

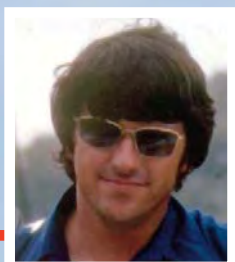


Stunt News

Precision Aerobatics Model
Pilot's Association

November/December 2009 \$5.00

Stiletto Chronicles: the saga continues



Jim Coll Memorial Stunt Contest



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**The Stiletto Chronicles,
Part II**
by Les McDonald
*Nats adventures and a big
F2B surprise for Les*

On the cover: What do the three models pictured flying on our cover have in common? They each belong to members of the United States 2010 Senior FAI F2B team! Clockwise from the top are Orestes Hernandez's Shark in the Legacy paint scheme (he placed second); Bill Werwage's venerable P-47 "Razorback" Thunderbolt (he won the Team Selections); and first-time senior member, Derek Barry's Dreadnought. See Brett Buck's "Vice President's" column for a detailed report of the contest. Photos courtesy of Will Hubin.

Above: Frank Battam flew this very bright and colorful Yatsenko Acrobat at the NSW Championships.

PAMPA, an AMA approved Special Interest Group, founded July 1973. Objectives include a means of communications among control line stunt fliers, voting on issues affecting control line stunt, and administration of the Control Line Precision Aerobatics Event at the Nats.

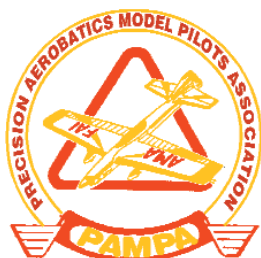
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PAMPA Web site: www.control-line.org



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President's Column

By Bill Rich

We have just completed the two major competitions for 2009, Nationals and the FAI Team Trials. I was fortunate enough to be able to compete at both events. If you are a competition-focused member, these are two events that you should make every effort to attend. Both of these events will be, or have been, covered in issues of *SN*.

Both of these events reinforced my feelings that we need to recognize our volunteer judges, and strive to make their attendance at these events less of a personal sacrifice. Without these volunteers, we could not have these events. During the next year I will be focusing on how we can help offset the expenses these volunteers incur, and how we can recognize them for their contributions.

I am not advocating a "Professional Judging Corp." I would like to explore ways to reduce the expense they incur. I'm sure their attendance expenses are similar to the competitors. I usually spend around \$1,500.00 to attend these events. I would welcome any suggestions the membership may have as to how to accomplish this goal. I have had numerous conversations about improving the quality and numbers of judges, but not much discussion around how to help them with expenses.

I have talked with our *SN* Editor about the possibility of having a "Judge's Corner" column. This column would address judges' issues and recognize current judges. PAMPA could certainly do a better job of recognizing the individuals that have stepped up and judged at the national level.

While in attendance at the FAI Team Trials in September, I spent some time at the Indiana Warbird Campaign. This was a hugely successful RC event that has been conducted for a number of years. The program for the event was sponsored by more than 40 companies, ranging from national model manufacturers to small cottage industries.

Why can't we emulate this with our own advertisers and suppliers? We currently have only one on-going fundraiser, and that is for support of the FAI F2B Control Line Team. Unfortunately, there is no chairman for this effort. I believe if someone would step forward to lead a PAMPA fund raising effort, we could raise adequate funds for both the FAI team and a Judge's Fund. We haven't even tried to focus our efforts in terms of fund raising. This can be accomplished under our Special Interest Group status.

One of my responsibilities as PAMPA President is to secure the Event Director for our Nationals. Paul Walker agreed to ED three Nats. Paul will step down after the 2010 Nats. I am actively pursuing finding his replacement. If I am unsuccessful, I will ED the 2011 Nats. Now is the time for each of us to think about "paying back" to our event. Consider the enjoyment you have gotten from Nats attendance and consider contributing to others' enjoyment by stepping forward to lead the Nats.

I can think of numerous candidates to succeed Paul, and I have contacted some and asked them to consider the position. As of yet, no one has turned me down and they are considering accepting. I wanted to bring the vacancy in 2011 to your attention. I know there are many reading these columns who are

more than capable of being ED at the Nats.

If you have an interest or feel that you might have the interest, please contact me directly.

If you did not read Director Dave Cook's last column in *SN*, please take the time to do so. Dave has hit the nail directly on the head; PAMPA and the AMA needs to do a better job of recruiting support groups as well as the development and recognition of administrators. As Dave says, maybe it's time to take a contest off from competing and do a stint at administration. I completely agree with his comments regarding local programs that will bring new people, young and old, into the sport.

If you are currently a member of a Control Line club, you could help by making sure your club sponsors an event. One last word regarding Dave Cook; Dave will *not* be running for the District Director's position this year. Dave has served our Control Line community at both the National and local level for many years. Dave's contributions are too numerous to mention, but suffice to say they have been major. Dave has set the bar high in terms of contributing to our event; a heartfelt thanks from all of us.

I would like PAMPA to have a secured website sometime after the first of the year. Our current Web Master, Bob Krueger, has assured me this will be possible. Bob has run the website for the past 20 months and sees no major problem with the proposed upgrades. However, he will need assistance in some areas. If our budget cannot fund this project I will locate someone that will. There are too many benefits in having such a site to not move forward with this project.

The EC is currently working on the format of a secured site. The secured site should enable members to renew memberships, order PAMPA Products, and pay on-line. All printed material such as rules, score sheets, Director's Guides, and other administrative forms will be available as a free download from our website. This will happen as soon as we can create PDFs on the current site.

Our goal is to increase the value of the website and decrease some of the workload associated with serving our membership. The state of PAMPA Products, available plans, and publications is currently undergoing change. I have appointed a committee to review current products and determine what we should be offering moving forward. This project should be completed by the end of November.

As usual, I'm late with this column so I'll end here. Please remember to use our advertisers when possible for your winter construction projects. Have some fun, enjoy your hobby, and fly safely. *SN*



"I know there are many reading these columns who are more than capable of being ED at the Nats."

Starting Points ←

Frank “Fireball” Macy 1935-2009

I recently attended Brodak’s 13th Fly-in at Carmichaels, Pennsylvania, expecting the usual, casual fun this event is noted for. Instead, it was there that I learned that Frank Macy had died of a heart attack just a week or so earlier. Talk about a downer.

Frank and I met through the *MECA Swap Sheet* and found we had much in common. We both liked AJ designs, young beginners, and shared most values. Wanting to meet him in person, during the spring of 1983 I jumped into my 1973 Pinto 1600 cc and drove out to Portland. A short 56 hours later, I was knocking at his door. Once he recovered from the sight of my car, he put us up for two nights. Really enjoyed the Stuntathon being held there, picking up some forgotten lower placing with my then-new Sandbagger.

Frank was a talented craftsman and AJ historian; he was also very generous with assistance, his time, and anything else you might need. As good as Walker’s products were, Frank’s were usually a bit better, simply because he did nearly everything by hand—silk screening, you name it. While economically not feasible unless you live in China, Frank’s handwork made his products stand out. While there, he allowed me to view Walker’s original scrapbook. One article told of Walker doing flying demos inside a department store with a rubber model on a tether—in 1921!

His engine collection included super-rare Stunt motors not even heard of by most, photos of which were run earlier in the *SN* beginners’ column. For example: He had a pair of horizontally opposed twins used to stunt Firebabys inside a TV studio; they were compressed-air powered. He also recovered Walker’s original “helmet with a handle on top”

which allowed Walker to fly three Control Line models at once. Perchance you didn’t know, the Firebaby was the world’s first Stunable ARF. (Alan Rensinger recently put a Firebaby though the full pattern; OT I believe?)

The Walker legacy lives on. Each time you see a Firecat in OT Stunt, remember, it was Frank who helped introduce it to a new generation of modelers after Walker’s passing.

Losing your friend of 25 years is really depressing. Thanks to Joe Just of Waitsburg, Washington, for his helpful input for this article. *SN*

—Will Hubin



Frank doing what he did so well: promoting AJ designs. Farewell my friend.

