Stunt News

PRECISION AEROBATICS MODEL PILOTS ASSOCIATION Volume 5 No. 7
News of the Control Line Stunt World JULY, 1977 Editor: Wynn Paul

NATIONALS JUDGES AND PROCEDURES ANNOUNCED

Event Director Arlie Preszler announced in a July 6 letter that the following persons will be judges at the 1977 California Nats:

Larry Barrickman, Santee, California
Bill Fitzgerald, San Mateo, California
Bob Foster, Columbia, South Carolina
Dave Gardner, Glendora, California
Bob Gialdini, Wauwatosa, Wisconsin
Bill Howe, Sacramento, California
Don Jorda, Mexico City, Mexico
Bill Kipp, Monterey, California
John Laws, Hindsboro, Illinois
Don Shultz, Auburn, Washington
Bryant Thompson, Rantoul, Illinois
Tom Warden, Roland Heights, California

"Pattern Interpretations - There are two places in the pattern involving laps between maneuvers that are not as clear as could be and need interpretation. One is paragraph 13.2 TAKEOFF AND LEVEL FLIGHT. Since the 'normal' takeoff would be downwind and the judges are seated upwind, one can assume that the portion of the TAKEOFF up to the judges is the gradual climb required by the rulebook. Follow this by two level laps and two laps between maneuvers, and it would be the 5th time the airplane was in front of the judges that it could enter the reverse wingover. In order to clarify the situation and avoid arguments, all competitors will be asked to agree to not start their REVERSE WINGOVER until they are in front of the judges for the 5th time, or suffer a loss of PATTERN POINTS.

The other place where there is sometimes a problem is between the HOURGLASS and the start of the OVERHEAD EIGHTS. Paragraph 11.1 refers to 'slightly less' than two full laps. I would not think that 1½ laps is close enough to two laps in order to consider it 'slightly less'. On the other hand, the same paragraph says that the judges 'shall not require more than two level laps between maneuvers...' I am going to ask all competitors to agree to 2½ laps between the HOURGLASS and the OVERHEAD EIGHTS or suffer a loss of pattern points." this above from event director Arlie Preszler.

TWO RAFFLES ANNOUNCED FOR F.A.I. FUNDS

1. A Control Specialties Company complete foam wing and flap assembly will be raffled off at the F.A.I. tryouts. Tickets are $1.00 and can be obtained from three sources: 1. send in the ticket with $1.00 that appears later in this Stunt News. 2. Buy a ticket at the Nationals. 3. Buy a ticket at the F.A.I. trials. The funds accumulated will go to the FAI C.L. P.A. travel fund.

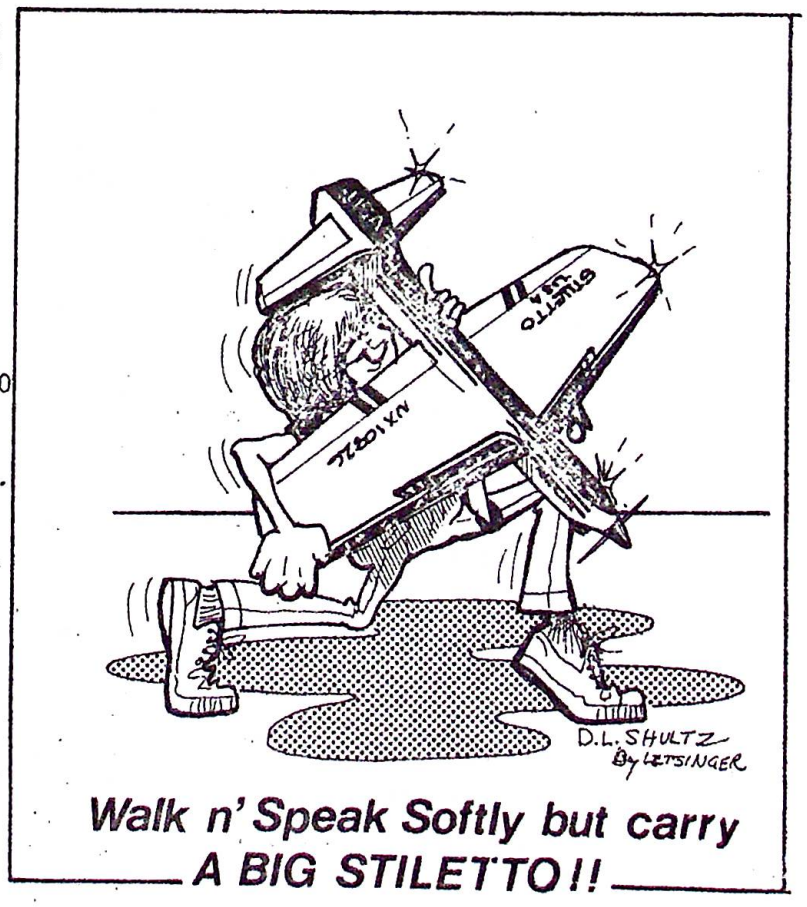
2. A FLIGHT BOX constructed by Larry Lauer will also be raffled off at the FAI finals. The box is first class construction with a hinged top and plenty of room for items. It has a very slick natural wood finish. Tickets are $1.00 and are available in the same way as the wing. See the ticket later in the newsletter.

OLD TIME STUNT AT THE NATIONALS

See page two of this N.L.

UNI-FLOW TANK DESIGN

See inside the N.L.



Old Time Stunt at the Nationals

Word reached Stunt News just recently that John Pond and Dave Marshall will be conducting an unofficial "OLD TIME STUNT EVENT" at the Nationals on Thursday night (after open qualifications most probably). The AMA rules as published for 1951 will be in effect. The pattern will be: climb, dive, wingover, 5 inside loops, 5 outside loops, inverted flight, 3 horizontal eights, 3 vertical eights, 3 overhead eights, 1 square loop. Twenty bonus points for no flaps, 10 bonus points for ignition engines. The B.O.M. rule will not apply. The model should be a model published before 1950 or a kit. Appearance points may or may not be counted - decision later.

For further information write or call: David or Aileen Marshall, 439 Wellington Drive, San Carlos, California, 94070.

NEW PAMPA CONSTITUTION RATIFIED

The draft Constitution published in the March and April issues of Stunt News has been ratified following a unanimous approval of those responding to the May Stunt News questionnaire. Of the 42 members who responded to the questionnaire, 39 found the Constitution acceptable, while 3 members did not indicate their response. Therefore, President Keith Trostle has declared that the Constitution is now official, and is dated July 1, 1977.

Nationals Banquet Picking Up in Attendance

At the writing of the N.L. a total of 53 persons were signed up for the 4th Annual Nationals PAMPA banquet. A deposit has been sent to chairman Bob Whitely for the Ramada Inn. There will be an additional sign up sheet at the PAMPA BOOTH at the Nationals for those who want to come.

OFFICER NOMINATIONS FOR PAMPA

With the new Constitution in effect there will now be a new procedure for the election of officers. Nominations will be made at the Annual Meeting at the Nationals and mail balloting will take place through Stunt News.

The following persons have been nominated:

for President: Keith Trostle
for Vice-President: Frank McMillan
for Secretary-Treasurer: Wynn Paul
for Directors: Jim Lynch, Bob Whitely, Arlie Preszler, Dave Hemstrought, Tom Dixon, Ted Fancher, Dennis Duvall, Bob Gieseke, Bill Eybers (pick four)

F L A S H Pre-registration for stunt, (precision aerobatics)at the Nationals is the following as of July 23:

Junior: 6 Senior: 8 Open: 52

According to Keith Trostle pre-registration totals have been very similar to how many flyers actually show up. The no shows have been balanced out by the late entries.

A.M.A. Contest Director's Handbook

The AMA is putting out a new Contest Director's Handbook. Rough drafts (at least we hope it was a rough draft) were sent to Keith Trostle and Wynn Paul. Both responded with rather lengthy letters pointing out themany items under P.A. which were either obsolete, inapplicable to local contests, or completely out of the ball park. Both Keith and Wynn are awaiting replies which will probably not come until after the Nationals.

NEEDED - a VOLUNTEER

PAMPA needs a new chairman for the "Judges' Standards Committee" Fred Miles has stepped down. Purpose of the Committee is to establish a Judges' Corps, draw up judging criteria, formulate procedures for local contests, etc. Volunteers should write to Keith Trostle.

Aero-Challenge III Contest

Sept 4, 1977 DeKalb, Illinois
(60 miles south of Chicago)

Stunt Categories:

AMA Novice PAMPA Beginner
PAMPA intermediate
PAMPA advanced/expert

Good Prizes: AMA novice - Sig stunt kit
PAMPA classes: Master flite wings from C.S.C.

Contact: Bill Allen, 418 Fairmont Dr. DeKalb, Ill., 60115; tel: 815 756 7545

Stunt and Combat Specialties

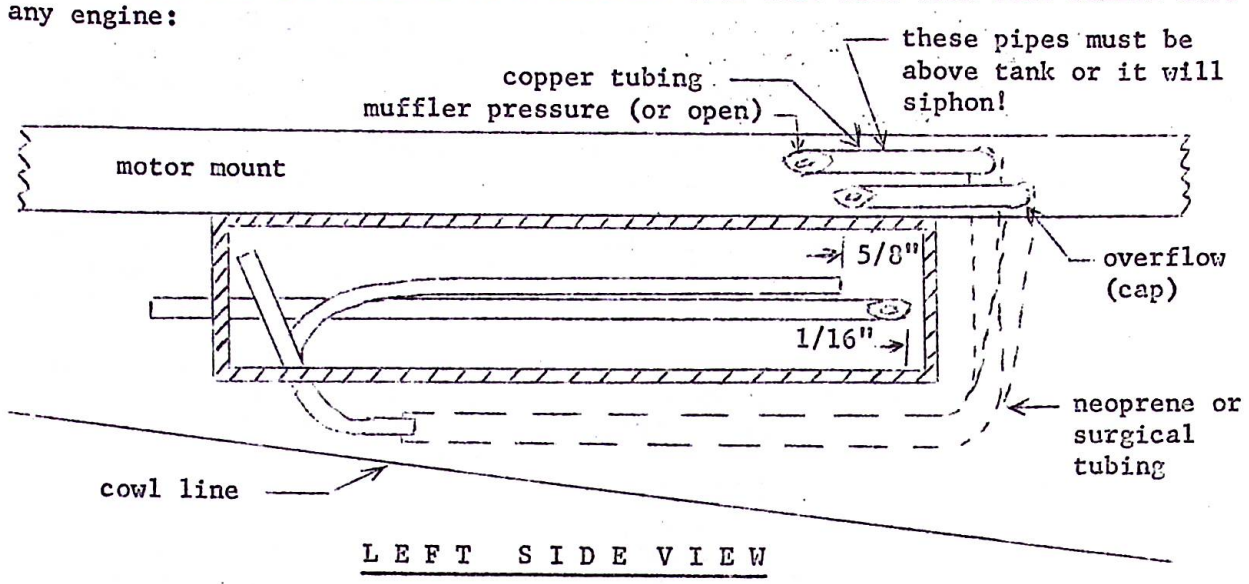
T-Pins - over $25.00 worth at Hobby Shop prices. 1/4 lb. for $5 1/2 lb. for9.50

Bulk stranded control line -1/2A $1.50 per set, $20 for 1000 feet; FAI (.012) $2.25/set, $20 for 1000 ft; fast/slow (.018) $2.50/set, $20 for 1000 ft. stranded leadout cable (.030") 7¢/ft.

