch build. Sounds like an outstanding father and son project.

Kenny's future aeromodeling goals are to continue flying with Chris and get him through the modern stunt pattern. He hopes to have Chris ready to fly in Advanced Senior at next years NATs. Good luck Chris!

As for introducing others, especially youth, to C/L flying, Kenny says to bribe them. He said it was the promise of chocolate milkshakes that kept Chris going out to fly. Kenny may have hit on the secret to the survival of C/L. Chocolate milkshakes it seems will be the revolution that draws new blood to our sport. I encourage everyone to use this bribe and see if it works.

What Kenny likes most about aeromodeling is the closeness that it brought to him, his grandfather, and father. It now has brought him closer to his children. I encourage all who have children to find

something, preferably aeromodeling, which you can do together. What he likes least is having to give up on a plane with trim problems.

Kenny's other interests include singing in the church choir and SCCA racing. Chris plays the trumpet in his High School marching band.

Kenny has a wealth of finishing and flying knowledge. Don't hesitate to meet and greet him and Chris if you see them at the NATs or one of your local contests. The experience will be a pleasant one, I guarantee.

-Louis Rankin

SAFETY



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Let's talk prop safety.

I know this is a subject that has been discussed numerous times in the past, but as Tom said, "Don't be afraid to write on a subject that has been covered before." If we were to write a list of dos and don'ts concerning the flying of our little toy airplanes, then number one on our list would have to be "Don't stick your finger in the prop of a running engine." And number 2 would again be, "Don't stick your finger in the prop of a running engine."

How many times have you seen people get injured while flying their airplanes? And what did they do? What was the cause of injury? Maybe we ought to add number 3 to the list and say, "Don't stick your finger in

the prop of a running engine." And maybe we could add "hand", "arm", or anything else that is attached to the body and moves.

I have three scars on my right wrist and hand. All three were caused by my "sticking my hand in the prop of a running engine." Two of these happened back in the early 50s when we were playing around with Sterling Mustangs and K&B 35 engines twirling 10 x 6 nylon props. Yes, I got my hand too close to the edge of a whirling prop and there was a resultant flow of blood. The other happened while I was pitting for Matt in a half-A contest. Even those guys can make it look like you were the victim in the 19th episode of Friday the Thirteenth. Fortunately for me, I never had to be taken to a doctor or to have stitches. But I do have scars as reminders.

But, as I said, the worst one came from a K&B 35 twirling a 10 inch nylon prop. What would have happened if it had been one of today's PA 75's with a 14.5 inch carbon fiber 3-blader? We still start them from the front. And then we reach around the whirling blade to adjust the needle with a guess and a hope that we have reached far enough around this unseen black prop that we know is there somewhere, but we just don't know quite where. I keep thinking of Matt (number one son) who flies alone with a stooge. As his engine gets increasingly more powerful and his props get increasingly bigger, the danger grows exponentially. Be careful out there, each and every one of you, as you start the engine and work around the prop. And it is not just newbies that need to heed these warnings. It is the experts who fly the most and who have done this so often who will sometimes

forget, and then bang! It gotcha.

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Speaking of "bang". OK, we are still talking props, now. But this comes from a sound we heard all too often at this year's NATs when the wind came up, and on take-off the tail came up and the prop scraped the concrete. I know of at least four flyers in the top 20 where this happened to, and one in the top five who was a multi-NATs winner and ex-world champion. (We won't mention names here, but it happens even to the best of them.) Matt was one who got bit like this on take-off and what started the flight as a full 14 inch 3-bladed prop, was reduced in seconds to a shredded 12.5 inch prop.

Where the problem comes in is that the rules say that you are to have a roll out and gradual take-off. If you aim the plane too far into the wind when you launch the plane jumps off the ground. Paul did that on his last flight and it may have cost him a chance at the championship. But starting too far back doesn't help, either, if the wind gets behind the plane. You try to give a little "down" control to keep the plane on the ground, and the wind gets behind the plane, and with the flaps aimed up just tips the plane up on its nose.

Now in all fairness to the people to whom this happened, the wind was shifting on those days. The flyer would set the plane down in the circle thinking he had placed it at the 6:00 o'clock position with the wind coming in at

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12:00 o'clock, and then the wind would shift slightly and he would suddenly be at 7:00 o'clock with the wind at the tail. I remember when this happened to Matt, one of the judges afterward said he wanted to yell at Matt to tell him to move the plane. But he could not (and should not) do that since he was judging. Of course some flyers have their own way of doing things and for some it may work better than others. But the point I am making here is we need to watch what we are doing, and be very careful when the wind is blowing to place the plane properly in such a way as to keep it from tipping up on take-off.

Remember, this is a safety column, not just a "how to fly better" column. I am not just talking about saving a \$60 prop, or an official flight, or the possible damage that could occur to the plane. (I have seen the nose ripped off of a plane that tipped up in this way.) But my biggest concern at the

moment is the people around us. What would happen if the plane tipped up on its nose during take-off, and instead of just mowing the prop down like it's on a grinding wheel, it decided to shed a blade in the process? The engine is going somewhere around 8000 to 10,000 rpm, the blade tips are traveling in some instances in excess of 400 mph, and zowie! a blade flies off of the engine in a direction unknown but with people standing all around us. Indeed, it could even come back into the middle of the circle towards the flyer, himself.

Fortunately, accidents such as this are few and far between--but... if it did happen...and if it did hit someone... Well, let's don't think about the consequences, but about the prevention of this happening.

If the wind is blowing and you are preparing for take-off, make sure you are between 6:00 and 5:00 on the circle with the wind at 12:00. Or... And here is the fine point of the

discussion. The best take-offs we were told by one of the judges, were made at about a 1:00 o'clock position in the circle. Upwind. You need to have a plane with lots of power, lots of thrust, lots of acceleration. Done correctly, it will accelerate into the down wind portion of the circle where it will lift off smoothly after a nice ground run. And you eliminate the possibility of that tail picking up with the wind behind it at launch. Just make sure you launch at the 1:00 position and not 11:00 o'clock, or you might just be back into the same dilemma that you were in before.

Think prop safety. There will be more to come on this subject for sure. But just remember, it is the most important and most dangerous part of the plane. And the one part we never see while it is flying.

-Leonard Neumann

THE LIGHTER SIDE



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Dateline: October 2038:

Controline Stunt, at one time a stepchild to the now-illegal category of radio control, has regained its place as the premier form of aeromodeling. A furor, however, has arisen regarding a unique and quieter means of propulsion: hamsters on treadmills. Traditionalists ('the old guard' as some call them) are adamant in their preference for electric motors, often 'dissing' today's visionaries who are enjoying increasing success with rodents running their little buns off.

'Blasphemous!' cry the Old Guard. 'It'll be the downfall of Stunt!'

'The FAI eliminated K-factor scoring to favor them!' moaned one dissenter.

'We won't allow them at our contests', said another.

'All you need is a .21FP', added a voice from Bothell, WA.

Then we have the Internet sites. Seen recently on the Ultra-Stuka-Hangar forum:

'Anyone with half a brain knows hamster power is the wave of the future.'

'You're full of it! They're heavy and they eat too much.'