The Four Hundred Dollar Old-Timer

How, you may wonder, is it possible for someone to spend \$400 on a small glow-powered OTS model? Well, it’s possible if you’re not too bright. I shall *‘splain*:

The model is the Brodak kit version of the old F-B *Vampire*, a cute little design having a 40-inch wingspan. The kit was purchased, along with some accessories, from S&S Hobbies. Initial cost, in round numbers: \$100.

As things turned out, because of my current involvement with aviation artwork (not to mention this year’s heavy work schedule), I had no time to build it. Since there is no BOM rule in Old Time, I offered \$100 to any club member who’d handle that chore.

Someone stepped up, did a magnificent job on it, and I paid him. Total thus far: \$200.

Enter the ‘kicker.’ I happened to have a delightful little O.S. .20FP that just sort of begged to be the motivation for this one.

“But that can’t be the other \$200,” you’re thinking, “because those don’t cost that much.” Oh, yes, they do ... if you’re as lame as I am.

A few years ago, during all the hoopla over the .20FP (ref. “the Dirty Dan chronicles”), I just *had* to have one of those. Cutting right to the chase here, I soon found myself in a bidding war on eBay, which didn’t stop until I’d won by bidding the absurd price of \$200 –

without doubt, the *second most stupid* thing I’ve ever done. Total cost: \$400 (and change).

Not yet flown at this writing, I’d probably be better off just hanging it on the wall, since they all pile in sooner or later.

But what the heck, its only money, right? Assuming our ‘winter’ (such as it is) weather allows sufficient practice time, I’m hoping to enter it in Old Time at VSC-22. So if you happen to see a little red *Vampire* while traipsing through the pits, please watch your step because it’s worth an awful lot of money. *SN*

—Mike Keville
Tucson, AZ

I soon found myself in a bidding war on eBay, which didn’t stop until I’d won by bidding the absurd price of \$200 – without doubt, the *second most stupid* thing I’ve ever done.

Level Laps

By Bob Hunt

We had hoped to have an FAI Team Selection report for you in this issue. Our volunteer reporter, Les Demmet returned from Muncie, Indiana, to some serious household problems and has not had the time to get his report filed. I can certainly understand how personal issues (and even health issues) can get in the way of doing the things we really want to do.

Hopefully Les will be able to file his report at a later date. Until then, check out Brett Buck's Vice President's report in this issue. He has done a wonderful job of explaining what occurred at the trials. I really like Brett's frank approach to contest reporting.

More missing stuff

On the subject of missing items, I am sorry to report that Bob Storick's "Building" column will not continue in *Stunt News*. Bob is very busy keeping things going at home and is also very involved with his very popular *Stunt Hangar* Web site. He had hoped to be able to make time in his busy schedule for a column here, but, alas, it is not to be. Thanks for the thought Bob ...

Mike Pratt started his "Designing" column a couple of issues back but has not had time to follow up with more. He cited something trivial like getting married as his excuse ... Well, I guess we'll cut him some slack on that one! Hopefully Mikey will soon have another installment for us to ponder.

He cited something trivial
like getting married as his
excuse ...

Jim Cole Memorial

I was deeply saddened by the news of the passing of Jim Cole earlier this year. Jim had been a longtime personal friend and someone who was a good friend to all who knew him. It is no wonder that those friends would want to remember Jim with a special event held in his honor and in his memory.

I was invited to attend this contest and there was no way I was going to miss it. The contest was held at the Eastern Shore Aeromodelers Club field in Hurlock, Maryland, on Saturday, August 15, 2009. I must admit that the club field was a bit of a chore to find, but I'll blame that on Buddy Wieder's driving; my navigating was impeccable!

I told Tim not to count on me
as an Expert judge next year; I
want to fly in this contest!

Buddy and I drove down on the Friday before the contest to allow Buddy to get some practice and trim flights in on his Caprice. I was along as his coach and pitman. The Eastern Shore club field is located out in the middle of a huge soybean farm and it is simply one of the most beautiful facilities I've ever seen.

This is primarily an RC club and the main circles for the CL

contest were laid out on the club's meticulously manicured grass strip. It might as well have been an asphalt runway; it was smooth and the grass was cut extremely short. There was room for three circles along the length of the runway, with plenty of space in between the circles for a common pit area and lots of safety margin as well.

They did just an amazing job in setting up this facility for a Stunt contest. There was even a practice circle off to the side, and we learned that this circle was the normal CL circle for the members who flew at that club field. Top all of this off with a strip of shaded pit areas adjacent to the runway, and you have model airplane nirvana.

We also learned that many of the RC fliers in the club had learned to fly CL and a few of them were even entered in the contest. This was a fantastic example of how two groups with differing interests in the hobby can not only get along, but also enrich each other's modeling experience. In fact, many of the members of the RC club came out to help in myriad ways, and they were all extremely gracious and friendly.

Tim Stagg asked me if I would consider judging the Expert class on Saturday, and I was most honored to do so. He confided in me that the turnout for the meet was way beyond their expectations, and that the RC members were very impressed with that. He also told me that they had decided to make this an annual affair and that next year they are going to try and make it a two-day contest. I told Tim not to count on me as an Expert judge next year; I want to fly in this contest!

My personal thanks go out to Contest Director Jack Rosemere, his helpers Tim Stagg and Dennis Hastings, the entire Eastern Shore Aeromodelers Club for its warm hospitality, and everyone's kindness to the memory of one great modeler: Jim Coll. Jim did his part as well by seeing to it that we had fantastic weather for the event. Don't miss this one next year guys!

Elsewhere in this issue there is a story about this meet written by Tim Stagg, along with a few photos that depict the fantastic facilities and the fun had by all in attendance.

Mystery man

Okay, this time I did receive a few guesses on the Mystery modeler for the September/October issue. And, they were all incorrect! That youngster holding the big Free Flight model was ... *drum roll here please* ... Bob Gialdini!

I'm going to cut this column short this month, as we have a lot of stuff to get in. Remember that you still have one *Stunt News* coming on your 2009 membership and we think it's shaping up to be a very memorable issue with lots of surprises.

Till next time, Fly Stunt.



In 1966 ...

- The first SR-71 Blackbird spy plane goes into service at Beale AFB.
- United States President Lyndon Johnson states that the United States should stay in South Vietnam until Communist aggression there is ended.
- Gemini 8 (David Scott, Neil Armstrong) docks with an Agena target vehicle.
- Uniform daylight saving time is first observed in most parts of North America.
- The Beatles begin recording sessions for their landmark Sergeant Pepper's Lonely Hearts Club Band album.
- About 8,000 U.S. soldiers land in South Vietnam; U.S. troops now total 190,000.
- The final new episode of The Dick Van Dyke Show airs (the first episode aired on October 3, 1961).
- Martin Luther King Jr. leads a civil rights march in Chicago.
- Star Trek, the classic science fiction television series, debuts with its first episode, titled "The Man Trap."

- Actor Ronald Reagan, a Republican, is elected Governor of California.
- Walt Disney dies while producing The Jungle Book, the last animated feature under his personal supervision.
- How the Grinch Stole Christmas, narrated by Boris Karloff, is shown for the first time on CBS, becoming an annual Christmas tradition.

... and this young man, seen at the 1966 Nats, was already making a name for himself in the Control Line Stunt world. If you think you know who he is, send your guesses to Bob Hunt: robinhunt@rcn.com.



Deadlines

Ad and Editorial copy

Issue	Deadline
Jan/Feb 2010	November 20, 2009
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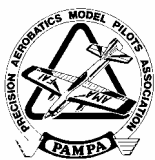
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ALL DUES EXPIRE DECEMBER 31st!

Jim Coll Memorial Stunt Contest

By Tim Stagg



Jim was a lifetime modeler, primarily in Control Line but in later life, enjoyed RC boat racing, airplanes, and model sail boats.

Here's the Smoothie that Jim Coll flew in his last contest. It's waiting here for a memorial flight.