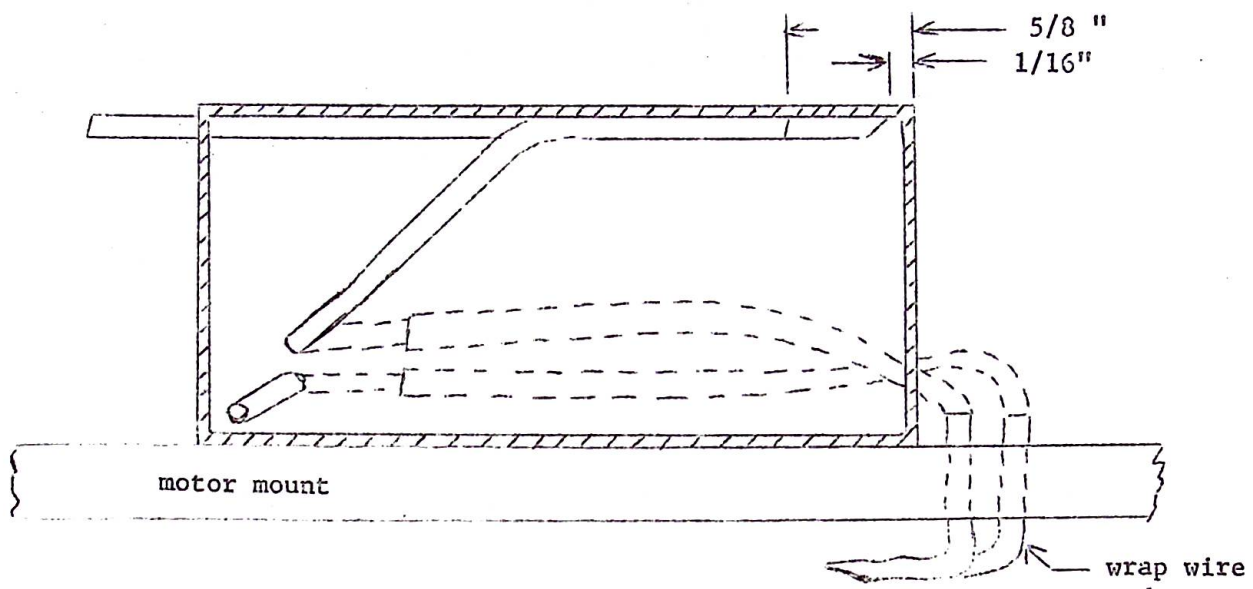
Order from: Bill Allen, 418 Fairmont Dr. DeKalb, Ill., 60115. Add 10% for post. and handling. Goods shipped UPS.

UNIFLOW TANK DESIGNS from Tom Lay.

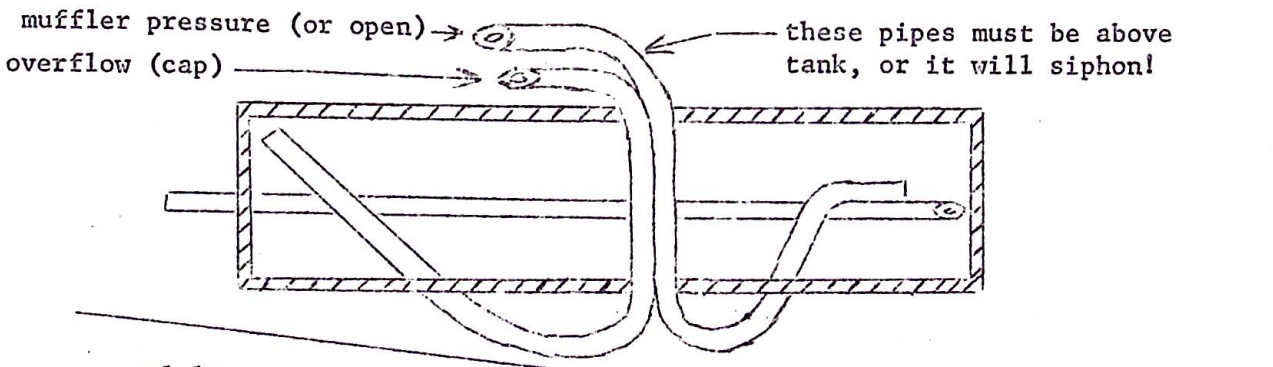
Here are two versions of a uni-flow tank that will work well behind most any engine:



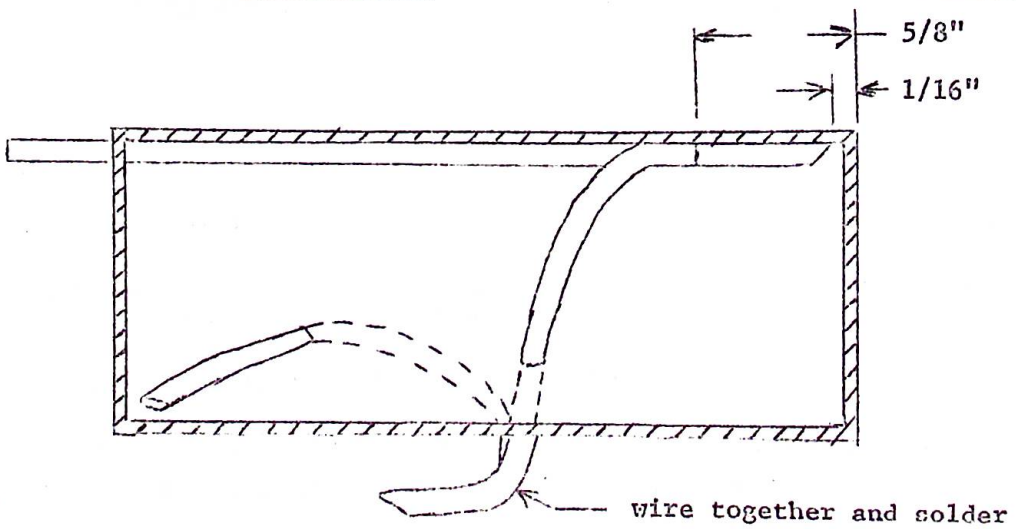
LEFT SIDE VIEW



UNIFLOW TANK NO. 2



LEFT VIEW



TOP VIEW

Letter to Tom Lay:
From: Arlie Preszler
Dear Tom:

Enclosed find check for the Tiger-Max .40 that you had Bob Whitely deliver to me last Monday at the San Jose Aeromodelers contest. I have to admit that your workmanship is excellent -- I really enjoyed gloating to the other guys about being the first one to have one of these promising engines. Everyone there admired the glass beaded head and the custom turned venturi, and I showed them that you furnished a second venturi of larger diameter, lapped the cylinder and carefully fitted a piston ring.

I want to complain , however. You have been promising two weeks delivery time, and it took you three weeks. Flimsy excuses about things like a shortage of Supertigre parts and needing to run six engines at a time to keep machine costs within reason are hardly acceptable.

Tuesday evening, I bolted it to my test stand and proceeded to give it short, rich break-in runs on a 10-6 prop clipped to 9 inches. This leads to my second complaint -- you advertise first flip starts. Well, it didn't start the first time on the first flip -- it took several flips as a matter of fact. Just cause it was sloppy rich should be no excuse. I have to admit, however, that it first flip started on the second run. Once last night, though, it took me two flips on one of myrestarts -- disgusting! You better watch your truth in advertising.

Anyway, Wednesday night I put it in the airplane and took it out to the field for some initial very rich runs. I was running 6 second laps, and to my surprise could pull a fair portion of the pattern that slow with my 52 ounce turkey. Subsequent leaning, however, only allowed me to get the lap time down to 5 3/4 seconds and I thought I needed closer to 5 1/4 seconds for that heavy bird.

I changed to the larger venturi and went out again Thursday night. I could get my lap time down to 5.5 sec. this time, and still complete the pattern with my 4.4 ounce tank. Using the same 10-6 EW I had with my Max .35, I flew the whole pattern quite well. There are a couple of loose spots, but I am going to work with props and trim, because that engine is STRONG. With reactions as bad as mine, that extra 1/4 second is worth every nickel of the cost of the engine. I can hardly wait to try it out in a light airplane.

In closing, that Tigre-Max .40 is not an eighth of an ounce lighter than my OS 35 like you claim - almost 1/8 ounce , but not quite. You better watch it guy.

Thanks, Arlie.

WANTS PROFILE STUNT AT CONTESTS

I am a college student and time and money are short. I built a Genisis 35 last year but it did not have a competition quality finish. Therefore I'm going back to profile with Mono-kote finishes.

I would like to compete with other profiles. Could PAMPA possibly set up a profile class as well as your Expert, Advanced, etc. ratings? I'm not talking about a novice pattern. I mean a full AMA pattern.

I would also like to see a list of commercially available mufflers including weights, prices, and engine fits.