'That's a mighty narrow-minded view, you moron.'

'Oh yeah? Well, look here, you #####...'

Things sort of went downhill from there. The topic was quickly locked-down by forum co-moderators Donnie Perry and Eric Fitzgerald who were heard to say, 'Boy, I wish Dad was here.' When questioned about the anti-social behavior displayed by some respondents, three-time national champion Grace Paris rolled her eyes and offered a brief explanation: 'Men!'

In the distant past, model airplanes were powered with small internal combustion engines, most of which burned alcohol-based fuel though a few masochists insisted on tinkering with miniature spark plugs and gasoline until 2019 when its cost-per-gallon exceeded twenty-two dollars. In 2023 internal combustion engines were banned by Iraqimexifornia's ninth circuit court. The other 73 states quickly agreed, thus effectively creating instant acceptance of electric power. But as things turned out, it wasn't long before Electrics were viewed as Stone Age technology.

We contacted long-time Stunt flyer, septuagenarian Grady ('Gusty Breeze') Widener, seeking his thoughts on why some people become so emotional regarding power for model airplanes. Herewith is a transcript of that interview:

Q: Sir, why do you think so many are opposed to hamster power?

A: Quite simply, one must merely imagine the superfluous circumlocutions associated with the myriad inflammatory predispositions toward motive accoutrements involved with forceful application and juxtaposition of...

Q: Uh, Grady....GRADY! Chill.

A: Sorry, dude. As I was saying, some tend to become agitated by any change in their comfort zone. Last week, for example, someone arrived at our field with a model he had actually built himself, cutting and fitting all the parts, using absolutely no pre-constructed components from Underfedistan.

Q: Mercy! What was the reaction to that?

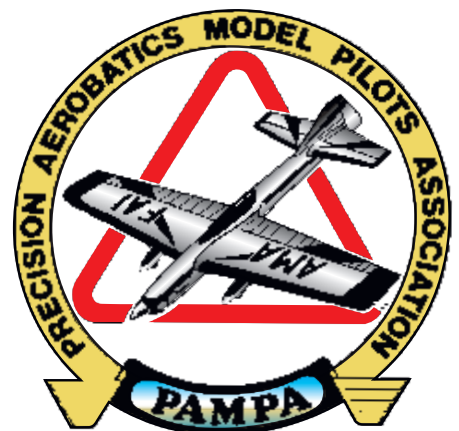
A: He was nearly run off the field. It simply isn't done. Constructing one's own model indicates a latent character deficiency, though I do recall having done so around the turn of the century before Instant Gratification became the accepted norm and yada-yada anotherbigword and...

Q: Uh, thank you, Mr. Widener. Now back to our studios in Detroit.

A: It's a conspiracy, I tell you...a conspiracy! The K-factor...

Q: We'll be right back...

-Mike Keville



THE TRAILING EDGE



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To the increasing number of former CL flyers returning after a long absence: welcome 'home'. You probably noticed some things have changed, especially when you tried to find a local hobby shop. Today nearly everything must be mail-ordered. The suppliers seen in SN are among the primary sources. They're good folks who run an honest game and have just about everything needed in the way of plans, kits, engines and accessories. Additional sources exist, and if asked we'll gladly supply their names and addresses. Much helpful information is also found on several Internet forums devoted to CL. The Old Time (pre-1953) Stunt event is the creation of NJ's John Miske, Jr. who hosted the first one in 1970. Winner was Bob Hunt flying a Veco Mustang. Classic is for pre-1970 designs from the so-called 'Golden Age of Stunt', like the T-Bird, Oriental, et al. and those delightful I-beam designs. Old Time flies the AMA '51-'52 pattern (more-or-less) while Classic uses the current AMA Precision Aerobatics pattern. The largest and most successful gathering for these events is the annual Vintage Stunt Championships (VSC) held in Tucson, where the 20th Annual will occur March 12-15, 2008. OTS and Classic are also flown at the NATs as unofficial events. At these gatherings you'll meet some of Stunt's legendary

designers and flyers from 'back when' plus many of today's top competitors who you'll find to be just regular folks despite occasional rumors to the contrary. In certain circles (grin) some people refer to them as 'elitists'—as if they wouldn't give us lesser mortals the time of day. That's a load of bull. You'll find them to be very open and helpful as long as you don't approach them while they're preparing for an official flight or when they're resolving a problem with their setup. (Uncle Mikey's definition of 'elitists': those who consistently win as a result of talent, hard work, long hours of practice...and no whining when things don't go their way.)

New! Jack Sheeks awards at VSC-20. Smilin' Jack, perhaps the most prolific designer ever, published more than twenty Stunt designs in the pages of FM, including some under pen names. Besides that, he's a really nice guy and his wife Shirley is a livin' doll. (Can we say that here?) Starting in 2008, Tom Niebuhr (Blue Sky Models) and John Miller will sponsor VSC awards for the highest placing Sheeks design in Classic, plus an appearance award for the best Sheeks Classic entry—the latter to be judged by the designer himself. For more information contact Assistant CD Robin Sizemore at expstunt@cox.net.

Got gaskets? Want to use that old Belchfire .38 in your Super Looper but it has no compression? Tired of trying to hack-out gaskets with a #11 blade? Fret not, users of ancient iron; the problem can be resolved thanks to some gentlemen who can laser-cut accurate replicas. William V. (Van) Harding wrote, 'I can work from existing gaskets or drawings and can also work from parts; I just have to know what the requirements are.' There is of course a charge for this service that you'd have to negotiate with him. Contact Van at hardingw@flash.net or phone 817-543-1320 (cell: 817-504-1351). Also note that Eric Rule at RSM offers laser-cut gaskets. See RSM's ads for contact info. Eric says, 'Run what you require in either AutoCAD2004 or Corel Draw 10 and e-mail the cut files to me. I'll be happy to cut the gaskets from either medium or high temp gasket paper and send

them to you.' As a bonus, Bob Kruger (bkruger@mindspring.com) offers to create accurate CAD drawings based on your measurements or samples as patterns for Van or Eric.

Remember 'Fast Richard from Snider Swamp'? Designer of the Chizler, Coyote, FF Bounty Hunter and many others, he's also an entertaining writer whose self-deprecating humor never fails to leave us ROFL. In case you hadn't heard, Richard Mathis, PhD (in real life) is back...big time. A member of this year's US FAI Free Flight Team in F1C Power, he was competing at their Worlds in Ukraine as this was being written. Here's the neat part: 'Snider Swamp' fans can now get T-shirts in short or long-sleeve versions. For current pricing, sizes and payment options, not to mention a really friendly reply, contact FR's daughter Lexie Jones at sniderswamp@yahoo.com. No computer? No problem. Write to 3017 Newport Ave, Denton TX 76209 or phone 972-998-0489.