August 15th 2009 was the date for the first Jim Coll Memorial Stunt Contest in Hurlock, Maryland. The event was held at the Eastern Shore Aero-Modelers Club (ESAC) field which is primarily an RC club but has a very diverse and progressive membership. The club membership which numbers approximately 80 members has interests that range from electric, giant scale, helicopters, Scale, sport flyers, and yes we have about 7 Control Line members.

The ESAC was gracious enough to let the Control Line members have the field to ourselves for the weekend of August 15th in order to host the contest, and there were many RC fliers present to help in any way they could. Thank you all for help and support of our great sport. As a side note the Control Line fliers started with one member, Mr. Jim Coll, and have been growing strong ever since; I wish he could be here today to see what his inspiration has done.

Speaking of Jim, for those of you that do not know him, Jim was a lifetime modeler, primarily in Control Line but in later life, enjoyed RC boat racing, airplanes, and model sail boats. Jim was a regular on the east coast Control Line circuit and



*Thank you Jim
for everything
you gave to
this sport; we
will all miss
you.*

Anne Coll chats with two of Jim's best buddies, Jack Stovall (L) and Lloyd Gregory.



Is Tom Hampshire inoculating his airplane against H1N1?

traveled to the Nationals many times as well. He was a fierce competitor but was always there to help a new comer or anyone else that needed a hand. I met Jim in the early 1970s, and although I was learning to fly RC at the time, Jim was a good friend, an outspoken advocate of the Control Line sport, and never stopped trying to talk me into giving it a try. Sadly I never really got it until about two years prior to his passing. Jim battled cancer for almost 20 years and it is my belief that had it not been for modeling, Jim would have left us much sooner than he did. Thank you Jim for everything you gave to this sport; we will all miss you.



Lots of planes were lined up in the pits!

As for the event, there were 4 classes of Precision Aerobatics flown, Beginner through Expert, and two classes of Old Time Stunt flown, one for Intermediate and one combined for Advanced in Expert. Mr. Jack Rosemere was the contest CD along with the help of Mr. Dennis Hastings and me.

The weather was a warm 89° but the winds were light and the sky was perfectly blue; we could not have had a better day to celebrate Jim. There were 43 entries, way more than we expected to be honest, but everyone chipped in including judges, score runners, tabulators,

and concession stand folks. The event ran very smoothly and everyone commented on what a great time they had.

Next year we are already planning ahead to host a possible two day event. We are thinking Classic and Old Time the first day and PAMPA for the second day. Please keep an eye out for the announcement in the AMA magazine and also on the Stunt Hanger forums.

I would like to again thank all of my judges and other folks that helped the event run so smoothly. See everyone again next year. *SN*



Above: Contest organizer, Tim Stagg guides his stunter through a wingover pullout.

Left: Katie Stagg and Skip Messick ran scores for the competition.

Below: Ken and Shawn Cook and John Saunders (L to R) were just a few of the Philly Flyers who came down to support this meet.





At the noon lunch break Tim Stagg flew Jim Coll's Smootie in a memorial flight. Before the flight all the contestants lined up and took turns holding the handle and paying their respects to a great friend one last time.



Brad Smith converted this RC Ultimate biplane to CL and it flew very well.



Ron King looks pretty serious while heading for third place in PAMPA Advanced.



Above: Willis Swindell concentrates on level flight while flying his Tom Dixon-designed Time Machine.



Terry Sebring and Rachel Stagg joyfully prepared lunch for the crowd.



Bob Hunt launching Buddy Wieder's Caprice.

Inset: The Caprice in flight.



Above: Ken Cook helps his son, Shawn prepare for a pull test.

Right: Brian Vance, a very accomplished RC flier, flew in his very first CL Stunt contest.

Below: Brad Smith gets ready to launch Ron King's airplane for an Advanced contest flight. Ron placed third in that event.





Jack Rosemere and Brian Vance (L to R sitting) handled contest registration. Scott Richlen and Phil Spillman (L to R standing) are singing up!

Scores

Beginner PAMPA

1. Dennis Hastings	225
2. Jack Rosemere	220
3. Tom Taylor	213
4. Ken Buck	170
5. Brian Vance	168

Intermediate PAMPA

1. Shawn Cook	432
2. Artie Jessup	430.5
3. Bill White	419.5
4. Jim Welch	395.5
5. Frank Dobrydney	394.5
6. Paul Raley	383
7. Bernie Trent	376.5
8. Kenneth Cook	351.5
9. John Murphy	339

Advanced PAMPA

1. Tim Stagg	425.5
2. Bill Richards	422.5
3. Ron King	414
4. Willis Swindell	411.5
5. John Tate	399.5
6. Price Reese	392
7. Rich Peabody	389.5
8. Brad Smith	375.5
9. Lloyd Gregory	372.5



John Tate gets ready to launch Willis Swindell's ship in Classic.

Expert PAMPA

1. Mike Palko	514.52
2. Bud Wieder	513.5
3. Tom Hampshire	489.5
4. Scott Richlen	475
5. John Saunders	472.5
6. Jack Weston	452.5
7. Phil Spillman	456.5
8. Mike Cooper	435
9. Dick Hauser	439.58

Old Time Intermediate

1. Brad Smith	199.5
2. John Murphy	138.5
3. Joseph Bucci	48

Old Time Advance / Expert

1. John Saunders	293.5
2. Tom Hampshire	280
3. Bill Richards	270
4. Dick Houser	263.5
5. Phil Spillman	261
6. Jack Weston	248
7. Rich Peabody	244.5
8. Price Reese	203



Springfield Stunt Clinic!

by James Mills

As the streamer above shows, it was a bit windy, but that didn't distract from the mission. Allen Brickhaus gives a few pointers to Tom Farmer (below left) after watching Tom's flight.



We held our first Stunt clinic in Springfield, Missouri, this past May 30, in order to make use of the new flying circle we are blessed to have. This was our alternate date and was chosen because the field had flooded with all the rain we had in April and May.

We had a good turnout for a first-time event, although we had some strong wind. As luck would have it, the day before and after had perfect air. Murphy's Law, I guess.

We had 10 fliers attend. Some were from our area and other came from Neosho, Joplin, Kansas City, St. Louis, Golconda, Illinois, and Dallas, Texas, as well as several



Above: Brian Harris, Ken Nash, and Bob Storick (L to R) discuss Bob's flight. There was plenty of interaction between the pilots.

Below: John "Doc" Holiday (below) performs some routine maintenance on his Bill Simons-designed P-39 Airacobra.





Above: Brian Harris admires Bob Storick's handiwork on Bob's Tom Warden-inspired Continental. Bob's models are always beautiful!

Below: Jack Dock built this neat Hole Shot from Bob Hunt plans. It's a very good stunt trainer.





Above: Terry Bolin, Jack Dock (seated), and Gerald Chaney relaxing in the pit area.

Below: Tom Farmer enlarged the Forerunner design and installed an ST.60. Good-looking ship!



ladies and some local people who stopped when driving by.

Allen Brickhaus did an outstanding job covering all facets of the performance of the pattern from leaving the pits to landing and returning to the pit area. Allen also covered what the judges look for in each maneuver and best approach to achieve higher scores.

In the teaching portion,



Above: Brian Harris receiving a launch from his girlfriend Cheryl Shoop.



Gale Chaney, Doris Farmer, and Beth Mills (L to R) are probably not critiquing a flight...

(including an article on the finishing method Allen has used for many years), placement of maneuvers, and how to approach each particular maneuver.

We each had the opportunity to put up flights with Allen in the judge's position after which he would discuss

which included a question-and-answer session, Allen touched on all aspects of the performance from accuracy during construction, airplane weight, finishing

the particulars with the pilot as well as provide his critique on paper or cassette. Several flights were flown, although some of the fliers opted to pass on a flight



Above: Terry Bolins brought this very colorful ST .51 powered-Legacy to the clinic.