Thank you, Jim Hoffman, 1907 N. 36 Ave.
Hollywood, Fla., 33021

(Ed note: some contests are now including profile stunt: for instance the PAMPA region 5 Champs has had profile/biplane stunt for at least two years. The contest is in Atlanta. The Mid-America champs (Lexington, Ky.) this year had profile stunt and about 7 or 8 flyers competed. Perhaps in an effort to boost entries in the contest at Winston-Salem they could include profile stunt as well as trying at least three PAMPA categories.)

CONTROL SPECIALTIES COMPANY the company that flies on foam.....

Foam stabs, foam elevators, gear blocks, adjustable leadout fixtures, foam flaps, adjustable in flite handles, venturi for ST 46 engines.

WRITE FOR OUR NEW CATALOG FLYERS FIND FOAM FANTASTIC

Write or call: Bob (no. 1) Hunt Control Specialties Company
205 Wood Avenue, PO Box 268 Middlesex, New Jersey, 08846
Tel: 201 469 1663

OPEN LETTER TO PRECISION AEROBATICS COMPETITORS

PAMPA CATEGORY SYSTEM by Keith Trostle, President, PAMPA

A serious problem is developing in our PAMPA categories system. The purpose of the system is to establish proficiency classifications which allow individuals to compete with those of similar capabilities. Those competitors with less experience or less capability have been able to compete among their peers. Before our system evolved, a beginning or less capable competitor would face more experienced pilots at even the smaller local contests, and invariably lose. Unless the individual was extremely motivated interest would soon be lost and our event would lose another enthusiast. Our system has been operating for the last two years and seems to be working as evidenced by a growing number of Precision Aerobatic competitors and favorable comments from across the country.

Unfortunately, there have been some individuals who have chosen to abuse the system. These people are entering contests in a category low enough to insure that they can win a trophy when he should be flying in a higher category. Since there is not official AMA recognition of our category system, these people have taken advantage of Contest Directors not familiar with the ranking system and have been allowed to fly in a category lower than what they should. Fortunately, there have been few reports of such individuals. But their actions have already affected numerous newcomers and their activities could easily mushroom.

We originally believed that peer pressure and self esteem would motivate each individual to the highest classificatinn level. After achieving success at one level of competition and if his average score does not place him at a higher level, each individual is expected to hold respect for those he competes against and choose to fly against a more competitive group. Most of our members who have been successful in the intermediate and advanced classes have gladly accepted the challenge of the next higher class.

Each individual should act in a professional and responsible manner. Since such actions are not being followed by everyone it has made it necessary for the PAMPA officers to initiate a review of our Categories System. This review is still underway, and specific proposals and actions will be published in a future Stunt News. The Category System will remain basically unchanged. However, new policy and procedures will be divised where individuals will be automatically raised to a higher category after certain successes are accumulated over a period of time. A Category System Review Board will be established to continually assess the ranking system. Appeals will be allowed to be made to this Board if an individual is assigned too high or too low a category.

Comments from the membership will be helpful in this regard. Send your thoughts to your nearest PAMPA officer or to President Keith Trostle. This system is designed for you and we will do our best to make it responsive to your needs.

(Ed. Note: Richard Byron has just sent an up to date listing of 375 stunt flyers according to their score average. This list will be published in the next issue of SN.)

HAS COMPUTER AVAILABLE FOR RIB OUTLINES

I have a computer program capable of taking outlines of wing ribs and scaling them up or down and plotting same. This allows one to make many templates for tapered wings, etc. Is there any interest in this area? If you are interested in demo, send me one wing rib or copy thereof and give me desired taper and rib positions.

Regards: Dr. Charles (Chuck) Adams
3003 Allen Circle
Bryan, Texas, 77801

W I N A W I N G

(and flaps, stab, elevators also)

Help send our F.A.I. team to Europe to defend the World Title

A Control Specialties Company foam wing, flaps, stab and elevators will be raffled off at the FAI team tryouts over Labor Day weekend. Wing and tail compliments of Bob (no. 1) Hunt.

cut this portion off and send to Wynn Paul, 1640 Maywick, Lex., ky., 40504

FAI TEAM TRAVEL FUND RAFFLE OF WING, FLAPS, STAB, ELEVATORS

Name _____ Number of tickets desired at $1.00 each _____

Address _____

Make checks out to PAMPA. Duplicate of tickets will be sent back to you.

PAMPA CONTEST CALENDAR:

Aug 21 Muscatine, Iowa. AMA stunt (JSO) (How about getting these folks to use Pampa classes next year.)

21 Muncie, Indiana. Two Pampa classes.

21 Warminister, Pa. AMA stunt (JSO). (How about these people waking up to the PAMPA CLASSES ! ! ! ! !)

21 St. Louis, Mo., AMA stunt (O) (Here is another place that never seems to have Pampa classes. - There are Pampa members in the area - how about speaking up for categories.)

21 Second Annual State of Maine C.L. Meet. Four PAMPA classes. Contact George MacArthur, 22 Orlando St., So., Portland, Maine, 04106. Contest will be at Maine Mall, South Portland, Maine.

28 Flushing Meadow Park, New York. Four PAMPA classes. Old time stunt.

Sept 3-4 Atlanta , Georgia, Ft. Gillem, FAI team tryouts for Stunt.

4 Aero-Challenge for Muscular Dystrophy. FOUR PAMPA CLASSES. Held at DeKalb, Illinois. Contact Bill Allen, 418 Fairmont Dr., DeKalb, Ill, 60115.

11 Dayton, Ohio CL Jamboree. Pampa three classes. Site to be announced later. Contact Richard Perry, 5016 Angelita Ave., Dayton, Ohio, 45424.

11 Omaha, Nebraska. AMA stunt (JS) (O) Where are the pampa classes ????

18 Marana, Arizona. 19th annual contest. AMA stunt (J) (S) (O). There are PAMPA MEMBERS in Arizona - how about getting some action for Pampa.

25 Lincoln Park, New Jersey. 19th annual air show. Oldtime stunt. Pampa intermediate stunt. (What happened to the rest of the show?)

Oct 2 Capital City Controlliners, Columbus, Ohio. AMA stunt (J) (SO). Where are the PAMPA classes??????????

Finally got some results from St Louis (thanks to Allen Brickhaus who lives in Illinois !!!!!) got results from Winston-Salem (judges not listed). Nothing from Michigan yet. What ever happened to stunt in Hawaii ???

Thanks to the following members for "SPIRIT AND ENTHUSIASM "

(for those who may not be acquainted with this phrase, I think Bob Gialdini originated it when he sent in $10.00 extra on his dues to help PAMPA get started in 1973 or 1974)

Ron Merrill Spring , Texas

Jas. A. Paul, Jr. Richmond, Va.

William R Zimmer Varna, Ill.

Bill Urban Finksburg, Md.

Thomas J. McCobb Ann Arbor, Mich.

Aloise Engineering and Development Los Angeles, California.

Specialists in Injection molding, mold making and model engines.

Custom tuned and fitted engines: Fox, Supertigre, OS Max, etc. Proper fits and replacement of sub-standard parts, retimed, heat treated for smoothest runs possible.

Aloise/Fox 35 completely rebuilt; all surfaces of interaction chromed and teflon coated. Power comparable to ST 46. Prop: 12-6 or 13-5. Low fuel consumption.
Also: Aloise/OS 40 Aloise/ST .51 Aloise/.049 Schnuerle Stunt.

Custom made engines and parts of all size; heat treament, bath solutions for all materials, hand chrome and teflon impregnated parts and engines.

Aloise engineering offers to all its customers attending the '77 Nats Custom blended fuel or commercial fuel for use at the Nats.

Aloise Engineering and Development 2314 Loy Lane, Los Angleles, Cal., 90041

Tel: 213 254 9795 Ask for: Carlos, Jr.

WIN a custom built "SUPER FLIGHT BOX" built and donated by Larry Lauer to Pampa to be raffled off at the FAI tryouts. All proceeds go to F.A.I. team travel fund.

Beautiful finished wood box - 8" high, 8.5 " wide, 18.5 " long.

Has top that closes, lift out drawer, compartment on end for fuel.

"CUSTOM BUILT FLIGHT BOX" Raffle

Name _____ No. of tickets at $1.00 each _____

Address _____

Make checks out to PAMPA:

Send this slip to Wynn Paul, 1640 Maywick Lexington, Ky., 40504

CONTEST RESULTS:

Hot Heads, St. Louis, Mo., July 10,'77
at Buder Park. 80 degrees

AMA open stunt only

1.	Norman Whittle	558.0	578.00
2.	Lew McFarland	485.0	534.29
3.	John Davis	508.0	531.29
4.	Ted Winterman	511.0	521.00
5.	Charles Reeves	492.0	515.00
6.	John Laws	509.0	513.0
7.	Paul Geders	454.0	478.0
8.	Virgil Diekmann	427.00	474.00
9.	Allen Brickhaus	441.00	464.00
10	Emil Kedro	157.00	229.00

Judges: John Moll, Bob Arrata, Linda Stelloh

Garden State Circle Burners 3 rd
Annual P. A. Champs. June 26,'77

Pampa Expert

1.	Keith Trostle	527.33
2.	Fred Miles	526.33
3.	Bill Simons	521.33
4.	Chris Lella	507.33
5.	Bill Eybers	492.00
6.	Neal Thompson	450.66

Judges: Bob Hunt, Jim Hunt, Glen Meador

PAMPA Advanced

1.	Rich Tower	498.33
2.	Lou Wolgast	496.0
3.	Mark Sullivan	492.0
4.	Mike Dube	487.66
5.	Marty Cwiakala	484.33
6.	Kevin Capitanelli	476.0
7.	Glen Meador	476.0
8.	Larry Lauer	474.33
9.	Alan Seacat	474.33
10	Jim Casale	472.0
11	James Coll	471.33
12	Andy Lee	462.0
13	Ed Capitanelli	461.0
14	Bill Shafransky	453.0
15	Lou Dudka	452.66
16	Dave Rees	452.0
17	Mike Turo	449.33
18	John Hagen	429.66

Judges: Jim Hunt, Bob Hunt, Ken Purzycki
19 entries

Pampa Intermediate

1.	Bill DeMauro	396.0
2.	Ken Purzycki	379.5
3.	John Milo	375.5
4.	Bruce Olson	365.75
5.	Gene Sellers	334.25
6.	Matt Dube	326.00
7.	Steve Smith	309.5
8.	Mike Ostella	308.00

Judges: Mike Turo, Lou Wolgast

Special Award:

Red Reinhardt Perpetual Trophy

Won in flyoff by Keith Trostle.