Fifteen years. That's how long I've been scribbling this thing. In early '92 then-editor Phil Granderson phoned me in Kuwait asking if I'd write a column on Old Time and what was then called Nostalgia. 'Sure, why not?' I replied, thinking it might last a few issues. It needed a name. Saw a magazine ad for an industrial supply house offering out-of-production items and billing itself as 'The Trailing Edge of Technology'. Sounded pretty slick, so I pinched it, hoping their legal staff wouldn't notice...which they haven't...so far. Since Kuwait was then being rebuilt following Iraq's invasion and the resultant chaos from Desert Storm, we weren't yet wired for computers. State-of-the-art was typewriters and carbon sheets. Mail went via the Army postal system—surprisingly efficient, though painfully slow. This continued through Larry Cunningham's tenure as editor. Then Ted Fancher, who was Prez at the time, discovered someone named Tom Morris. Right about then we received our first PCs...mysterious gadgets whose only component I recognized was the keyboard. Tom asked us to help take SN into the electronic age by submitting text and photos via E-mail or on disk (whatever THAT meant) but since I didn't know a byte from a

bit, I rebelled. In retrospect, I'm not real proud of that because it seemed to indicate I was too lazy or stupid to learn. Eventually a fellow contractor taught me how to use the infernal things and suddenly the whole world opened up. As you may have noticed, it's been nearly impossible to shut me up ever since.

No animals were harmed in the making of this column.

-Mike Keville



'Why yes, I fly Stunt.' Indiana's Josh Condon (who's now MUCH taller) and Ted Fancher with their Goldberg Shoestrings at a '90-something VSC. (Photo: Ken Budensiek)



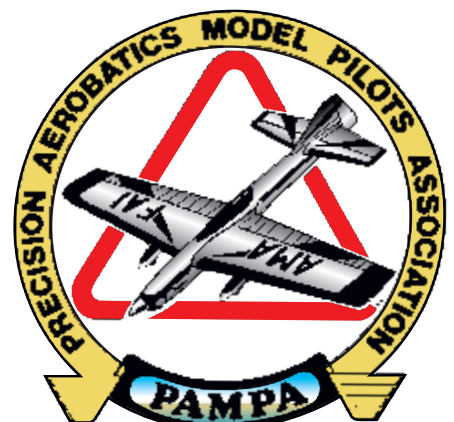
Jim Vornholt won Jr. Stunt at the '61 NATs with a Carousel. Seen here with an I-beam 'Airon' designed by Bernie Ash. Two-tone blue, trimmed in white and gold. (Photo: Bill Netzeband)



Charles Lickliter's Ballerina III, '62 NATs, NAS Glenview. Lustrous metallic blue finish, white trim, reportedly applied with a brush (and a bit of sanding and buffing, y'think?) Note hinge line. (Photo: own)



Hearns 'Demon', Australian OT design (note 'roo on fin) by Jim Thomerson. Fox 35; yellow Plyspan with some tissue and silk; Sig Lite-Coat with yellow dye added; sewn hinges. Flies clockwise. (Thomerson photo)



WE HAVE THE TECHNOLOGY



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NATs 2007 Technology Report – This is the eighth annual technology report detailing the equipment used by the Open and Advanced fliers at the NATs. As usual, we passed out questionnaires at the pilot's meeting, and almost everyone responded. After returning home, it took a week to tabulate the responses. A few notes on the data:

1) The Open and Advanced classes are combined and listed alphabetically. If you want to look at the Open fliers, the top 20, or some other grouping, the information is there. Sorting it is left as an exercise for the reader.

2) There was a space on my questionnaire for fliers to list any unusual or innovative features of their models. Some commented at considerable length, others left the space blank. I tried to reproduce their comments with as little editing as possible. Mostly I fixed spelling (we all spell better with a computer).

As before, I'm not going to analyze the data for you. It's more fun to do it for yourself. I'll confine myself to a few comments:

Again, this year we were visited by a large group of Brazilian fliers, and once again, they were sponsored by Thomas Case. This year they were flying P-47 Thunderbolts derived from Bill Werwage's planes. Pat Johnston

and Bene Rodrigues worked together to plans and kits for the project. The Brazilian Thunderbolts were mostly powered by four-stroke engines. Like the Mustangs last year, the Thunderbolts flew rather fast, in the 4.7-4.9-second range. They flew well. We had every day of the competition, and the Thunderbolts were up to the challenge. A few crashed, but more than a few of the other planes crashed. Next year the Brazilians plan to attend the Brodak Contest instead of the NATs.

There were three fliers with electric planes this year -- Mike Palko, Walt Brownell, and Paul Walker. Paul was in the fly off, but Orestes Hernandez took home the Walker Cup flying a Yatsenko Shark. His understudy, Josias Delgado, won Advanced (also with a Yatsenko Shark), so they had a carload of hardware for the trip home.

One trend that I notice – almost everyone is using braided lines now. Only a handful of fliers used solids. I'm sure that the increased power available from the larger engines makes solids less of an advantage.

Have fun analyzing the data. I hope it helps you decide what to build next.

Good luck with your next plane.

-Noel Drindrak

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NATS 2007 Technology Survey (Open and Advanced)