Below: This well trimmed Buccaneer 740 belongs to Brian Harris.

because of the escalating wind.

I would like to say thank you to everyone who attended, and I hope I don't leave anyone out: Gerald and Gale Chaney, Terry Bolin, Ken Nash, Jack Dock, Brian Harris and his girl friend Cheryl Shopp, Bob Storick, Doc Holiday, Tom and Doris Farmer, Allen Brickhaus, and my bride Beth.

—James Mills



STUNT DOWN UNDER

by Geoff Goodworth

NEW SOUTH WALES STATE CONTROL LINE CHAMPIONSHIPS

The second Monday in June is a public holiday in all Australian states but Western Australia to celebrate the Queen's Birthday and traditionally, the resulting three-day weekend has been used to conduct the NSW State Control Line Championships.

So, on Saturday June 6th of this year, modelers from near and far gathered at Whalan Reserve in Sydney's west for the Stunt section of the NSW State Championships. Furthest traveled was John Quinlan who made the trip from Perth, the other side of the continent; Murray Howell made the trip from Wollongong and Warren Leadbeater journeyed from the Port Stephens area north of Newcastle. On the other hand, there were also several entrants from the Doonside club for whom the baseball diamond at Whalan Reserve is their regular field.

Following on the heels of the wettest May in Sydney in six years, the ground being used for the championships was extremely soft under foot and the only one open that weekend in the entire local government area.

Whalan Reserve itself has an interesting history. During World War II, it was an airstrip and the majority of aircraft movements involved munitions from the small arms factory located just a couple of miles away.

After WW II, the airstrip was used as a motor racing circuit which consisted of two long straights with hairpin bends at each end. About 1950, a full circuit



Frank Battam's Yatsenko Acrobat.



The field and some of the aircraft flown in Expert. The baseball diamond used by the Doonside club is to the left of the trees in the background.



No prize for guessing the owner of this Yatsenko Acrobat.

I LOOK BACK
AND MARVEL
THAT AT AGE
EIGHT OR NINE,
I WAS ABLE TO
WANDER AROUND
THE PITS AND I
REMEMBER THAT
THE PITS AND
SPECTATORS
WERE
SEPARATED
FROM THE
RACING BY A
FEW STRANDS OF
FENCING WIRE
AND SOME HAY
BALES.



Bruce Hoffman's Firecracker.



Don Keysecker's Li'l Duper Zilch.

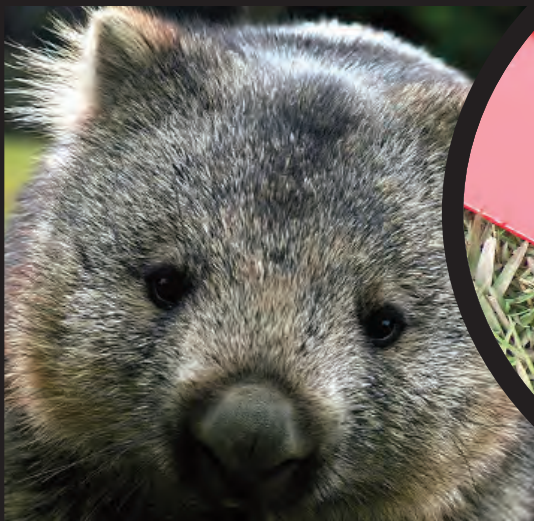
was built by a Mr. Belfred James Jones using the airstrip as the main straight. With a gradual slope from the top of a hill down to the main straight, the circuit, known as Mt. Druitt after the suburb a few miles away, was extremely popular.

In those days, safety was never given much consideration and I remember visiting the circuit before I was a teenager. Compared with today, I look back and marvel that at age eight or nine, I was able to wander around the pits and I remember that the pits and spectators were separated from the racing by a few strands of fencing wire and some hay bales.

The circuit closed dramatically in 1958, when in November of that year Mr. Jones, whose lease of the circuit was about to expire, took a mechanical digger around the track and dug a trench all the way around it, rendering it unusable. New legislation requiring greater safety for spectators and competitors meant that restoring the track and upgrading the facilities was prohibitively expensive and so, the Mt. Druitt circuit was no more.



Paul Turner's Wombat.



An actual wombat. The resemblance is, well, uncanny.



The hinge stitching on Paul Turner's Wombat.

NSW State Control Line Championships Entrants

Expert

- | | |
|-------------------|---------------------------|
| 1. Murray Howell: | Yatsenko Acrobat/Retro 60 |
| 2. Brian Eather: | Firecracker/Stalker 61 |
| 3. Reg Towell: | Sea Fury/Saito 72 |
| 4. Frank Battam: | Yatsenko Acrobat/Retro 60 |
| 5. Tony Bonello: | Enigma III/Saito 56 |
| 6. Bruce Hoffman: | Firecracker/Saito 56 |
| 7. Paul Turner: | Wind Wonder/Stalker 61 |
| 8. Jeff Reeves: | Fanfare/RO-Jett 61 |
| 9. John Quinlan: | ARF Nobler/Brodak 40 |

Advanced

- | | |
|----------------------------------|------------------------|
| 1. Andrew Heath: | Enigma/ST 46 |
| 2. Paul Kenny: | Caudron/ST 46 |
| 3. Robert Graham: | Genesis/ST 60 |
| 4. Greg Frail: | Firecracker/O.S. 56 FS |
| 5. Michael Smith-Frail (Junior): | Sukhoi/ST 46 |
| 6. Warren Leadbeater: | Pathfinder/ST 46 |
| 7. Don Keyssecker: | Saturn/ST 51 |
| 8. Les Spaltham: | Legacy/O.S. 46 LA |
| 9. John Anderson: | Vector 40/O.S. 46 LA |
| 10. Denver Harvison: | Caudron Aigon/ST 51 |

Novice

- | | |
|-------------------------|------------------------|
| 1. John Anderson: | Vector 40/O.S. 46 LA |
| 2. Michael Smith-Frail: | Heartbeat Sukhoi/ST 46 |

Classic Stunt

- | | |
|-----------------------|-------------------|
| 1. Reg Towell: | Thunderbird/ST 46 |
| 2. Robert Graham: | Shark 45/ST 46 |
| 3. Warren Leadbeater: | Nobler/Fox 35 |
| 4. Greg Frail: | Coy Lady/ST 46 |
| 5. Don Keyssecker: | Kismet/O.S. 40 FP |

Vintage Stunt

- | | |
|--------------------|---------------------------------|
| 1. Paul Turner: | Wombat/Sabre 29 |
| 2. Frank Battam: | Hot Rock/Fox 35 Sand cast |
| 3. Don Keyssecker: | Li'l Duper Zilch/'48 Torpedo 29 |
| 4. Peter Barclay: | Jamison Special/Atwood 51 |

The main access road into the reserve, which supports cricket, several codes of football, baseball, a Control Line club and a radio controlled model car club is where the airstrip was originally located.

The Stunt contest was flown in three divisions of F2B—Expert, Advanced, and Novice—with two rounds of F2B on Saturday and Sunday with the worst result to be discarded and two rounds each of Classic and Vintage on Monday. Nineteen fliers participated, with two novices competing in Advanced and Novice. Quite a few of the usual suspects were absent and in most cases, their contributions were missed.

Dennis Percival was one who, due to family commitments, was unable to attend and his Pachyderm Award was sorely missed. Dennis normally produces and awards the Pachyderm Award to the flyer who forgets an element of his pattern and if there is more than one candidate, the one whose omission has the greatest impact on his result wins. This year, Dennis would have found himself quite busy judging the Pachyderm Award—so many candidates, but no award!

THIS YEAR, DENNIS WOULD HAVE FOUND HIMSELF QUITE BUSY JUDGING THE PACHYDERM AWARD—SO MANY CANDIDATES, BUT NO AWARD!