Best Finish: Andy Lee

Garden State Circle Burners, cont.

Old Time Stunt (Open)

1.	John Miske	317.5
2.	Lou Wolgast	307.0
3.	Andy Lee	297.0
4.	John Milo	264.5
5.	Mike Turo	261.0
6.	Mike Ostella	258.5

Judges: Rich Tower, Les Demmet

Old Time Stunt, (Jr-Sr. Comb)

1.	Marty Cwiakala	278.5
2.	Jeff Smaltz	241.0

Judges: Rich Tower, Les Demmet

Spirit of '52 Award: John Miske

Mid-America C.L. Championships
July 16,17, 1977 Lexington, Ky.

PAMPA EXPERT (F.A.I. scoring)

1.	Mike Ditrich				1692.0
	810.33	822.00	860.33	831.67	
2.	Norm Whittle				1688.0
	-	844.66	821.00	843.33	
3.	Dennis Duvall				1608.66
	772.66	807.00	801.66	801.33	
4.	Stan Powell				1607.33
	704.00	782.33	772.66	825.00	
5.	George Hodder				1415.33
	716.33	648.33	691.00	699.00	
6.	Fred Tellier				1377.33
	603.33	713.33	664.00	630.00	

PAMPA ADVANCED (F.A.I. scoring)

1.	Lynn Schilb				1363.66
	569.66	640.33	675.33	688.33	
2.	Kevin Capitanelli				1361.66
	596.33	616.66	682.00	679.67	
	(no landing points on 3rd flight)				
3.	Jim Coll				1266.66
	625.00	628.00	638.66	228.33	
	(wave off 4th flight - static)				
4.	John Davis				1265.33
	-	616.66	648.66	611.33	
5.	Rich Tower				1264.66
	571.66	598.66	636.66	628.00	
6.	Bob McDonald				1263.33
	629.00	609.66	634.33	577.67	
7.	Larry Lauer				1253.66
	571.66	588.33	665.33	125.33	
	(crash on 4th flight)				
8.	Rolland McDonald				1230.33
	585.66	593.66	602.66	627.66	
9.	Ed Capitanelli				1214.33
	576.66	590.66	623.66	548.00	
10	Glen Meador				1213.67
	539.33	561.00	645.00	568.67	

PAMPA Intermediate (sum of best two)

1.	Ken Purzycki	872.00
2.	Allen Brickhaus	807.00
3.	Lloyd Gregory	797.66
4.	Ken Armish	773.66
5.	Paul Geders	736.33

(AMA scoring)

Judges: Ed Robberts, Randy Hancock, Wynn Paul. Scorers: Dan Lutz, Bill Johnson

continued on next page

Contest Results, cont.

Mid-America C.L. Champs, cont. Lex, Ky.

PAMPA Beginner (AMA pattern)(sum of two)

1.	Emil Kedro	405.00
2.	Don Kight	134.33

A.M.A. Profile Stunt (full pattern)

1.	Lynn Schilb	514.5
2.	John Davis	484.0
3.	Bob McDonald	471.00
4.	Allen Brickhaus	467.00
5.	Rolland McDonald	457.00
6.	Paul Geders	447.5
7.	Virgil Diekmann	425.5

Judges for profile: Tim Trimnell,
Cecelia Paul; recorder: Bill Johnson

Sioux City, Iowa July 2, 1977

1.	Dick Byron	559.00
2.	Bob Baldus	499.00
3.	Mike Olson	417.00
4.	Ed Prohaska	408.00
5.	Steve Gardner	45.00
6.	Jerry Grogan	41.00

Kansas City , Mo. Contest July 17 th

1.	Dick Byron	479.00
2.	James Cochran	382.5
3.	Jim Dunkin	301.00
4.	Bill Sprague	279.5
5.	Ed Prohaska	270.5
6.	Jim Lee	260.5
7.	Rob Hein	28.0

Judges: Bill Wright, Gary Wallace

G.S.L. M.A. contest, St. Louis, Mo.
June 5, 1977

1.	Frank McMillan	506.50
2.	Norm Whittle	501.00
3.	Ted Winterman	471.00
4.	Dennis Duvall	466.50
5.	Tom Hartvigsen	464.00
6.	Richard Byron	459.00
7.	John Laws	408.00
8.	Charles Reeves	400.00
9.	Allen Brickhaus	396.00
10	Ken Nash	392.00
11	Virgil Diekmann	211.00

Judges: unknown.

Rockford Aeromodelers Contest June 26,'77
Rockford, Illinois

Advanced

1.	Frank Quatrocci	453.00
2.	Val Britton	425.5
3.	Mark Bauer	420.00
4.	_____Clausen	410.00
5.	Jim Carrilo	393.5

Intermediate

1.	Frank Ortman	241.00
2.	_____ Lindburg	220.5
3.	Page Peterson	200.00
4.	Paula Bauer	127.5
5.	Jim Gibbs	66.00

Judges: Irv Zick, and Jerry Sinars

P.A.M.P.A. patches and decals
five colors size about 3" x 3"
patches: $2.50 decals $1.50
order from Wynn Paul, see address inside

DESIRES FINISHING TECHNIQUES

Dear Stunt News:

Most construction articles I read assume that modelers everywhere have already developed their own finishing techniques and treat their subject rather lightly if at all. How about a reader response format to finishing and covering techniques answering questions concerning materials used, procedures and "secrets" for perfect finishes. I am personally interested in spray techniques.

Help: Bob Moss, 63-69 76 Street,
Middle Village, New York, 11379

T & L. MODEL SPECIALTIES Torrance, California Tom Lay

O.S. Max 35 Stunt Engine Rework - modify piston, head, venturi, needle valve; hand lap piston and sleeve, precision assemble engine. One flip starts, smooth , steady power. New engines reworked: $10.00 complete. Used engines reworked: $10.00 plus parts.

Announcing: T & L Custom 40 stunt. Disp.: .4000037 (legal for .015 lines)
Weight: 6.25 oz., runs 7 minutes on 4 ounces of 5% fuel withmufflers and on pressure. Engine drops right into an existing OS Max 35 engine compartment. It will make an overweight .35 ship flyable again.

For additional information and prices, please write the address below:

T & L Model Specialties, PO Box 6052, Torrance, California, 90504

Tom states that he can usually ship work in 2 - 3 weeks.

Correspondence:

Dear Stunt News:

Sending an OS Max 35 out to get a good job of reworking done and getting it back within two weeks is close to imposssible, or at least thats what I thought before I sent my engine to Tom Lay for reworking. Tom really does a fine job of reworking the OS 35's. I highly recommend that you get yours reworked by him if you have one. Mine starts with one flip and purrs like a kitten through the entire pattern. For info contact him.

(Signed) Val Britton, Deerfield, Illinois, 60015

CONTEST RESULTS +

Ring Masters Roundup, New Orleans, La.
June 26, 1977

AMA Open

1.	Addis Elmore	519.0	535.6
2.	Lee Uberbacher	534.3	533.0
3.	Tom Gaither	472.0	495.6
4.	Don Melanson	424.0	426.3

Junior

1.	Will Shepherd	151.3	193.0
2.	Mark Boudreaux	31.6	-
3.	Warren Farrell	15.0	12.3

Columbus, Ohio Annual Contest
June 26, 1977 Rickenbacker AFB.

Open stunt only

1.	Dan Shafer	528.0	528.0
2.	George Hodder	508.0	521.0
3.	Rolland McDonald	491.0	486.0
4.	Bob McDonald	463.0	471.0
5.	Mike Mustain	463.5	466.5
6.	Jim Harris	462.5	435.0
7.	Dave Gregorson	52.0	50.0

Judges: Joe Reinhard, Tad Chichester.

1977 United States Control Line Model Airplane Championships - Winston-Salem, N. C., June 18-19, 1977

PAMPA Expert

1.	Keith Trostle	536.0
2.	Remel Cooper	529.5
3.	Mike Ditrich	525.5
4.	Kent Rogers	524.5
5.	Stan Powell	518.0
6.	Dave Hemstrought	491.5

PAMPA Advanced

1.	Martin Cwiakala	465.5
2.	Vince Schnetzer	453.0
3.	Mark Sullivan	452.5
4.	Lynn Schilb	448.5
5.	Larry Lauer	434.5
6.	E. C. Bell	428.5

Novice

1.	George Nash	219.0
2.	Jimmy Swartzendruber	194.5
3.	Wayne Cramer	159.0
4.	Paul Stearn	109.5

Total entries: 22 Names of judges not given in results.

PRECISION AEROBATICS MODEL PILOTS ASSOCIATION

Founded in July, 1973 at the Nationals. Objectives include promotion of the event, communication of stunt flyers, provide a monthly newsletter, establish mail voting on issues concerning stunt, establish a judges' corps, administer the Nats and FAI events, encourage and promote precision aerobatics.

"Stunt News" is the publication of PAMPA, published by Wynn Paul, with contributions welcome by all. Copies are sent to all paid members, VP OF AMA, CLCB of AMA, John Clemens, John Worth, the magazines, and selected manufacturers.

PAMPA is officially recognized by AMA as a special interest group; officers of PAMPA are members of the PRECISION AEROBATICS ADVISORY COMMITTEE OF THE CLCB.

Officers of PAMPA:

President: Keith Trostle, 10900 Phillips Drive, Upper Marlboro, Md., 20870
Vice-Pres: Frank McMillan, 810 Hackberry Ct., No. 2509, Bellevue, Neb., 68005
Sec-Treas: Wynn Paul, 1640 Maywick Drive, Lex, Ky, 40504
Directors: Jim Lynch, 1249 W. Perkins, Memphis, Tenn., 38117
Bill Simons, 221 Washington Street, Northvale, New Jersey, 07647
Bob Whitely, 16360 Myrtlewood St., Fountain Valley, Cal, 92708
Committees: AMA rules Keith Trostle Technical: Frank McMillan
Labels: Remel Cooper Staff Artist: Don Shultz
Pampa Stunt Rankings: Richard Byron, 2506 So. 161 St. Circle, Omaha, Nebraska, 68130

Application for membership in P.A.M.P.A.