NAME	DESIGN	DESIGNER (S)	WING AREA (sq in)	WT (oz)	ENGINE	PROP (Number of blades in parenthesis)	EX- HAUST	LINE LENGTH DIA & TYPE	FUEL	GLOW PLUG	SPECIAL FEATURES
Alleoni, Marcos	P-47D Thunderbolt	Bill Werwage	700	64	Saito 72	14x5 Zinger (2)	Muffler	64x.018 Braid	Cool Power 20%	OS F	Wood with Fiberglass tissue and epoxy resin covered with monocoque. Wing (1 panel), fuselage, rudder, fin elevator, stabilizer, and main landing gear take apart. Weathered with air brush. Markings from first Brazilian Flight Squadron.
Aron, Jim	Infinity Prime	Brett Buck	675	70	RO-Jett 61	12.5x3.9 Eather (3)	Pipe	65x.018 Braid	Powermaster 15%	Thunderbolt 4-cycle	PPG Urethane color, PPG Global System clear, Rangy Smith pipe, Howard Rush carbon gear.
Banjock, Dan	P-51	Bob Hunt	670	65	PA61RE	13x4 Gator (3)	Pipe	66x.018 Braid	Powermaster 6%	Thunderbolt	
Barry, Derek	Evolution	Randy Smith	700	61	PA65RE	13x4.25 (2)	Pipe	65x.014 Solid	SIG Champion 7.5 %	Thunderbolt	Standard Randy Smith set up. PA 65 with a pipe. All ball-link controls.
Becerril, Germanico	Own	Germanico Becerril	700	64	PA65RE	13.75x4.5 Bolly (2)	Pipe	64x.018 Braid	SIG 5%	Thunderbolt	Take-apart model, fuselage split in half, wing panels held to the fuselage with a carbon-fiber rod.
Brickhaus, Allen	Envoy VI	Allen Brickhaus	710	63	PA61RE	12.25X4.0 Bolly (3)	Pipe	64x.018 Braid	SIG Champion 10%	11\$493 Thunderbolt	
Brownell, Walt	Gemini - AM10T370	Walt Brownell	640	64	Twin Electric	9.2x4.0 Graupner CAM (2)	NA	64x.018 Braid	NA	Na	JMP timer with voltage compensation feature. First flight speed at 80 % power for 1 min 49 sec, then increasing power in steps until max of 88 % at 6 min. All calculations performed with Nestler slide rule.
Buck, Brett	Infinity	Brett Buck	675	61	RO-Jett 61 BSE	12.5x3.75 Eather (3)	Pipe	64x.018 Braid	Powermaster 15%	Thunderbolt 4-cycle	
Busby, Marshall	Cavalier 650	John Simpson/ Tom Morris	650	51	PA40	11.4x3.8 Bolly (3)	Muffler	65x.015 Braid	SIG 7.5%	Thunderbolt	
Case, Thomas Amos Jr.	P-51	Bene Rodrigues	620	60	OS-FS 70	15x6 France (2)	Muffler	70x.018 Braid	Morgan Cool Power 20%	OS F	
Cordou, Antonio	P-47D Thunderbolt	Bill Werwage	700	55	Saito 72	14x6 Culazzano (2)	Muffler	62x.018 Braid	Cool Power 20%	Saito	
D'Ottavio, John	Longhorn	John D'Ottavio	710	72	ST 60	13x5 Brodak (2)	Muffler	65x.018 Braid	Powermaster 10%	Thunderbolt	Same old tech. Spitfire airfoil. Moments – nose-11 inches, tail-18 inches. Stab-26 inches.
De Young, Jim	Starfire	Randy Smith			PA61RE	Bolly (3)	Pipe	64x.018 Braid	SIG 10%	Glow Devil	
Delaney, Gordan	Kawasaki Hein 61-Tony	Gordan Delaney	743	70	Saito 72	13.25x3.8 Eather (3)	Muffler	66x.018 Braid	Powermaster 10%		
Delgado, Josias	Shark	Yatsenko	670	63	Retro 60	13.5x5.9 Yatsenko (2)	Muffler	65x.018 Braid	Champion 0%	Thunderbolt	
Drindak, Noel	SV-22 Berseker	Randy Smith/ Noel Drindak	650	62	PA65SE	13X5 Pro Zinger (2)	Muffler	65x.018 Braid	Powermaster 10%	Glow Devil 300	Profile design derived from Randy's SV-22. Intended primarily for local contests on grass. Pressed into service when my Super Kestrel's engine wore out just before the Nats. Foam wing, balsa/foam core fuse sheeted with 1/64-inch ply. Wing-mounted gear, Tom Morris ball link controls. PAMPA plan.
Dutra, Luiz	P47D Thunderbolt	Pat Johnston	700	64	Saito 4-Stroke	14x6 Top Flite (2)	Muffler	62x.018 Braid	Cool Power 20%	OS F	My plane has an old style construction with some new products used in the process. Fuse sides reinforced with cloth. Detachable wings, stab, and fin. Covered with Monocoque.
Eyskens, David	Starfire	Randy Smith	675	63	PA61RE	13x4 Gator (3)	Pipe	64x.018 Braid	SIG 5 %		Standard Randy design, all Brodak dope.
Fancher, Ted	Trivial Pursuit	Ted Fancher	660	68	RO-Jett 61	12.5x3.9 Eather (3)	Pipe	66x.018 Braid	Powermaster 10 or 15%	Thunderbolt 4-cycle	All old technology. Built in 1991. Designed specifically for low pitch/high rev OPS. Hobby Poxy epoxy finish (heavier than desired). Good performance at about 15 oz/ft² area. Three "dings" over the years – cracked upper right wing surface during shipping accident, left main gear torn out landing on bad field, broken leadout replaced. Otherwise finish still looks good after 16 years.
Fernando, Camargo	P-47	Pat Johnston	700	71	Saito 72	14x6 (2)	Muffler	64x.015 Braid	20%	OS 4F	I'm a member of the Brazilian Team. The design is similar to the planes in the Second World War.
Fitzgerald, David	Stargazer/ Trivial Pursuit	Ted Fancher	660	58	PA75RE	13.1x4.1 Eather(3)	Pipe	68x.018 Braid	Powermaster 15%	Thunderbolt 4-cycle	
Fitzgerald, Eric	SIG Skyray	Mike Pratt	396		OS 20	9x4 APC (2)	Muffler	58x.015 Braid	Powermaster 15%	Glow Devil	
Fontenelle, Francisco	P-47	Fontenelle	670	73	PA75	15x4.5 (2)	Muffler		20% oil, 5% nitro	OS-F	Detachable wing, cowling, and engine/fuel tank in different pieces.
Freitas, Tales	P-47D Thunderbolt	Bill Werwage	700	78	OS 70 FL	14x6 Zinger (2)	Muffler		Byron 4-Stroke 15%	OS F	
Giacobone, Rich	Stuka	Rich Giacobone	740	67	RO-Jett 76	13.4x4.5 Eather (3)	Muffler	64x.018 Braid	Powermaster 10%		Carbon-fiber fuel tank and cowl. Brodak paint.
Gleason, Dale	Impact	Paul Walker	750	63	RO-Jett 76	14x5 Eather (3)	Pipe	69x.018 Braid	GMA 10%	Thunderbolt idle bar	UHP kit
Greb, Mike	Impact	Paul Walker	700	66	RO-Jett 76	14x4.2 Eather (2)	Pipe	66x.018 Braid	Powermaster 10%	RO-Jett	UHP kit.
Haber, Alberto		Yatsenko	690	62	PA61	3x4.75 Bolly (2)	Muffler	68x.018 Braid	20% oil, 5% nitro	Thunderbolt	
Hernandez, Orestes	Shark	Yatsenko	670	62	Retro 60	13.5x5.9 Yatsenko (2)	Muffler	64x.018 Braid	Omega 0 %	Thunderbolt	
Hila, Masaru	Sonic Boom	Kaz Minato	682	62	PA61RE	12.5x4.5 Eather (3)	Pipe	65x.018 Braid	SIG 10%	Thunderbolt	
Hill, John	Caudron	Frank McMillian	650	57	RO-Jett 65	12.9x4.75 Eather (2)	Pipe	63x.018 Braid	Powermaster 10%	Jett	
Hughes, Mark	MC 72	Ron Otoole	760	59	PA65RE	13x4 Bolly (2)	Pipe	0.18 Braid	SIG 10%		
Jodas, Pedro	P-47	Bill Werwage	700		Saito 72	14x6 Top Flight (2)	Muffler	64x.018 Braid	20% oil, 20% nitro	Thunderbolt	
Johnston, Pat	P-51D Mustang	Pat Johnston	626	56	Stalker 51RE	12.5x4.5 Own (2)	Muffler	63x.018 Braid	Powermaster 5%	Fox RC Long	All balsa – Brodak dope.
Kempen, Juan	P-47	Pat Johnston	700	60	Saito 72	14x6 Top Flite (2)	Muffler	62x.018 Braid	Byron 20%	OS F	
Lee, James	Sunflyer IV	James Lee	668	56	OS46SF-S	12x4 (2)	Muffler	66x.018 Braid	SIG 10%		
Leidle, John	Satona	Randy Smith	655	70	OPS 40	11.5x4.3 Bolly (2)	Pipe	68x.018 Braid	Byron's Helicopter 15 %	Thunderbolt RC long	Old style Randy Smith 60-sized pipe.
Lindberg, John	ARC Cardinal	Windy Urtnowski	580	46	OSLA46	11x6 Rev-Up (2)	Muffler	64x.018 Braid	Dick's Brew 5%	Thunderbolt	
Lovins, Carl	Tucker Special	Bob Tucker	540	39	Brodak 40	10.5x5 Bolly Clubman (2)	Muffler	62x.015 Braid	Powermaster 10%	Thunderbolt	Built from Flying Model plans.
Maltman, Larry	Legacy	Allan Brickhaus	700	62	PA65RE	13x4.5 Bolly (3)	Pipe	66x.018 Braid	Coopers Liquifire 5%	SIG Tuned Pipe Plug	
McHenry, Mike	A6M Zero	Mike McHenry	680	65	PA65	13x4 Eather (3)	Muffler	66x.018 Braid	SIG 5%	Thunder bolt	Lost-foam wing, Tom Morris control system, plastic tank, carbon on fuse, stab flaps and elevators. Polyspan on wings.
McMillian, Frank	Super Caudron 7	Frank Mcmillian	710	62	PA65RE	12.75x4.5 Eather (2)	Pipe	63x.018 Braid	Own 10%	Merlin	Eight-year old aircraft.