Saturday dawned crisp and dry and the temperature was mild if not a little cool. The draw was settled and in Round 1, Murray Howell set the early pace in Expert with Brian Eather just a few points behind, keeping him honest. They were followed fairly closely by Frank Battam and Reg Towell. In Advanced, Andrew Heath led the first round with Paul Kenny second with Greg Frail and Junior Michael Frail-Smith snapping at their heels. With two entrants in Novice, Michael Frail-Smith just edged out John Anderson.

In Expert, the Round 2 was more of the same except that Reg Towell edged Frank Battam back to fourth. In Advanced, the second round saw Andrew Heath and Paul Kenny swap places and Robert Graham charge in to edge Greg Frail back to fourth while Michael Frail-Smith maintained his edge over John Anderson in Novice.

There was some rain on Saturday night which did not help the ground under foot but Sunday and Monday both dawned warm and dry.

For Round 3, it was business as usual in Expert except that Paul Turner edged Frank Battam back to fifth. The Advanced fliers mixed it up a bit with Andrew Heath scoring best, Robert Graham next, Greg Frail third, and Paul Kenny fourth, and in Novice, Michael Frail-Smith continued to maintain his





Peter Barclay's Jamison Special.



Above: Several of the handles used by Expert flyers. Inset: Murray Howell's handle with Hot Rock style line length adjustment. Weight, a little over 1 oz.

CLAS						
2009 STATE CHAMPS						
VINTAGE STUNT						
ROUND ONE			SCORES			
PL	Nº	NAME	STAT	RD1	RD2	TOT. PL
	1	D HARRISON	—	—	—	—
	2	P. BARCLAY	124.5	235.5	249.5	4
	3	D. KESSECKER	120.0	264	268.5	3
	4	F. BATTAM	118.0	267.25	279.25	2
	5	P. KENNY	—	—	—	—
	6	P. TURNER	125.5	292.5	—	1
	7					
ROUND 2						
	1	P. BARCLAY				
	2	D. KESSECKER				
	3	P. KENNY				
	4	F. BATTAM				
	5	P. TURNER				
	6	D. HARRISON				
	7					

Vintage contest results. The winners, below, were L-R, Frank Battam (2nd), Paul Turner (1st), Don Kyessecker (3rd).



C.L.A.S.					
2009 STATE CHAMPS					
CLASSIC STUNT					
ROUND ONE		SCORES			
NO	NAME	RD 1	RD 2	BEST	PL
1	D. KETSSECKER	395	503.5		
2	W LEADBEATER	458.5	524	3	
3	R TOWELL	559	503	1	
4	R. GRAHAM	509	552.5	2	
5	G. FRAIL	463	504.5		
6					
ROUND TWO					
1	R. GRAHAM				
2	W LEADBEATER				
3	D. KETSSECKER				

Classic contest results. Below, the winners L-R, Robert Graham (2nd), Reg Towell (1st), Warren Leadbeater (3rd).



CLAS - 2009 STATE CHAMPIONSHIPS

EXPERT

ADVANCED

NOVICE

	TOTAL	Rd 1	2	3	4		TOTAL	Rd 1	2	3	4		TOTAL	Rd 1	2	3	4
J REEVES	2422.20 ⁹	750.90	843.25	628.05	384.20	R GRAHAM	3	2284.75	415.85	736.15	786.0	702.60	J ANDERSON	2937.5	307.75	304.15	326.5
S DUINLAN	2371.50 ⁹	763.75	725.55	813.60	794.15	D HARVISON	10	1835.10	606.50	598.90	629.70	556.60	M FRAIL SMITH	302.5	318.50	308.5	296.2
BONELLO	2764.90 ⁵	875.75	917.90	916.00	932.80	A HEATH	1	2374.75	792.50	790.15	791.50	DNF					
EATHER	3071.40 ²	915.45	1013.95	1020.15	1037.30	P KENNY	2	2303.60	748.90	796.80	756.25	750.55					
TURNER	2732.83	912.90	849.25	970.70	697.20	D KEYSSECKER	7	1984.90	653.60	652.20	681.0	644.85					
TOWELL	2950.55 ³	935.75	971.75	975.45	1008.35	J ANDERSON	9	1951.55	528.0	640.20	675.55	635.70					
HOWELL	3117.80 ¹	1006.1	1045.25	1034.95	1037.60	G FRAIL	4	2242.95	747.25	733.45	762.25	728.85					
HOFFMANN	2759.30 ⁶	918.15	922.35	898.90	980.40	W LEADBEATER	6	2078.40	628.55	689.25	734.25	654.90					
BATTAM	2900.20 ⁴	942.25	957.15	964.50	978.55	L SPALTMAN	9	1955.85	644.55	597.0	658.85	652.45					
						M FRAIL SMITH	5	2135.10	706.85	707.85	720.40	DNF					

F2B RESULTS



Jeff Reeves cleans the wing of his Fanfare.



The winners, F2B Expert, L-R, Reg Towell (3rd), Murray Howell (1st), Brian Eather (2nd).



Brian Eather's Firecracker with a close-up of his nose art.

edge over John Anderson but there was very little in it.

In Round 4, Expert, the leaders were still going at it and Frank Battam came back into contention behind Reg Towell's third place. In Advanced, Andrew Heath didn't fly so the top scores were Robert Graham, Paul Kenny, and Greg Frail. John Anderson showed the benefit of the practice he was getting and posted a very good score; good enough for him to take the contest by just 9.5 points.



Reg Towell's Thunderbird.

So after four hard-fought rounds, the winner in Expert was a foregone conclusion. Murray Howell, who posted the best scores of all four rounds, was first with Brian Eather second and Reg Towell third. In Advanced, Andrew Heath had amassed enough points in his first three rounds that he took the honors, followed by Paul Kenny then Robert Graham.

Classic and Vintage on Monday saw some lovely models flown. Reg Towell threw down the gauntlet to everybody in Round 1, followed by Robert Graham and Greg Frail. But Robert Graham had a problem engine run despite posting the second best score. In the second round, Robert Graham posted the best score despite having an over-run and missing out on the points for his landing while Warren Leadbeater flew his Top Flite Nobler into a strong second place. With their worst round discarded, the final result was Reg Towell by 6.5 from Robert Graham with Warren Leadbeater



Paul Turner's Wind Wonder.



Frank Battam's Hot Rock.



Warren Leadbeater's Top Flite '57 Nobler.

third. After Robert had finished his second flight, even Reg acknowledged that he was lucky and may have finished second but for Robert's over-run.

Vintage saw some very interesting and well presented models. Top static points went to Paul Turner for his outstanding, all Australian Wombat—designed by Gordon Burford and powered by a Burford Sabre 29. Second place static points went to Peter Barclay's Jamison Special which, powered by an Atwood 51, quickly demonstrated why so many flying fields were lost because of noise.

Flying the first round, Paul Turner put in a top flight with Frank Battam second and Don Keysecker a close third. There was a brief squall during Paul Turner's second flight. It was so brief that as it came across the field, Reg Towell decided to roll up his lines and before he could finish, the weather was gone, never to return. Paul described the conditions as like flying in a washing machine and aborted his flight. This left Frank Battam with the leading score and Don Keysecker second. With the worst score discarded, Paul Turner took the honours with Frank Battam and Don Keysecker in the minor placings.

In summary, the weather was pretty good and the flying was excellent. It was particularly interesting to watch Paul Turner save his Wombat in Vintage. The event was conducted in excellent spirit and most competitors went away happy with their results. *SN*



Don Keysecker's Kismet.



Robert Graham's Shark.



Reg Towell's Seafire.

Demonstrations and Silver Linings

Demonstrations? Model airplane guys demonstrating? Against what? Against who?

No, not that kind of demonstration! I mean the kind of demonstration where you fly your model airplane in front of a big crowd. And guess what? They'll love it! Why? Because they have never seen it before!