Name _______________________ Home Phone _______________

Address _______________________________________ Zip ____
street city state

Occupation _______________________ Birthday _______________

Spouse's name _______________________ AMA No. _______________

Enclose check for $6.00 for dues for one year. Foreign memberships (besides Canada) are $12.00 per year (USA currency or check only.) Make checks payable to PAMPA. Send to: Wynn Paul, 1640 Maywick Drive, Lexington, Kentucky, 40504.

Correspondence:
Dear Stunt News:

Here are some things you might throw out for discussion: I'd really enjoy hearing some expert comments on three points:

(1) Aerodynamically balanced control surfaces, especially for Half-A stunters. The Cox "Super Stunter" had'em (maybe too much .....tended to slow down in maneuvers). My theory is that the air loads on the control surfaces in some cases outweigh the line tension of a light Half-A plane, causing it to yaw before full deflection is reached. Try this: suspend a plane with a lead-out in each hand, simulating line tension, and give it a control input by lifting on the "up" line; now (with your third hand)? forcibly straighten the control surfaces (I wouldn't try this with a heavy plane!) simulating an air load. What happens? If your pushrod doesn't bow, the "down" leadout goes completely slack, it hangs by the "up" line, and YAWS! I'm convinced this is what happens in the air.... remember, there are places in the pattern where the line tension may be much less than the weight of the plane in the above demonstration. How to overcome it? Balanced control surfaces! I have a scaled down Palmer Pow-Wow (Ed note: see Palmer article MAN, April, 1954, p. 14) with forward-projecting elevator tips that is much more responsive than my Pinto.

(2) Neglect of the Class "A" stunt ship. I've been having great fun flying a Magician 15 (with modified control surfaces; coupled flaps and balanced elevator) on a Fox 15, and I wonder if anyone else is working with intermediate-sized ships.

(3) The relative merits of stranded vs. solid leadouts: who is using which, and, more importantly, why?

Please kick it around a little, and see what the experts say.....

Sincerely John Jurgensen
Star Route South Box 448, South Beach, Oregon, 97366

LEXINGTON AUG 1 1977 PM KY.

ALWAYS USE ZIP CODE

STUNT NEWS

JULY 1977

1640 Maywick Drive
Lexington, Kentucky
40504 U. S. A.

+++++++ FIRST CLASS+++

TO :

KEITH TROSTLE
10900 PHILLIPS DRIVE
UPPER MARLBORO, MD 20870

(7/77)

STUNT NEWS

PRECISION AEROBATICS MODEL PILOTS ASSOCIATION VOLUME 5 Number 8
News of the Control Line Stunt World AUGUST, 1977 Editor: Wynn Paul

MUSTANG RED SHIRT MOVABLE RUDDER LINDA DIRECT LIFT

GYROSCOPIC PRECESSION ST/ALOISE 51 IRVING, TEXAS BEARCAT

AL ENGINE HEAT BAFFLE INTERNAL MUFFLER

SEMI-SCALE FOREVER 13-5 PROPS

MUSTUNT WHITE PANTS

DIHEDRAL MORE HORSEPOWER, MORE HORSEPOWER

MOLDED BALSA FUSELAGE BLUNT LEADING EDGE 2 WALKER CUPS

SPRAYBAR HEIGHT MORE NITRO-LESS HEAT PRACTICE, PRACTICE, PRACTICE

SEA BARREL CANON CAMERA P-EFFECT GROUND CUSHION

RABE

ASYMMETRIC AIRFOIL SEA FURY 3 IN WHEELS BIG FLAPS

3 NATIONAL CHAMPIONSHIPS REMOVABLE WING STUNTER LAVA SOAP

SHOCK LANDING GEAR AIRLINE PILOT SHARK'S TEETH BEARCAT

ALTERED HOT ROCK HANDLE N-1117 MUSTANG PRACTICE, PRACTICE

AL RABE wins the 1977 Precision Aerobatics Nationals flying his 1976 version of the F-51D with a ST/Aloise 51 engine. He scored a total of 1585.8 to nose out fellow Texan Bob Gieseke with 1581.0. These scores represent the total of three patterns over two days.

Ted Fancher and Bob Baron finished in a tie for third place with 1541.8 each. It was a big move up for Ted from 17th last year. Bob's last appearance in a Nationals was in 1973 at Oshkosh when he placed sixth. Fifth place in the new Walker Cup flyoffs-open finals went to Wynn Paul for his best placing in the Nats.

David Fitzgerald won Senior Stunt at the Riverside, California Nationals. He also won the Half-A senior stunt division becoming a double National Champion for the second year in a row. Joe Musumeci, Jr. was close behind in senior stunt flying his "Olympus". David used the same Sig Chipmunk that he used to win Junior stunt last year.

Karl Hiesl, Van Nuys, Cal., won Junior stunt flying a Miss Poppy kit with a ST 46 engine. Details inside.

Bob Whitely repeated as Half-A open champion. Dan McClellan won junior division Half-A stunt. Ted Fancher won the new PAMPA "concours d'elegance" most beautiful stunt ship at the Nationals award. Norm Whittle won the Roger Barrett "Rookie of the Year award" by being the highest placing (9th) first time open qualifier. Many will remember that Norm finished second in senior in 1968 - but had not qualified in open.

F.A.I. TEAM TRYOUTS will be held Labor Day weekend at Fort Gillem, Georgia (just south of Atlanta). Three members will be picked to represent the U.S. in England next year. World Champ Les McDonald will defend his title.

Specifications on Nationals' winning planes:

First place - open stunt   Al Rabe   semi-scale F-51 D   plane built March, 1976
Engine: ST/Aloise 51   Plane Weight: 51 oz.
Wing: built up, sheeted, 57 in span, approx. 558.5 sq. in., airfoil root 22%, airfoil tip 25%, root chord 9.5 + 1 in., tip chord 5.5 in, leading edge sweep 1.5 in., unequal panels 1/2 in., adjustable leadouts, tip weight - 1.5 oz.
Flaps: root chord 3.25 in., tip chord 1.75 in., full span, inboard 26.5 in., outboard 26 in.
Tail: stab span 21 in., stab root chord 3.5 in., stab tip chord 2 in., elevator root chord 2.875 in., elevator tip chord 2.125 in.
Moment arms: front 9.5 in., rear 17.0 in.
Control Hookup: one to one (thats like a Nobler isn't it Al!)
Engine reworked by Carlos Aloise. Own handmade muffler from Aluminum. Muffler pressure not used.
Plug: Fox shielded   Prop: carved down to 13-5 or 13-6 from Top Flite 14 in props
Fuel: own brew   Tank: capacity 6.25 oz.   suction type   Sullivan small filter
Lines: 64 feet stranded; Handle - E-Z just modified for larger spacing.
Finish: Hobbypoxy

First Place Senior Stunt   David Fitzgerald   San Mateo, Cal.,
Plane is Chipmunk - stock Sig Kit   completed June , 1976
Engine - Max 35 Adamisin rework   Plane weight: 42 oz.
Control Hookup: 1 to 1 with 40 degrees travel
Muffler: Adamisin no pressure used
Plug: Fox   Prop Zinger 10-6   Fuel: Sig 10% nitro, 11% castor, 11% Klotz
Tank: World engines 4 oz. with straight suction setup
Fuel Filter: Hi Johnson
Lines: 63.5 feet stranded   handle: E-Z Just small
Finish: Monokote wing and tail; K & B Superpoxy on fuselage.

First Place Junior Stunt   Karl Hiesl   Van Nuys, Cal.
Plane is Miss Poppy Kit from "Ed's Garage" with wood substituted for plastic parts.
Wing is C.S.C. foam '60 in.   plane weight 58 oz.
Stab span - 24 inches.   Engine: Stock ST 46 with Du-Bro muffler, no pressure
Plug: K & B shielded   Prop: Zinger 11-6   Fuel: Smith Bros.
Tank: 6 oz. Pylon clunk   Hi Johnson fuel filter   plane completed July 21,'77
Lines: 65 feet stranded   Handle E-Z Just small.
Finish: Sig dope over tissue

Second Place Open Stunt   Bob Gieseke   Irving, Texas
Plane is Gieseke Nobler completed in early 1976; flown some last year but not at Nats or World Champs.   Weight: 40 oz.
Engine: Fox 35 with old style case
Wing: built up D-tube, span 48.75 inches   approx sq. in. 500 - 525
Nobler airfoil plus "thick ball point pen trace around nobler ribs"
Unequal panels 1.25 inches   Adjustable leadouts   tip weight: 3/4 oz.
Flaps: root chord 2/75 in.   tip chord 3/4 in.   inboard flap length slightly longer than outboard.
Tail: stab span 20.5 inches   stab root chord 3 in.   stab tip chord 2 in.
elevator root chord 3.25 in.   elevator tip chord 2.25 in.
Moment arms: Nobler right off the plans.
Control hookup: nobler right off the plans   1 to 1
Engine rework: fit parts by hand; old case, new hard piston/sleeve from Fox
Muffler: Fox flow thru   muffler pressure used; silicone tubing   Muffler tapped for pressure in center
Plug: K & B 1L   Prop: Rev-up 10-6 W   Fuel : Fox superfuel
Tank: 4 oz. Veco type (Fox now)   suction setup with pressure   No fuel filter
Lines: 58' 9"   stranded   Handle : E-Z Just large
Finish: Japanese tissue over wood; Aero-Gloss paint

+ +

Aero-Challenge III Contest
Sept 4, 1977   DeKalb, Ill.
(60 miles south of Chicago)

The contest to go to if you are not at the F.A.I. tryouts

Stunt: AMA Novice   PAMPA beginner
PAMPA intermediate   PAMPA advanced
PAMPA expert

Very good prizes - C.S.C. wings, etc.