NAME	DESIGN	DESIGNER (S)	WING AREA (sq in)	WT (oz)	ENGINE	PROP (Number of blades in parenthesis)	EX-HAUST	LINE LENGTH DIA & TYPE	FUEL	GLOW PLUG	SPECIAL FEATURES
Morteino, Fernando	P-47	Bill Werwage	700		ST 60	13x6 JFX (2)	Muffler	64x.018 Braid	20% oil, 0% nitro	Fox	
Neumann, Matthew	Stuka 2007	Matthew Neumann	690	66	PA75RE	14x4.75 Bolly (3)	Pipe	66x.018 Braid	Home mix 5%	Thunderbolt	Almost a carbon copy of the 95 Snake Stuka.
Ogren, Don	Vector	Randy Smith	532	48	OS40FP by Randy Smith	11x5 APC (2)	Muffler	61x.015 Braid	Omega 10%	Thunder bolt	Ultracote covering.
Oliver, Richard	Dragon Lady	Richard Oliver	650	65	RO-Jett 67LS	14x4.5 Eather (2)	Pipe	65x.018 Braid	Powermaster 10 or 15%	Jett	PPG Paint, foam wing, Inkjet decals.
Oliver, Richard	Dragon Lady	Richard Oliver	650	65	RO-Jett 67	14x4.5 Eather	Pipe	64x.018 Braid	Powermaster 10 or 15%	Jett	PPG paint, foam wing.
Palko, Mike	Silencer	Mike Palko	510	47	Plettenberg Orbit	10.4x4.8 Gator (3)	NA	60x.015 Braid	NA	NA	Z-Tron version 2 timer, Thunder Power 4S2P 4200mah battery, Castle Creations Phoenix-45 ESC.
Perry, Bruce	Jester	Bruce Perry	714	69	PA75RE	14x4.25 Bolly (3)	Pipe	66x.018 Braid	SIG 5%	Merlin	Take apart model w/foam wing, molded balsa top and bottom blocks, molded cowl, geodetic fuse formers, Howard Rush carbon gear, balsa pants, detailed cockpit, PPG Global System clear coat.
Rankin, Louis	Oriental	Dee Rice	550	42	McCoy 40 Hybrid	10.5x5 Own (2)	Muffler	59x.015 Braid	Lou's Brew 10%	SIG RC Long	Light McCoy hybrid eliminates the need for tail weight in the Oriental.
Reinaldo, Rodrigues		Reinaldo		71	OS LA65	14x6 (2)	Muffler	63x.018 Braid	5%	OS	Mine is not a "new tech" project. It was built in balsa wood, including the wings. The motor is set in the side of the plank which makes startup and offset easier. I tried to make the design like Capt. Dornelle's plane, which introduced the expression "Senta a pua".
Reynolds, Scott	Cardinal	Elliot Scott	600	53	ST 46	11x6 BYO (2)	Muffler	64x.018 Braid	Brodak 5%	Thunderbolt	Reyco Adjustable handle. Graphics printed on silkspan and doped in place.
Rhodes, Jim	Sultan	Norm Whittle	700	61	PA51RE	11x4.5 Bill Lee (2)	Pipe	67x.018 Braid	Excalibur 5%		
Rich, Bill	SV-12XL	Randy Smith	675	64	PA 61	12.25x4.0 Bolly (3)	Pipe	64x.018 Braid	SIG 10%	Thunderbolt	
Rigotti, Christ	Agenda	Christ Rigotti	655	59	PA75	13.75x4.5 Bolly (3)	Muffler	62x.018 Braid	SIG 5%	OS F	Foam wing. Monocoted wing, flaps, stab and elevator. SIG dope over carbon veil on fuse, fin and rudder. Tom Morris Controls - ball links and carbon-fiber pushrods. Molded top and bottom shells
Robertson, Larry	Caravel	Larry Robertson	680	71	PA75RE	14x4.25 Bolly (3)	Pipe	66x.018 Braid	Own Mix 5%	Glow Devil idle bar	Old (10 years), proven technology with new innovations. New stiffer flaps covered with fiberglass tissue, carbon tissue and silkspan. Stab covered the same. Own design side hatch tank compartment developed in 1981. Remote glow driver (9inches back from prop) for safety.
Rodrigues, Bene	P-47	Pat Johnston/ Bene Rodrigues	700	60	OS-FS 70	15x6 Home Made (2)	Muffler	70x.018 Braid	Morgan Cool Power 20%	OS F	
Rodrigues, Mauro	P-47	Pat Johnston/ Bene Rodrigues	700	60	OS 70 Ultimate	14x6 Top Flite (2)	Muffler	70x.018 Braid	Morgan Cool Power 20%	OS F	
Rodriquez, Reinaldo	P-47	Pat Johnson	700	70	OS FL70	14x6 (2)	Muffler	62x.018 Braid	20%	OS	I straightly followed Pat's project. It was built in nylon in order to not let it be heavy. "B5" did a lot of missions in the Second World War and mine was painted in the colors of Brazil's banner.
Rush, Howard	Impact	Paul Walker	700	68	OS40VF	11.3x4.5 Bolly (2)	Pipe	68x.018 Braid	Own mix 10%	Thunderbolt RC	Nine-year old airplane, Homemade carbon-fiber gear, ES Composites pipe.
NAME	DESIGN	DESIGNER (S)	WING AREA (sq in)	WT (oz)	ENGINE	PROP (Number of blades in parenthesis)	EX-HAUST	LINE LENGTH DIA & TYPE	FUEL	GLOW PLUG	SPECIAL FEATURES
Rutherford, Bill	Legacy	Allen Brickhaus			RO-Jett 67	14x4 Bolly	Pipe	65x.015 Solid	Ro-Jett 10%	Thunderbolt	
Scott, Mike	Genesis	Bob Hunt	720	61	PA65RE	13x3.75 Eather (3)	Pipe	66x.018 Braid	SIG		
Smith, Randy	Katana	Randy Smith	680	59	PA51RE	12.125x4.3 Bolly/Randy (3)	Pipe	65x.018 Braid	SIG 7.5%)	Randy Smith	Carbon-fiber prop, gear, and pipe. Covered with carbon-fiber mat. New Ultra Quiet Series Aero pipe.
Stevens, Chris	Vector 560	Randy Smith	560	48	OS40FP	11x5 Master Airscrew (2)	Muffler	61x.015 Braid	SIG 5%	Glow Devil	I used dyed silkspan to cover my plane. It was dyed with House of Kolor dye with clear finish.
Stevens, Kenny	SV-22	Randy Smith	695	65	PA61RE	12.75x3.8 Bolly (3)	Pipe	65	SIG 7.5 %	Enya	Lost-foam Wing, dyed silkspan with clear finish.
Storick, Robert	P-47	Bill Werwage	700	62	PA75RE	15.75x4.8Bolly (2)	Pipe	66x.018 Braid	SIG 10%	Thunderbolt	
Taylor, Eric	Katana	Randy Smith	680	70	PA61RE	12.5x4.1 Bolly (3)	Pipe	65x.018 Braid	SIG 5%	Thunderbolt	
Temstrom, Mike	110% Bear	Steve Moon	St-51		ST-51	12x6 Zinger (2)	Muffler	66x.018 Braid	Wildcat 10%	Fox idle bar	
Tozin, Andri	P-47	Bill Werwage	700		PA75	13.75x4.5 Bolly (3)	Pipe	64x.018 Braid	23% oil, 10% nitro	Thunderbolt	
Tysor, Kent	Strega	Windy Urtnowski	740	64	RO-Jett 76	14x4.375 Eather (2)	Pipe	64x.018 Braid	Powermaster 10%	20% oil, 5% nitro	
Urtnowski, Windy	Novantra	Windy Urtnowski	750	61	RO-Jett 90	16-5 Rev-Up (2)	Muffler	64x.018 Braid	Powermaster 10%	RO-Jett	Dave Midgley composite wing, carbon-fiber tank and spinner, Rev-Up wood prop, .021 braided lines.
Walker, Paul	Impact XLE	Paul Walker	750	68	Plettenberg 30-12	13.25x7.0 Eather (2)	NA	66x.018 Braid	NA	NA	Shultzie 18.46 speed controller, Dougherty-McKinzie processor, Thunder Power 5S2P 4200 Li-Po battery.
Wes Eakin	Katana	Randy Smith	680	65	PA61RE	12x4.25 Bolly (3)	Pipe	65x.018 Braid	SIG 5%	Thunderbolt	
Wesley, Dick	Velvet	Dick Wesley	623	62	PA65RE	13x4.5 Bolly (3)	Pipe	66x.018 Braid	Powermaster 10%	Thunderbolt	Bob Hunt lost-foam wing, Tom Morris ball-link controls with 4-inch bellcrank, removable flaps, elevators, wheel pants, and tail wheel. Carbon-fiber landing gear, adjustable leadouts, uniflow clunk tank.
Weston, Jack	Gieseke Nobler	Bob Gieseke	510	45	OS40FP	10.5x4.5 APC (2)	Muffler	63x.015 Braid	Powermaster GMA 10%	#3 Enya	Dan Banjock uniflow tank, two head gaskets.
Wieder, Bud	Cavalier	John Simpson	540	42	OSLA40	11x4 Zinger	Muffler	62x.015 Braid	Powermaster 5%	Thunderbolt	
Wilde, Eno	P-47D	Bill Werwage	720	66	Saito 72	14x6 Top Flite (2)	Muffler	62x.018 Braid	Cool Power 20%	Saito	
Wildman, roger	Davis Special #2	Roger Wildman	680	64	PA65	13.75x4.5 Bolly (3)	Muffler	66x.018 Braid	SIG 5%	Thunder bolt	Lost-foam wing, molded top and bottom. Plastic uniflow tank.
Young, Ryan	Buccaneer 746	Allen Brickhaus	650	62	PA61RE	12x4 Phelps (2)	Pipe	63x.018 Braid	Powermaster 10 or 15%		