That's right! All these years the "powers that be" have marginalized us. "You make too much noise!" "The sound is annoying!" "These fields are for soccer (or football, or baseball, or

anything as long as it isn't model airplanes)!" "You're too young to be playing with these things! They're dangerous! Shouldn't you be doing your homework?" "You're too old to be playing with these things!" "What's a grown man doing, playing with toys?" "Shouldn't you be mowing the lawn?" So it ended up where a bunch of obnoxious busy-bodies, who hated to see someone publicly having fun, managed to marginalize a hobby that is one of the best things that could ever happen to a person. And now very few people know

what "Control Line" means. But we have found out that there is a huge *silver lining* to this stealth mode we've been living in for the last 40 years: we're new!

We are new!

If you are under the age of 40, unless your Dad or Mom flew Control Line—guess what? You've never seen this stuff before! How can we make these people aware of our sport? Do a demonstration! Find a public event and do a demonstration!

Each year, the Northern Virginia



This is during one of Dick's demo flights about mid-day.

Control Line club participates in the Dulles Days Plane Pull for Special Olympics. This is a major fund raiser for Special Olympics in the Washington DC area. It is well attended—somewhere around 10,000 people show up. We have been flying at the Plane Pull now for over 10 years. Some years it doesn't happen thanks to a Hurricane or Tropical Storm or whatever whatever rolling through. Last year it was cancelled, but this year we had great flying weather until about 2 o'clock or so and then we got the "Dulles winds." We interspersed demo flights with trainer flights and it worked out very well. We put up around 20 or so kids on our trainers (more about that another time). But the demo flights! The crowd *really* liked the demo flights!

Check these photos out. When was the last time you flew in front of this large a crowd?

I flew my big Ultra Cobra for the first demo flight of the day at 11:00 a.m. and right after that one of the guys from the

concession stands area came over with eyes all lit up. "Wow!" he said, "I've never seen anything like that before! *Everyone* stopped what they were doing and watched your flight!"

These people have never seen a Control Line Stunt ship in their lives! Talk about a Silver Lining! It's all new to them! They look at your planes. "Are these remote control planes?" they ask. "Yup, fly-by-wire remote control!" I answer. Hey,



And here's looking in the other direction just after he landed, and now I get to go up ...

guess what? With RC going to ARF Park Flyers, the only RC they know about are the RC toys in the toy shops. But our Stunt ships are *big*! And they are *beautiful*! But then you fire one up and take off. You are flying your level laps and they have no idea what's coming next. You bang into vertical to start your reverse wingover and you can hear their exclamations from the center of the circle! You pull out inverted and the crowd just goes nuts! Some people start cheering, some start clapping, and I could hear the "oohs" and "ahhs" accompanying every maneuver throughout my flight. We got applause at the end of each of our flights and it's almost instinctual that you doff your hat to the crowd.

Now how's that for interest in Control Line? This is something every Stunt flier should experience. Yes, it's exciting to fly in a contest. But it's really exciting to fly in front of a crowd of a hundred or more people who are letting you know in a big way that they like your flying!

But it takes a club to mount the effort. It takes a club to arrange, coordinate, and support this kind of effort. So think about a demo, but also think about how you can support your local club. Go back and read Dave Cook's column in Sept./Oct. *Stunt News*. We need more organization, and that means more and stronger clubs. Do your part today. **SN**

Lifetime Achievement Report: Luciano Compostella

Looking at his astounding career in F2B, it is probably safe to say that Luciano Compostella was one of the first fliers very successfully using 4-cycle engines in Control Line Stunt.

It was in the seventies and eighties, when the writer of this article was simply blown away by watching Luciano driving his semi-scale Stunters through fast and accurate patterns, nailing tight corners unseen so far.

A fine gentleman, Luciano still today is a serious flier and he remains to be an ideal role model of a dedicated Stunt flier.

European Champion 1977
Tango

Year and place of birth?

December 5 1934, Monza/Italy

Which was the year when you started to fly Control Line?

In 1949, followed by my first international contest, the "Criterium des As" in Bruxelles, Belgium in 1959.

What are your other areas of interest and/or other Aeromodelling categories practiced?

Building and flying of RC aeromodels and pistol target shooting.

For you, which have been the outstanding F2B events in your career?

Winning the title of European F2B Champion for the first time in 1975.



Luciano Compostella's 1995 biplane.

Which has been your best so far F2B airplane and why?

The "Lampo" (Lightning) because it turned very easy and flew stable at the same time. I always had a very good feeling when I used this airplane at many contests.



Luciano performing a pull test in Switzerland.



Luciano: young hero.

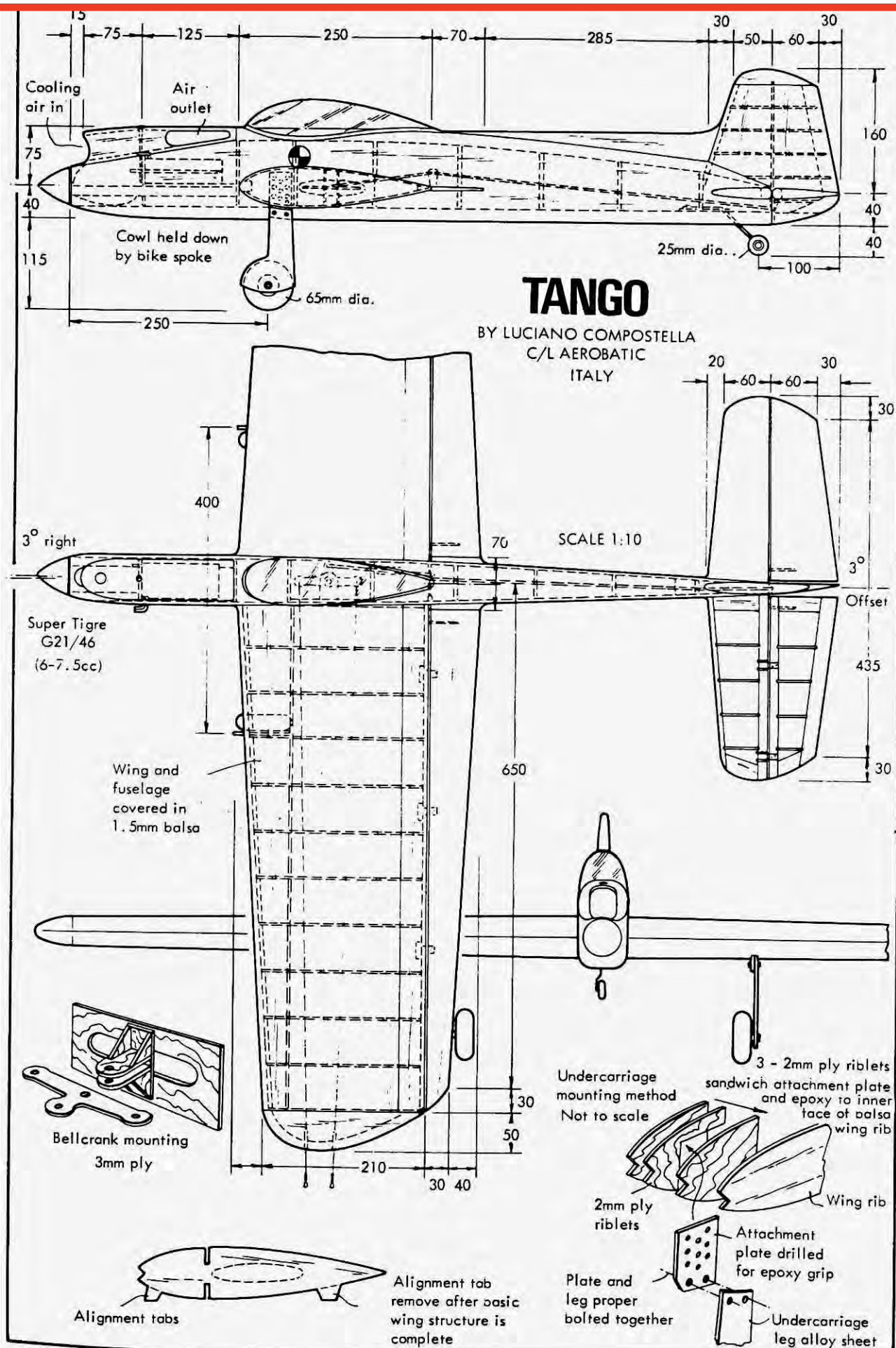


Luciano today, still a dedicated Stunt flier.