Contact: Bill Allen 418 Fairmont Dr.
DeKalb, Ill., 60115
Tel: 815 756 7545

Stunt and Combat Specialties

T-pins - over $25 worth at Hobby Shop prices. 1/4 lb. for $5 1/2 lb. for $9.50

Bulk stranded control line - 1/2A $1.50 per set, $20 for 1000 feet; FAI (.012) $2.25/set, $20 for 1000 ft.; fast/slow .018 $2.50/set, $20 for 1000 ft.
stranded leadout cable (.030") 7¢/ft.
Order from Bill Allen, 418 Fairmont Dr. DeKalb, Ill., 60115. Add 10% for post. and handling. Goods shipped UPS if possible.

Specifications on Nationals' winning planes:

First place - open stunt Al Rabe semi-scale F-51 D plane built March, 1976
Engine: ST/Aloise 51 Plane Weight: 51 oz.
Wing: built up, sheeted, 57 in span, approx. 558.5 sq. in., airfoil root 22%, airfoil tip 25%, root chord 9.5 + 1 in., tip chord 5.5 in, leading edge sweep 1.5 in., unequal panels 1/2 in., adjustable leadouts, tip weight - 1.5 oz.
Flaps: root chord 3.25 in., tip chord 1.75 in., full span, inboard 26.5 in., outboard 26 in.
Tail: stab span 21 in., stab root chord 3.5 in., stab tip chord 2 in., elevator root chord 2.875 in., elevator tip chord 2.125 in.
Moment arms: front 9.5 in., rear 17.0 in.
Control Hookup: one to one (thats like a Nobler isn't it Al!)
Engine reworked by Carlos Aloise. Own handmade muffler from Aluminum. Muffler pressure not used.
Plug: Fox shielded Prop: carved down to 13-5 or 13-6 from Top Flite 14 in props
Fuel: own brew Tank: capacity 6.25 oz. suction type Sullivan small filter
Lines: 64 feet stranded; Handle - E-Z just modified for larger spacing.
Finish: Hobbypoxy

First Place Senior Stunt David Fitzgerald San Mateo, Cal.,
Plane is Chipmunk - stock Sig Kit completed June , 1976
Engine - Max 35 Adamisin rework Plane weight: 42 oz.
Control Hookup: 1 to 1 with 40 degrees travel
Muffler: Adamisin no pressure used
Plug: Fox Prop Zinger 10-6 Fuel: Sig 10% nitro, 11% castor, 11% Klotz
Tank: World engines 4 oz. with straight suction setup
Fuel Filter: Hi Johnson
Lines: 63.5 feet stranded handle: E-Z Just small
Finish: Monokote wing and tail; K & B Superpoxy on fuselage.

First Place Junior Stunt Karl Hiesl Van Nuys, Cal.
Plane is Miss Poppy Kit from "Ed's Garage" with wood substituted for plastic parts.
Wing is C.S.C. foam '60 in. plane weight 58 oz.
Stab span - 24 inches. Engine: Stock ST 46 with Du-Bro muffler, no pressure
Plug: K & B shielded Prop: Zinger 11-6 Fuel: Smith Bros.
Tank: 6 oz. Pylon clunk Hi Johnson fuel filter plane completed July 21,'77
Lines: 65 feet stranded Handle E-Z Just small.
Finish: Sig dope over tissue

Second Place Open Stunt Bob Gieseke Irving, Texas
Plane is Gieseke Nobler completed in early 1976; flown some last year but not at Nats or World Champs. Weight: 40 oz.
Engine: Fox 35 with old style case
Wing: built up D-tube, span 48.75 inches approx sq. in. 500 - 525
Nobler airfoil plus "thick ball point pen trace around nobler ribs"
Unequal panels 1.25 inches Adjustable leadouts tip weight: 3/4 oz.
Flaps: root chord 2/75 in. tip chord 3/4 in. inboard flap length slightly longer than outboard.
Tail: stab span 20.5 inches stab root chord 3 in. stab tip chord 2 in. elevator root chord 3.25 in. elevator tip chord 2.25 in.
Moment arms: Nobler right off the plans.
Control hookup: nobler right off the plans 1 to 1
Engine rework: fit parts by hand; old case, new hard piston/sleeve from Fox
Muffler: Fox flow thru muffler pressure used; silicone tubing Muffler tapped for pressure in center
Plug: K & B 1L Prop: Rev-up 10-6 W Fuel : Fox superfuel
Tank: 4 oz. Veco type (Fox now) suction setup with pressure No fuel filter
Lines: 58' 9" stranded Handle : E-Z Just large
Finish: Japanese tissue over wood; Aero-Gloss paint

+ +

Aero-Challenge III Contest
Sept 4, 1977 DeKalb, Ill.
(60 miles south of Chicago)

The contest to go to if you are not at the F.A.I. tryouts

Stunt: AMA Novice PAMPA beginner
PAMPA intermediate PAMPA advanced
PAMPA expert

Very good prizes - C.S.C. wings, etc.

Contact: Bill Allen 418 Fairmont Dr.
DeKalb, Ill., 60115
Tel: 815 756 7545

Stunt and Combat Specialties

T-pins - over $25 worth at Hobby Shop prices. 1/4 lb. for $5 1/2 lb. for $9.50

Bulk stranded control line - 1/2A $1.50 per set, $20 for 1000 feet; FAI (.012) $2.25/set, $20 for 1000 ft.; fast/slow .018 $2.50/set, $20 for 1000 ft.
stranded leadout cable (.030") 7¢/ft.
Order from Bill Allen, 418 Fairmont Dr. DeKalb, Ill., 60115. Add 10% for post. and handling. Goods shipped UPS if possible.

Results of the 1977 Precision Aerobatics Nationals - Open Division Semi-finals and Walker Cup Finals.

	Friday scores		SATURDAY FINALS First Round	2nd	3rd	Totals
1. Al Rabe Irving, Texas	(15) 515.8	(6) 491.6	(3) 535.2	(1) 534.8	(5) -	1585.8
2. Bob Gieseke Irving, Texas	(10) 504.6	(20) -	(2) 536.4	(5) 540.0	(1) 532.0	1581.0
TIE 3. Bob Baron Santa Monica, Cal.	(11) 490.8	(7) 447.2	(5) 522.4	(2) 513.2	(3) 528.6	1541.8
TIE 3. Ted Fancher Foster City, Cal.	(13) 479.2	(2) 469.0	(1) 503.8	(4) 537.6	(4) 525.0	1541.8
5. Wynn Paul Lexington, Kentucky	(4) 478.0	(10) 460.2	(4) 530.6	(3) 528.8	(2) 521.8	1537.4

Junior and Senior Scores during Walker Cup Finals:

David Fitzgerald	451.6	469.6	465.4
Karl Hiesl	444.6	480.4	446.8

Open Places 6 through 20 decided from one high flight on Friday
(flight order in parenthesis)

6. Bob Whitely (8) 475.4 (8) 458.4
Fountain City, California Plane: Derringer, ST 46, 69 oz. own design
7. Frank McMillan (17) 470.4 (11) 397.6
Bellevue, Nebraska Plane: Impulse, ST 46, 58 oz. own design, foam wing
8. Lew McFarland (5) 465.0 (9) 446.0
Lexington, Kentucky Plane: Shark, ST 46, 60 oz. built up wing; built 1965
9. Norm Whittle (20) 462.4 (3) 438.6
Scott AFB, Illinois Plane: Eagle, ST 40, 55 oz. foam wing, built 1973
10. Gary McClellan (19) 462.2 (16) 397.6
Burlingame, Cal. Plane: Alanna, foam wing, ST 46, monokote, 51 oz.
11. Remel Cooper (14) 457.2 (1) 426.4
Jacksonville, Fla. Plane: Stiletto, built up wing, Max 35, 46 oz.
12. Jim Armour (16) 450.4 (19) pass
Torrance, Cal. Plane: Genie II, ST 46, foam wing, 51 oz., 60 in span
13. Dick Mathis (1) 438.0 (17) pass
Lone Oak, Texas Plane: Chizler 6, foam wing, Fox 35, 41 oz.
14. Paul Walker (9) 436.0 (12) pass
Torrance, Cal. Plane: Omega-Z, T & L 40, built up wing, 55 in., 49 oz.
15. Roger Barrett (6) 433.4 (15) 421.4
San Diego, Cal. Plane: Gieseke Nobler, T & L 40, 45 oz., foam wing.
16. Doug Brown (7) 427.0 (5) 408.0
Los Angeles, Cal. Plane: Evolution I, Max 35, foam Stiletto wing, 49 oz.
17. Gilbert Rodriquez (3) 424.6 (18) pass
Clovis, Cal. Plane: Eaglette II, Max 35, built up 55 in. wing; 47 oz.
18. Joe Reinhard (2) 419.00 (14) pass
Columbus, Ohio Plane: Mecca, Max 35, built up 54.5 in wing, 38 oz.
19. Tom Lay (18) 418.2 (13) pass
Torrance, Cal. Plane: Mariah, T & L 40, built up wing, 49 oz.
20. Steve McCann (12) 381.6 (4) pass
Van Nuys, Cal. Plane: Stilares, built up wing, OS 40, 48 oz.