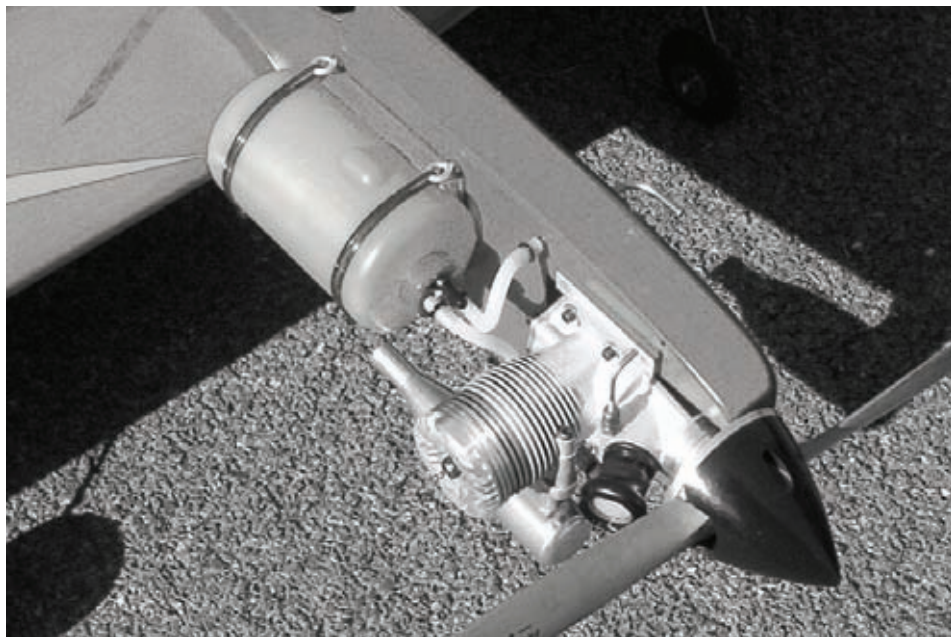
My Profile Tank Mount – To get consistent engine runs with a profile stunt ship the tank must be securely positioned in a mount that can not slip or shift. The mount needs to be adjustable, but after adjustment it must not move. Also, you should be able to change tanks and locate the new tank in exactly the same spot. I've seen a lot of profile tank mounts – metal tabs soldered to the tank, tie wraps, rubber bands, and others. They all have problems. In some cases the tank can come loose. In others a good bump can move the tank out of position. Usually you don't realize there's a problem until your engine run goes away.

The tank mount that we used in the Berserker does everything that you want it to do. The tank is securely positioned and can not slip or shift. The tank is adjustable and can be removed and reinstalled in exactly the same place. This winter I shortened the nose on my Berserker. After fiberglassing the nose and refinishing it, I put everything back together, replaced the tank in the exact spot where it was before, and went flying. The engine run was perfect – no tank adjustment needed.

The tank mount uses a saddle to locate the tank. The base for the saddle is a rectangular plate of 1/16-inch plywood. The plate has two grids of 1/16-inch holes spaced 1/32-inch apart on its back, one in the front and one in the rear. The holes go over a pair of 1/16-inch pins on the side of the fuse to locate the saddle. For my round plastic (Sullivan R-8) tank a piece of 1/2-inch balsa is glued on top of the plate and sanded to fit the curve of the tank. Tie-wraps are used to hold the tank and saddle in place. The tank can't slide around and it can be adjusted in 1/32-inch increments.