From your point of view, which are the essential inner values of building and flying CL Stunt models?

The chance to participate in beautiful contests and to meet so many people from other countries. The opportunity to make friends with people from abroad who share the same passion.

Continued on page 40.



Your opus has been and is undoubtedly significant for the Control Line Stunt Community. Today, what would be the message you would like deliver to the community?

For me it always was and remains to be of great importance to transfer what I have learned and experienced to others in the hobby. The essential message would be to exercise consistency and perseverance when practicing this category of Aeromodelling. *SN*

May 2009 PG, Photos by Claus Maikis



Above: Nothing replaces a puff of baby powder and serious handle bias ...

Left: Luciano was the 1977 European Champion.



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By Doug Dahlke

Beginnings

Reader input: Tim Pansic, Wood River, Illinois, shows the latest touch from his extensive collection. It worked like this: After you bought your Veco .29 Stunt motor, for your Veco Warrior kit, you connected it up to your Veco Stunt tank. It then received a Veco prop and a Veco spinner of choice. Given all of this, why wouldn't you want to roll on real Veco wheels?



Most hobby shops used to carry at least one of these display boards, some had two. (Tim Pansic pix.)

The reasoning is irrefutable. This total system approach, a product of the 1940s, was thought to be helpful to those wishing to learn how to fly. Testors used a similar approach, sans

spinners, fuel tanks, and rubber wheels. They did include Testors wood while offering Testors glue and Testors paint "STA."

If you plan to be anywhere near Tim Pansic's stompin' grounds, why not give him a honk to see if you can stop by to ogle his collection? He collects across the Control Line spectrum including Stunt, Scale, Speed, handles, fuel cans; you name it and he collects it. In addition to being a genuinely nice guy, he's a MECA man, which means his word is good. So if you're looking for that "special piece" to set off your O.T. Stunter, check with Tim; he's a valuable contact.

What would a column be if it didn't include Harold Youds' latest? Here's his newest, as of last hour, an untested, Fox .35 Spitfire. Spits are always pretty—what's to say? Neato, Harold.



I don't give a hoot what the efficiency of sharp, angular flying surfaces is. You can't beat an ellipse for just plain pretty.

From the Vancouver Gas Model Club comes Gerry Boyd with his highly interesting latest, his Air Flow #1. Rare specs: 286 square inches of area, Cox Olympic .15 power! How many of those critters do you see around these days? Silkspan and Japanese tissue with Humbrol enamel. Profile design is Gerry's own. Uses 1/2 span/flaps on 60-foot lines.



Gerry Boyd's latest hummer, his Air Flow #1. On 60-foot lines, it churns 3.5 sec. laps, which sometimes sets fire to grass on the field. More prop diameter and less pitch should cool things down a bit.

Non-reader input: Four-engine Stunters are hardly new, having been around since the late 1940s, meaning the introduction of glow plugs. (You have no idea what was tried when glow first came out!) As we know, Paul Walker's B-17 was the runaway most successful of the type. During the late 1950s, Ronald Kipp, President of the Oak Park, Illinois, Balsa



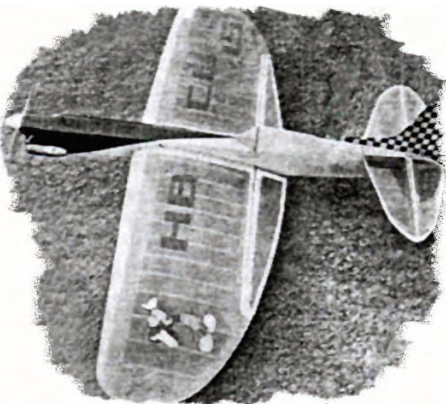
Howling at us, from out of 1958, comes Ronald Kipp with his "twin-twin." Four McCoy .19 frv Red Heads with real McCoy .19 props makes mucho grunt but only runs 70 mph on 60-foot lines. Model had an incredible 254 sq. in. of prop disc area, whereas one 14-inch prop has 154 sq. in. of disc area. One would expect it to pull wingovers "with firmness and conviction," as it were.



You got a choice: go play with your blinking binary box, or enter the real world, here exemplified by this partial look at Tim Pansic's collection. Is this cool or what?

Bugs designed and flew this Stunter. These designs have such an excess of prop disc area that it has been known to exit the kazoo.

Build 'em light: Building light is, or at least should be, a serious question. Well, Mr. Leuba from Switzerland answered the question few have dared to ask. He built a Thunderbird a while back at a finished weight of 32 ounces. One of his weight reduction methods for his HB-powered Stunter was to cut accessory weight, here meaning wheel weight. There are only two approaches possible, of course: lighter material or smaller size. Mr. Leuba's approach was the former for this full-sized Stunter; he used b-a-l-s-a wood for the wheels! Obviously, they were bushed and reinforced, but still, a 32-ounce T-Bird is pretty darn light! So, yes, balsa wheels will work.



Cutting accessory weight is a well-established way to chop pork off your Stunter. Sure, but are you ready for b-a-l-s-a wheels? That's what Mr. Leuba used on his T-bird. What's the matter, no heart?

Building tip: For those who spray-paint their models, keeping oil and water out is pretty important. Nat Gardner offers this idea: Use an auto oil filter in the line. Cheap, disposable, and it has far more volume than compressor makers' inline filters. Be sure you have "in" matched to "in." These larger filters even function as the pulsation chamber for smaller spray rigs.

Building tip: What's the angle? Almost every part of a Control Line model specifies some sort of a "dangle angle" relative to something else. Engine offset, tank offset, rudder offset, etc., to name a few. Sure, you could keep a whole set of pre-measured angles, giving you "more tools" in an already overloaded shop. Those whose shop space is not measured in acres might be interested in this simple chart. Make a copy and tape it on your bench.

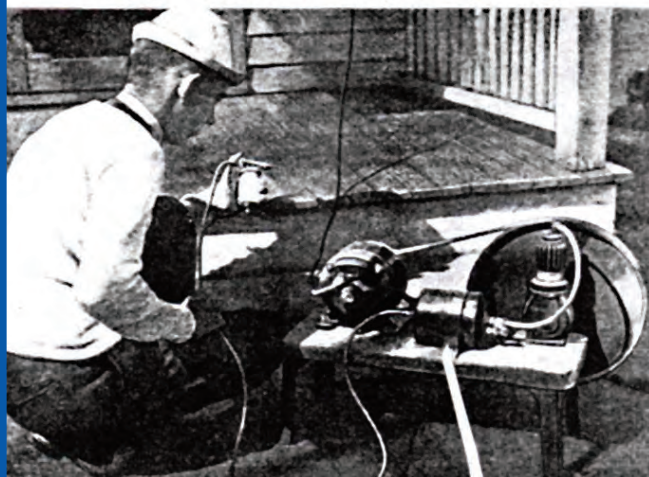
INCHES PER FOOT	EQUIVALENT ANGLE	
1/4"	1°	12'
3/8"	1°	47'
1/2"	2°	23'
5/8"	3°	---
3/4"	3°	35'
7/8"	4°	11'
1"	4°	46'
2"	9°	32'
3"	14°	15'
4"	18°	55'
5"	23°	32'
6"	27°	---

With simple extensions, flap angle, elevator angle, etc. can be measured quickly and accurately.

Fiction 'n Fact from Doug's Almanac

"When designing stunters, remember – nothing succeeds like excess." [d.d.]

Oil Filter Cleans Air for Paint Spraying



Simple, available, cheap, disposable, and especially helpful for small spray rigs is Nat Gardner's idea of using an oil filter from a car. Be sure "in" and "out" ends are correctly aligned.

What is a sport flier? Today, lots of folks, many of whom ought to know, haven't been able to come up with a workable definition of a sport flier, yours truly included.