+ +

T & L Model Specialties Tom Lay

OS Max 35 Stunt engine rework - modify piston, head, venturi, needle valve. hand lap piston and sleeve, precision assemble engine. Work: $10.00 plus parts
T & L custom 40 stunt; from Max 35, much more power; weight 6.25 oz.
T & L Model Specialties , PO Box 6052 Torrance, Cal., 90504

CONTROL SPECIALTIES COMPANY

Foam wings with balsa sheeting foam stabs and elevators with sheeting gear blocks, venturi for ST 46, leadout fixtures, foam flaps with sheeting

Write or call Bob Hunt, 205 Wood Ave. PO Box 268 Middlesex, New Jersey, 08846 Tel: 201 469 1663

Open Qualifying at the Nationals (Best score each day added for qualifying)

Circle 10 on Wednesday (circle 13 on Thursday)

1.	Bob Gieseke Irving, Texas	(8)	549.0	(2)	554.33	(9)	490.00	(11)	-	1044.33
2.	Robert Baron Santa Monica, Cal.	(12)	541.33	(3)	552.00	(10)	492.00	(12)	326.50	1033.33
3.	Norman Whittle Ofallon, Illinois	(3)	505.33	(9)	535.67	(8)	470.0	(2)	485.00	1020.67
4.	Remel Cooper Jacksonville, Florida	(11)	526.67	(12)	502.67	(5)	455.50	(9)	448.00	982.17
5.	Jim Armour Torrance, California	(6)	445.00	(4)	455.0	(3)	467.00	(6)	428.50	922.00
6.	Shinichi Yoshida Gunma-ken, Japan	(10)	342.33	(6)	374.33	(7)	313.00	(8)	351.00	725.33
7.	Harold Jensen Lomita, California	(1)	386.33	(7)	354.33	(1)	317.00	(1)	323.50	709.83
8.	Mark Bauer Norridge , Illinois	(7)	369.33	(8)	374.00	(11)	240.50	(5)	310.00	684.00
9.	George Cooney Phoenix, Arizona	(5)	260.33	(11)	-	(4)	285.50	(7)	302.00	562.33
10	Don Richardson Madera, California	(2)	359.67	(5)	-	(6)	-	(10)	-	359.67
11	Gordon Van Tighem Calgary, Alberta, Canada	(9)	202.33	(1)	206.67	(12)	43.00	(4)	30.50	249.67
12	Jerry Silver Beverly Hills, California	(4)	179.00	(10)	-	(2)	-	(3)	-	179.00

Circle 11 on Wednesday (circle 12 on Thursday)

1.	Wynn Paul Lexington, Kentucky	(6)	483.50	(12)	485.50	(6)	508.67	(9)	481.00	994.17
2.	Ted Fancher Foster City, California	(5)	468.00	(5)	483.50	(9)	501.33	(5)	495.00	984.83
3.	Roger Barrett San Diego, California	(10)	440.50	(8)	392.00	(12)	443.67	(2)	415.00	884.17
4.	Tom Lay Torrance, California	(3)	386.50	(3)	413.50	(7)	466.00	(10)	436.00	879.50
5.	Steve McCann Van Nuys, Cal.	(9)	375.00	(10)	373.00	(10)	404.33	(7)	173.67	779.33
6.	Don Remboldt Lomita, California	(7)	44.50	(4)	372.00	(11)	405.33	(8)	362.67	777.33
7.	Gary Akers Riverside, Cal.	(13)	305.00	(2)	361.00	(2)	394.67	(3)	406.33	767.33
8.	Richard Porter Temple Terrace, Florida	(2)	319.00	(6)	369.00	(5)	385.33	(13)	369.67	754.83
9.	Jerry Cook Redwood City, California	(1)	311.00	(13)	302.50	(3)	396.33	(6)	384.83	707.33
10	Gary Hansen Burbank, Cal.	(4)	325.00	(5)	336.50	(13)	250.67	(1)	350.00	686.50
11	David Marshall San Carlos, Cal.	(12)	328.50	(1)	332.00	(1)	351.67	(4)	348.67	683.67
12	Arleen Marshall San Carlos, Cal.	(11)	276.50	(7)	297.00	(4)	281.67	(11)	-	578.67
13.	Rodney Johnson Fresno, California	(8)	302.00	(11)	166.00	(8)	158.00	(12)	-	460.00

Miss Poppy Kits for Sale

As advertised in MAN, I have 32 Miss Poppy kits for sale. These are complete including C.S.C. foam wing cores First come first serve basis - this is the last batch of these. MONEY ORDERS only accepted. This kit won the junior stunt event at the 1977 Nationals. For use with a ST 46 engine.

Lucky Pyatt, 15438 Alicante Road
La Mirada, Cal., 90638
Tel: 213 947 1253

Aloise Engineering and Development

Custom tuned and fitted engines: Fox, Supertigre, OS Max. Proper fits and replacement of parts. Retimed, heat treated for smoothest runs possible.

Aloise/Fox 35 , Aloise/OS 40,
Aloise/ST46-51, Aloise/.049

all available with much more power than stock engines.

Custom made engines of all sizes and parts made to fit.

Carlos Aloise , Jr., 2314 Loy Lane, Los Angeles, Cal., 90041, Tel: 213 254 9795.

S E N I O R S T U N T at the 1 9 7 7 N A T I O N A L S

1.	David Fitzgerald	San Mateo, Cal.	(5)	442.75	(5)	452.00
2.	Joe Musumeci, Jr.	Richardson, Texas	(6)	413.50	(7)	439.75
3.	Greg Brown	Los Angeles, Cal.	(3)	382.00	(3)	391.50
4.	Val Britton	Norridge, Ill.	(1)	330.25	(4)	342.25
5.	Randy Kauk		(8)	333.25	(1)	315.00
6.	Dan Osdoba	Mankato, Minn.	(7)	300.50	(8)	322.50
7.	Paula Bauer	Norridge, Ill.	(4)	120.00	(6)	170.00
8.	Leonardo Silva	Mexico	(2)	117.50	(2)	crash

David Fitzgerald won his second Nationals in a row, having captured first place last year in the junior division with the same stock Chipmunk that he used this year. See specs on page 2. Joe Musumeci was flying a blue "Olympus" this year which had a Fox 35 engine using an old case to eliminate the problems with leaking through the muffler hole tapped in the case. Greg Brown had a Sig Akrobat which featured a unique internal muffler of aluminum made by his father. Greg admitted that the engine did run a little hot with this setup.

J U N I O R S T U N T at the 1 9 7 7 N A T I O N A L S

1.	Karl Hiesl	Van Nuys, California	(3)	447.75	(2)	451.50
2.	Dan McClellan	Burlingame, California	(5)	410.00	(3)	413.50
3.	Gordon Marshall	San Carlos, Cal.	(2)	378.75	(5)	378.75
4.	Tom Fluker	Gainesville, Texas	(4)	332.75	(1)	360.0
5.	Brian Marshall	San Carlos, Cal.	(1)	337.75	(6)	294.5
6.	Mark Herzog		(6)	310.00	(6)	294.5

Only six entries in junior was a dissappointing turnout but the flying of Karl Hiesl was excellent as he put his Miss Poppy kit with a ST 46 through the pattern with a skill that had many of the open flyers envious. Dan McClellan moved up from sixth last year to take a solid second place. The Marshall family represented by four entries in stunt (2 children and 2 adults) took third and fifth.

H A L F A S T U N T R E S U L T S at the NATIONALS

Open

1.	Bob Whitely	454.0	pass	
2.	Richard Porter	444.50	357.50	
3.	Norm Whittle	413.50	397.50	
4.	Ron Haydon	311.00	pass	
5.	Don Hollfelder	303.00	pass	
6.	Doug Brown	84.00	255.00	
7.	Lanny Shorts	235.00	pass	
8.	Bart Klapinski	pass	pass	(?)

8
2
4
14

Senior

1.	David Fitzgerald	222.50	pass
2.	Leonardo Silva	220.50	10.00

Junior

1.	David McClellan	282.50	317.00
2.	Gordon Marshall	-	234.00
3.	J. McClellan	47.00	81.00
4.	Brian Marshall	-	10.00

Many thanks to the stunt judges: Nationals 1977

Bill Fitzgerald	San Mateo, Cal.	Don Jorda	Mexico City, Mexico
Bob Foster	Columbia, Sou. Carolina	Bill Kipp	Monterey, Cal.
Dave Gardner	Glendora, Cal.	John Lews	Hindsboro, Illinois
Bill Howe	Sacramento, Cal.	Bryant Thompson	Rantoul, Illinois
Tom Johnson	Oakdale, Cal.	Tom Warden	Roland Hgts, Cal.

Half-A stunt judges: Bill Bradford and Arlie Preszler

Open Qualifying at the 1977 Nationals (Best score each day added for qualifying)
(numbers in parenthesis are the flight order)

Circle 12 on Wednesday / circle 11 on Thursday

1.	Al Rabe Irving, Texas	(5)	510.00	(5)	534.67	(8)	507.50	(6)	406.00	1042.17
2.	Frank McMillan Omaha, Nebraska	(11)	487.67	(2)	501.00	(9)	493.50	(9)	461.00	994.50
3.	Gary McClellan Burlingame, Cal.	(1)	487.33	(12)	472.00	(5)	456.00	(11)	-	943.33
4.	Gilbert Rodriquez Clovis, California	(4)	461.00	(9)	432.33	(6)	412.00	(8)	-	873.00
5.	Doug Brown Los Angeles, Cal.	(10)	437.33	(3)	413.00	(1)	432.00	(13)	-	869.33
6.	Alfonso Rodiles Mexico City, Mexico	(12)	429.33	(8)	424.00	(12)	279.00	(4)	397.50	826.83
7.	Lucky Pyatt La Mirada, California	(9)	418.33	(10)	386.33	(4)	329.50	(3)	394.00	812.33
8.	Don Hollfelder Vacaville, California	(7)	121.00	(6)	389.00	(2)	369.50	(2)	330.00	758.50
9.	Robert Emmett Renton, Washington	(8)	329.67	(11)	356.67	(3)	342.00	(10)	330.50	698.67
10	Robert Smiley Tacoma, Washington	(13)	355.33	(13)	312.00	(10)	336.50	(7)	281.00	691.83
11	Leroy Black Phoenix, Arizona	(2)	324.67	(1)	244.33	(11)	259.50	(1)	183.50	584.17
12	Robin Sizemore Tucson , Arizona	(6)	319.00	(7)	318.33	(7)	238.00	(12)	245.00	564.00
13	Ernesto Cuevas Mexico City, Mexico	(3)	409.00	(4)	78.33	(13)	66.00	(5)	-	475.00