Here's the 1/16-inch plywood plate that forms the base of the tank saddle.



Here's the nose of my Berserker with a closer view of the tank saddle.

Looking at the base plate you'll note that it must move back and forth a little as it is adjusted up and down. This is not a problem because the tank extends over the ends of the saddle. I keep the tank in the same fore/aft location and the saddle moves back and forth under it.



Here's the base plate with a piece of 1/2-inch balsa added and shaped for my Sullivan R-8.

If you're using a different shaped tank, you'll want something in place of the shaped 1/2-inch balsa piece I've shown. For a wedge tank I would use 1/4-inch square basswood strips glued

to the base plate, one above and one below the tank, to position the tank.

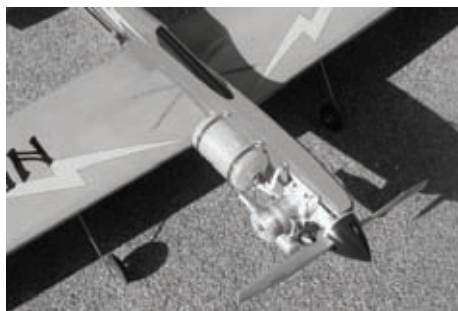
I'm using four screw eyes with tie wraps to hold my tank in place. That's my preference, but there are other ways that work. In a previous plane I drilled holes through the fuse and put the tie wraps all the way through the fuse. This is a little lighter since you don't need to use the screw eyes. Another way is to use screw hooks with rubber bands. I used rubber bands years ago, but I got tired of them always being oily. The tank saddle will work with many hold down methods.

The hardest part of making a tank saddle like mine is accurately drilling the grid of 1/16-inch holes. I used a milling machine to make a drill template of 1/8-inch aluminum. You can also mark off the grid and drill it by hand, but you'll have to be careful. However you choose to drill the grid of holes, make a template for the next time you do it.

I highly recommend my tank mounting method. The tank is securely positioned and can not slip or shift. However, the tank is fully adjustable. Also, it can be removed and reinstalled in exactly the same place. I hope you give it a try on your next profile.

Good luck with your next plane.

-Noel Drindak



Here's the nose of my Berserker showing the basic setup – PA65 with a Sullivan R-8 tank.



FEATURES



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EARLY TIMES IN THE STUNT CIRCLE.

Over the years, I have had to refer to the "official rules" BOOK many times, to support a leaky memory bank. This table was started quite awhile ago, and finally succeeds in covering 90% of the interesting changes in the procedures, maneuver descriptions and the type of airplane system best suited to competition excellence. The pattern we are trying to fly today has been minimally modified since 1957. The verbiage associated with describing the scoring now covers lots of pulverized wood pulp, and 2 major geographic rules systems, not to mention several weighty tomes of judges instructions. The happy result has the judges and the fliers moving in the same directions at the same rate, so we have a happy camp.

During the charted period, Stunt became

Control Line Central

a division of J & J Hobbies

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known as Precision Aerobatics as the airplanes and pilots developed rapidly. This made the judge's job more difficult. The GMA pattern, locked-in in 1957, describes a series of maneuvers that pretty well use up the performance abilities of the airplanes and pilots. It's interesting to note, that the closeness between what the judges can observe accurately, and the fliers can execute accurately makes most of the final results of major competitions be

determined by narrow margins in the number column. Even better, the event is alive, dynamic and more popular than most other Control-Line competition events.

Anyhow, the table can be used to plot the changes that led to what we do now, and qualify as HISTORY. Like some of us!

-Wild Bill (Somewhat Limited)

CONTROL LINE PRECISION ACROBATIC PATTERNS HISTORY Compiled by Bill Netzeband

MANEUVER	MANEUVERS INCLUDED IN EACH YEAR'S RULES								
	1950	1951	1952	1953	1954	1955	1956	1957	1958
STARTING	1	1	1	1	1	1	1	1	1
TAKE-OFF	1	1	1	1	1	1	1	1	1
LEVEL FLIGHT	2	2	2	2	2	2	2	2	2
CLIMB	1	1	1	1	1	1	1		
DIVE	1	1	1	1	1	1	1		
WINGOVER	1	1	1	1	1	1	1		
REVERSE WINGOVER				1	1	1	1	1	1
INSIDE LOOPS	5	5	5	3	3	3	3	3	3
INVERTED FLIGHT	2 <C>	2 <C>	2 <C>	3 (D)	3	3	3	3	3
OUTSIDE LOOPS	5	5	5	3	3	3	3	3	3
INSIDE SQUARE LOOP	1	1	1	1	1	1	1	2	2
OUTSIDE SQUARE LOOP								2	2
TRIANGULAR LOOP						1	1	2	2
HORIZONTAL EIGHTS	3 (E)	3 (E)	3 (E)	2	2	2	2	2	2
HORIZONTAL SQUARE EIGHT				1 (A)	1 (A)	1 (A)	1 (A)	2	2
VERTICAL EIGHTS	3 (E)	3 (E)	3 (E)	2	2	2	2	2	2
HOURLASS FIGURE								1	1
OVERHEAD EIGHTS	3 (E)	3 (E)	3 (E)	2	2	2	2	2	2
4 LEAF CLOVER								1	1
LANDING	1	1	1	1	1	1	1	1	1
SPECIAL MANEUVER	1	1	1						
SPOT LANDING						1	1		
PATTERN POINTS	1	1	1	1	1	1	1	1	1
APPEARANCE POINTS RANGE	8 TO 80	8 TO 80	8 TO 80	21 TO 77	21 TO 77	03 TO 24	3 TO 24	16 TO 40	16 TO 40
PERFECT SCORE	435	435	435	397	397	404 (B)	404 (B)	670	670

NOTES:

- A: LAST MANEUVER BEFORE LANDING
- B: INCLUDES 10 SPOT LANDING POINTS
- C: INVERTED AFTER OUTSIDE LOOPS
- D: FIRST TIME INVERTED BETWEEN INSIDE AND OUTSIDE LOOPS
- E: LAZY-STYLE FIGURE 8

I Beam STILETTO 660 Part 2 by Darrell Harvin

Sanding

Well now that I am done with slaying the balsa forest and putting together something that resembles a model aircraft. Lets get down to business and finish this puppy. First and foremost

Lets grease up that elbow (Refer to pictures throughout.) and get familiar with our favorite tool called sandpaper. At this point I use nothing less than 320 grit paper. I like to use the Norton 3X paper you can find it at your local wood working stores and you might as well get the job pack they come in packs of 20. They tend to last longer than most sandpaper I have tried and remember, fresh is best.



Doping, Covering & Fillets

At this point, if I haven't dinged and gouged it, I should be ready to start covering. I start with 50/50 thinned nitrate dope brushed on (3 coats) the bare airframe. Then using your favorite sanding technique (at this point I use foam blocks) sand the airframe smooth. Brush on one more coat, sand lightly, and now comes the fun part.

Time to cover the airframe using a combination of light carbon veil and lightweight silkspan. To cover with the carbon veil I use the same 50-50 thinned nitrate. The carbon veil will form around



curves and corners very well but you have to be patient and work slowly and once it is formed, DO not touch the area until it's dry. After that is done I brush on at least 3 coats of thinned nitrate.

After drying, sand the airframe with 400 grit sandpaper. Because I used light balsa for the ribs & half ribs I used the carbon veil on the ribs & half ribs. Don't forget to round them during trimming.

This way they will be less prone to breakage during sanding.



After covering the veil with light silkspan, I would use medium or heavy on the wing only next time. The light silkspan seems to be a bit fragile while applying the finish. The reason for this is when after the nitrate is applied and the primer is applied there will be less pinholes to deal with. None after the second coat is applied. But here is where the fun begins. You will need to sand between coats, which is another reason for applying heavier silkspan on the

wing. But first lets have fun with our fillets.

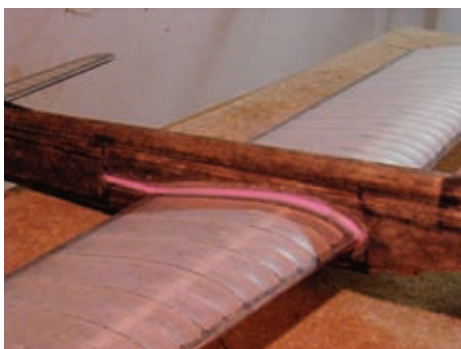


I like to use expolite for larger wing fillets combined with spackle to smooth things out. For smaller fillets I use JB Weld. That's right, I feel it's easier to work with than epoxylite because there is longer time to work with it and easier to sand and less chance of that dreaded paint lifting from the fillet. After this is done sand, blend & brush on more nitrate.



At this time you should have enough nitrate on the whole airframe except for the dreaded ribs & half ribs. Now you can take some nitrate, thinned very little or not at all, and a striping brush and apply at least 10 coats on each rib. This should keep you from sanding through the ribs while sanding between the last brushed on coat and applying 2 coats of nitrate with a spray gun.





Painting with Klasskote

After all that work it's time for a break to talk about Klasskote. This is a three-part paint that must be mixed in 3 equal parts to be sprayed. What I like best is that this is a paint you can use regardless of the humidity outside. But be sure its at least 50 degrees outside. Yes, this paint can be expensive, but for \$200 I had enough to paint 2 complete airplanes.

As far as equipment I was able to use everything from a large siphon gun from Harbor Freight to a Preval sprayer for small touch up work. For smaller amounts, I use a Badger 400 touch up gun.

To mix the paint I use three separate jars (The Preval jars are the best as the amounts are right on the jars) Put parts 1&2 into a third jar and mix together. I like to take the reducer in the third jar. For instance, if the parts 1 and 2 are 6 ounces, part 3 will also be 6 ounces. After the paint is given time to settle, (I normally take about an hour) put the reducer (in this case 3 ounces each) into each of the previously used jars. This way you use all the paint you measured and there is less to clean up. For clean up, I use cheap auto paint thinner. I can get 5 gallons for \$30 at the local paint store.

Now for the amounts: 18 ounces total will yield two coats of primer. This paint has a shelf life of 2-3 days in its mixed state. Adding 2 oz of reducer and mixing again before spraying will

produce good results.

At last it's show time! It's time to paint starting with the primer. I used 2 coats following the instructions provided. This stuff sands off so easy if you used the silkspan over the carbon veil. You should encounter little or no pinholes because the silkspan covers the weave of the veil. Spray a light second coat, sand lightly and be careful not to sand through the primer. By now you should have a surface ready for color. Pictures #8, #13

Masking & Spraying Color

This paint scheme has two major colors. I masked off the blue using 3M auto masking tapes of various widths mostly 1/8 wide. This tape stays down and lifts off with little bleed off. After spraying the base white, it's time to do the lettering. I decided to hand cut my own lettering using frisket paper. It's not that hard if you use sharp blades. After that, take off the letters from the backing and cover the frisket paper. I use Tamiya masking tape then the whole thing can be taken from the backing and put on the model. I hope the pictures can show how this works better than I can explain it.



Well after the pinstriping and lettering are sprayed on everything is wet sanded lightly with 600 grit wet dry paper. I like to use mineral sprits. If your hands are sensitive to chemicals by all means use gloves or water and soap, I'm

not too crazy about the mess it creates. The final touch is the gold pinstripe along the fuse and wing; for that I had to use Ultracoat pinstripe.

The clear coats

To apply the clear, you must be sure that the plane is really clean. So clean it as much as you see fit and just before spraying use a tack cloth. For the clear I like to use a bit more reducer than normal (about 2oz more.) For equipment I use a gravity feed gun set to spray to 25-30 lbs and a compressor with a 20 gal tank. Here's the most important part, if you used this gun on any of the colors before, make sure you completely take it apart and clean it so there's no chance of any thing surprising coming out while spraying. Start the spray with one light spray, let dry for 20 minutes or so and then spray the second time to get it down. If it doesn't run you should have a finish that is totally slick & shiny. And here's the finished product.



Conclusion

Well this exercise for me has been fun. I was able to put on a finish that when done right is just as light as an all dope finish, with less paint overall and is far more resistant to fuel and it is a lot quicker. I've even wiped the paint down with acetone once. Doesn't phase it one bit so try it I think you will not be disappointed.

I'm pretty sure I might have left out something or you may still have some questions. So here's my snail mail address again.

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Pasadena (The one in Texas!)
77503
dstar_1_stunt@yahoo.com

See ya on the circles!

-Darrell Harvin

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 NATs and conduct of the FAI Team Selection Trials.

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Jim Lynch and his Classic winning "Super Ares." Photo by Dale Barry



Dale Barry releases his son Derek's "Evolution" for another outstanding NATs Open flight during Top 5. Photo by Dale Barry



Mike Scott's "Genesis 46." Photo by John Hill.



Josias Delgado, NATs Advanced Champion with his superb Yatsenko Shark from a kit. Photo by Dale Barry



Dale Gleason's great "Impact." Photo by John Hill.



Derek Barry and his NATs ship "Evolution." Derek finished Second in Open. Photo by his Dad, Dale.





Kenny Stevens with his son Chris with their Control Line Stunt Ships. Kenny is holding his NATs Concours winning SV-22 and Chris has his Vector. Photo by Louis Rankin.



Cassidy Delaney, Gordon Delaney's beautiful daughter holding Dad's immaculate Tony at the 2007 NATs. Photo by Tom McClain



Brett Buck and his 2006 Walker Cup Ship "Infinity." Photo By Tom McClain



Matt Neumann and his brand new "Stuka." Photo by Tom McClain



Bob Storick and his realistic Werwage P-47. Photo by Tom McClain



Bill Rich and his SV-12XL. Photo by Tom McClain



PAMPA President Paul Walker and his electric "Impact XLE." Photo by Tom McClain



Frank McMillan and his colorful "Caudron." Photo by Tom McClain



Over 100 outstanding 2007 AMA NATs CLPA ships at the 180 Building for appearance judging. Photo by Tom McClain



Jim Aron and his superb "Infinity Prime." Photo by Tom McClain



Alana Perry's Bruce and his "Jester." Photo by Tom McClain



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