Circle 13 on Wednesday / 10 on Thursday

1.	Lew McFarland Lexington, Kentucky	(12)	483.50	(3)	517.00	(11)	536.33	(8)	-	1053.33
2.	Bob Whitely Fountain Valley, California	(8)	462.50	(7)	490.00	(3)	517.67	(13)	-	1007.67
3.	Dick Mathis Lone Oak, Texas	(7)	342.00	(9)	432.00	(6)	476.67	(12)	487.00	919.00
4.	Joe Reinhard Columbus, Ohio	(10)	437.00	(4)	446.00	(5)	456.33	(4)	416.67	902.33
5.	Paul Walker Torrance, California	(4)	432.00	(1)	426.50	(10)	455.33	(1)	448.00	887.33
6.	Addis Elmore Mesquite, Texas	(11)	416.50	(11)	326.50	(1)	445.67	(6)	452.33	868.83
7.	Lynn Barnett Irvine, California	(2)	362.50	(5)	428.50	(13)	433.33	(7)	214.33	861.83
8.	John Wright Redondo Beach, California	(13)	420.00	(13)	346.00	(4)	299.67	(10)	417.00	837.00
9.	Michael Belitz Torrance, California	(3)	301.00	(6)	396.50	(2)	412.67	(5)	353.33	809.17
10	Jim Levell Santee, California	(9)	367.50	(10)	352.50	(12)	359.67	(3)	366.00	735.50
11	Leroy Black, Jr. Peoria, Arizona	(5)	298.00	(12)	153.5	(7)	415.67	(2)	373.00	713.67
12	Vic Carpenter Van Nuys, California	(6)	303.00	(8)	-	(8)	-	(9)	-	303.00
13	William Sprague Kansas City, Mo.	(1)	-	(2)	112.00	(9)	-	(11)	-	112.00

+ +

Results of the first "Old Time Stunt" at the Nationals - 1977

Class I ignition

1. Bart Klapinski (Madman with Orwick 64 engine) 266.00
2. Bob Whitely (Madman with Orwick 64 engine) 84.00

Class II glow plug

1. Don Hollfelder (All-American) 240.00
2. Leroy Black (Super Zilch) 215.00
3. Dave Marshall (Duper Zilch) 120.00

+ +

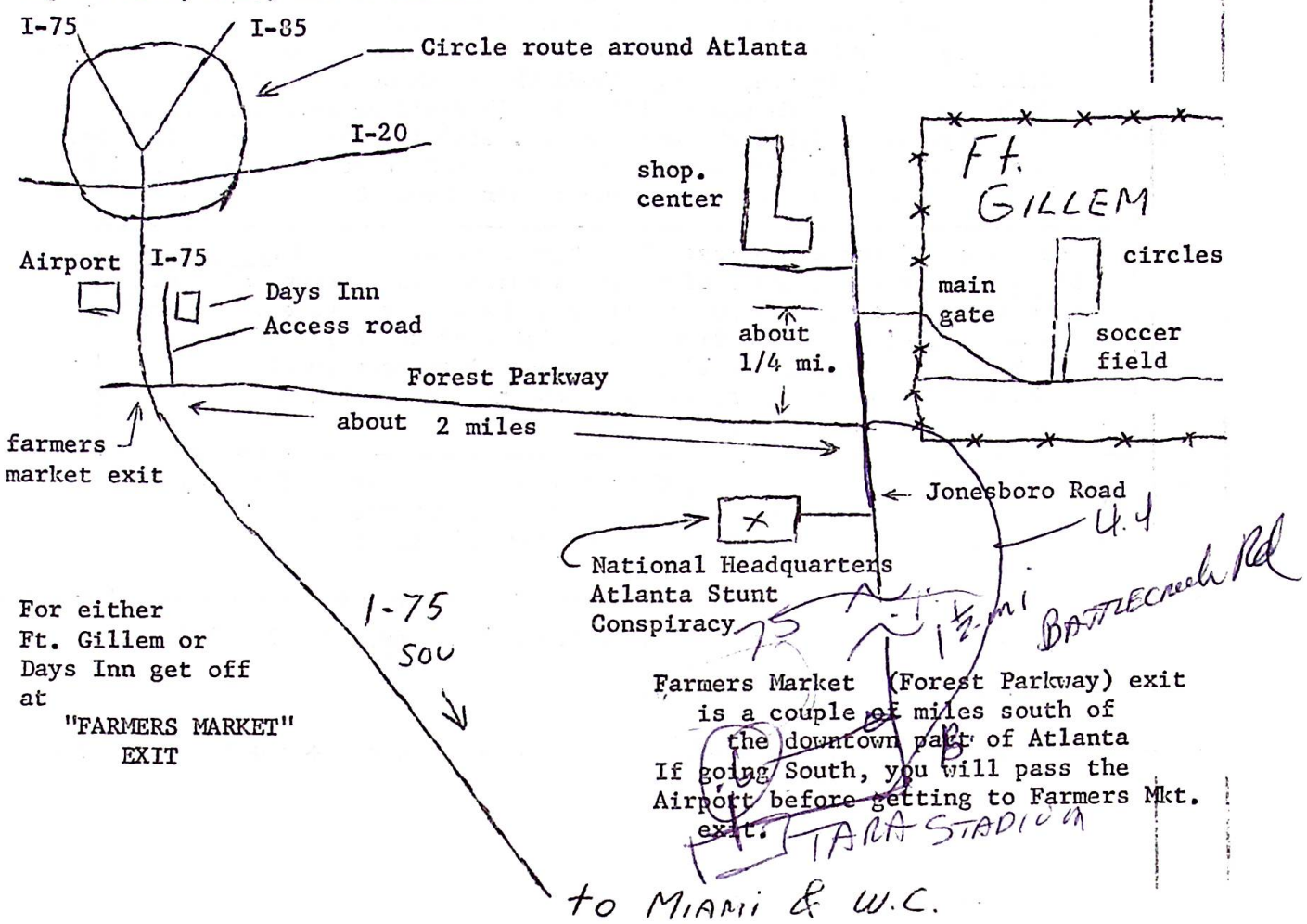
Thanks for the Nats: Arlie Preszler, Lanny Shorts, Dick Schaper, Shareen Fancher, Margie Preszler, Joyce Shorts, Bart Klapinski,

and everybody else that pitched in to help.........................

How to Get Where we're going: the 1977 F.A.I. Stunt team tryouts.

Site: Fort Gillem, Forrest Park, Georgia (south side of Atlanta) off I-75.
PAMPA Headquarters: Days Inn, I-75 South at Farmers Market, Forest Park, Ga., 30050 Tel: 404-363-0800
Atlanta Coordinator: Jon Ramsden, 9035 Gatewood Drive, Jonesboro, Ga., 30236 telephone: 404 477 5418

Map of site, etc., not to scale:



PRECISION AEROBATICS MODEL PILOTS ASSOCIATION

Founded in July, 1973 at the Nationals. Objectives include promotion of the event, communication of stunt flyers, provide a monthly newsletter, establish mail voting on issues concerning stunt, establish a judges' corps, administer the Nats and FAI events, encourage and promote precision aerobatics.

"Stunt News" is the publication of PAMPA, published by Wynn Paul, with contributions welcome by all. Copies are sent to all paid members, VP of AMA, CLCB of AMA, John Clemens, John Worth, themagazines, and selected manufacturers.

PAMPA is officially recognized by AMA as a special interest group: officers are members of the PRECISION AEROBATICS ADVISORY COMMITTEE OF THE CLCB.

Officers of PAMPA:

President: Keith Trostle, 10900 Phillips Drive, Upper Marlboro, Md., 20870
Vice-Pres: Frank McMillan, 810 Hackberry Ct., No. 2509 , Bellevue, Neb., 68005
Sec.-Treas: Wynn Paul, 1640 Maywick Drive, Lexington, Kentucky, 40504
Directors: Jim Lynch, 1249 W. Perkins, Memphis, Tennessee, 38117
Bill Simons, 221 Washington Street, Northvale, New Jersey, 07647
Bob Whitely, 16360 Myrtlewood St., Fountain Valley, Cal., 92708
Committees: AMA rules - Keith Trostle Technical: Frank McMillan
Labels: Remel Cooper Staff Artist: Don Shultz
Pampa Stunt Rankings: Richard Byron

Application for membership in P. A. M. P. A.

Name _____ Home Phone _____

Address _____ Zip _____
street city state

Occupation _____ Birthday _____

Spouse's Name _____ AMA no. _____

Enclose check for $6.00 for dues for one year. Foreign memberships (besides Canada) are $12.00 per year (USA currency or check only, including Canada.) Make checks payable to: PAMPA. Send to: Wynn Paul, 1640 Maywick Dr., Lex.,Ky., 40504.

P. A. M. P. A. CONTEST CALENDAR

Sept. 3-4 Atlanta, Georgia, Ft. Gillem, FAI stunt tryouts for World team.
4 Aero-Challenge III for Muscular Dystrophy. FOUR PAMPA classes, held at DeKalb, Illinois, 60 mi. south of Chicago.
3-4 Salt Lake City, Utah AMA stunt (JSO) (Where are the PAMPA classes?)
3-4 Southwestern Championships, Dallas, Texas, AMA stunt (JS) (O)
(Pampa membership in Texas is one of the largest of any state and yet no PAMPA classes in this contest .... way to work fellows)
11 C.L. Jamboree, Dayton, Ohio, PAMPA three classes. Finally.
11 Omaha,Nebraska. AMA stunt (JS) (O) (I can't believe it.......)
17-18 Fall Fly-in, Fordst Park, Georgia, Ft. Gillem, PAMPA stunt classes.
18 Marana, Arizona. 19th annual contest. AMA stunt (J) (S) (O). Ugh.
25 Lincoln Park, New Jersey. 19 annual air show. Old time stunt.

Statement of Editorial Policy: Effective January 1, 1978 Stunt News will not run announcements of contests unless PAMPA stunt classes are utilized (except WAM, which has been ahead of the game for years) PAMPA members should get active and insist that their local contests begin to use at least three PAMPA classes. Arguments to this polich will be given equal time and space in the newsletter but not much consideration frmm the editor.

Oct 2 Capital City Controlliners, Columbus, Ohio, AMA stunt (J) (SO)
2 Castleton (Indianapolis) Square, Indiana Oktoberfest. (JSO)
23 Edison, New Jersey, Old time stunt and 1/2A stunt.

+ +

PAMPA patches and decals available. Patches $2.50 ea. Decals $1.50 ea.

Order from Wynn Paul. Address inside.

+ +

U.S. POSTAL SERVICE AUG 27 1977 PM KY 405

PROCLAIM LIBERTY THROUGHOUT ALL THE LAND USA 13c

S T U N T   N E W S

August, 1977

1640 Maywick Drive
Lexington, Kentucky
40504 U. S. A.

+ + + + + + + + + F I R S T   C L A S S + + + + + +

TO:

KEITH TROSTLE
10900 PHILLIPS DRIVE
UPPER MARLBORO, MD 20870

(7/77)