To date, the focus has tended towards whether or not the modeler enters contests, or on the type of model he flies. While those questions have some value, C.S. West, of Farncombe, UK, may have an answer despite that not being the original question asked.

So with a tad of paraphrasing, how about this?:

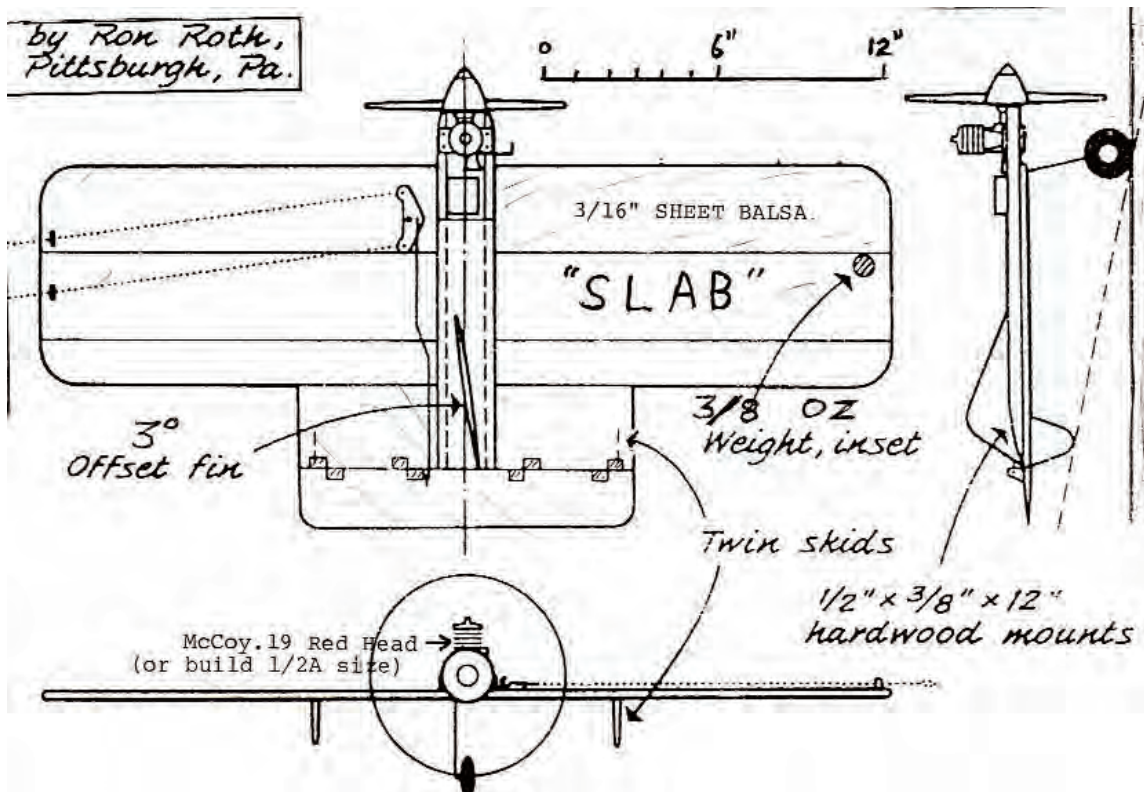
Competitive flier: Model is a means to an end, like a special race car, fishing gear, etc. Every detail becomes "a must." This results in a sameness of design.

Sport flier: Model is an end in itself, a

means of expression. More individual details of design and building are most important as enjoyment factors; flying is extra pleasure. How about *you*, readers? Is C.S. on the right track here?

MOM: Our Model of the Month is a spiffy little Stunt trainer by Ron Roth of Pittsburgh, Pennsylvania. You can build it either as shown for .15 power, e.g. Fox, or in 1/2A size with a 20-inch

span or so. Ron says it's highly maneuverable in either size. In whatever size you build it, be sure to use the heaviest sheets towards the leading edge. *SN*



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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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Of course, you know the way it goes. Three weeks after I sent in the article on flying handles where I stated the MNT handle looked pretty good, but that I had not had an occasion to use one, I got the chance. It is a fine piece of work, excellent craftsmanship, and very good design. With $\frac{1}{4}$ inch of overhang adjustment (from $1\frac{3}{8}$ to $1\frac{5}{8}$ inches from centerline), it does not have the range of adjustment that the adjustment bar handles like the, Morris, Brodak, Byron, and Reyco types. It is at least as adjustable as the other hard-point-type handles from Brodak, Fancher, and Reyco.

The adjustment spread is by no means a problem; if you have already done the testing (most of us have) and know what fits your hand, arm, and style of flying, your range of adjustments required should be known to you. The line spacing is taken care of with a nicely machined brass bearing slider set to give $2\frac{5}{16}$ inches of adjustment (from $3\frac{1}{2}$ to $5\frac{3}{16}$). The MNT has a positive lock set of incremental adjustments for everything except the line length (neutral centering) adjustment. Unlike the other hard-point handles which used variable line connectors for this task, the MNT uses a standard infinitely adjustable cable with a positive pressure-clamp to hold the cable in place. Like I said, it is excellent craftsmanship and a very good design. A very nicely shaped wooden insert is like the silk tie for this tuxedo. The only thing that I would change is to add some Teflon, nylon, vinyl, or plastic tape around the external surface of the pins inside the handle that contact the control cable. The handle that I used had those tell-tale black smudges that you get from incidental metal wear. You know, the type of wear that you usually get around your exhaust, or sometimes at your control system connecting points or wheel axles. That black stuff tells me there is metal wear, and while it appears to be only the steel cable sawing on the aluminum (?) bearing point, that little “Monk” voice that modelers have in their heads kept saying “fix that” to me the entire time I was looking the handle over. Mind you, that will not stop me from purchasing one of these for myself. The finely machined parts, excellent style and fit of the wood grip, the positive set of adjustments, and the impressively finished brass bearing points at the cable exits from the handle will more than make up for any black smudges. This handle had me at hello.

Is there any other kind of fuel-proof paint that I can use besides a dope finish?

Short Answer: Yes.

Long Answer: Years ago I used to use two-part epoxies. There were rumors that they were chemically nasty and would kill you, or give your kids three eyes, or wipe out a population of Snail-Darters or something equally offensive. I loved the stuff, and since it is still available, my guess is the rumors were untrue. If you ever have any doubts, just look up the

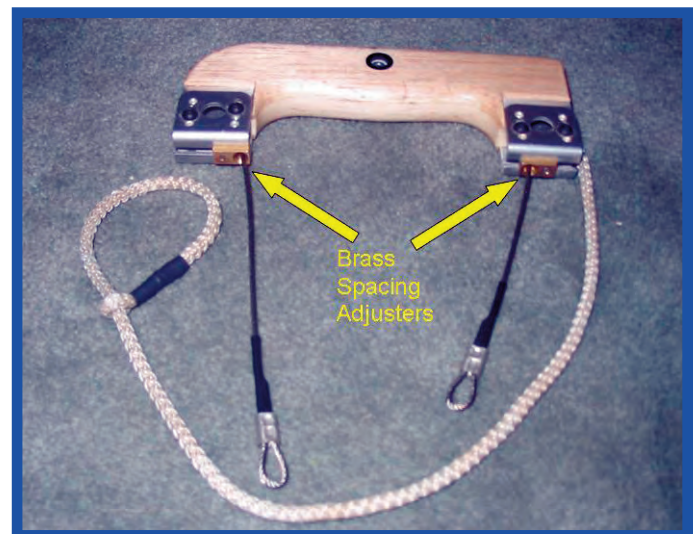
Material Safety Data Sheet for your product. The MSDS is available for almost anything that you can think of. I really liked the epoxies because in just a few coats, with sanding, you could match what took weeks of labor with nitrate/butyrate and ever increasing grit numbers of sandpaper. The epoxy stands up to fuel real well, it's harder, and I think it lasts longer.

What convinced me to try epoxy was an incident that took place while I was working on supersonic Air Force fighters. The planes came from the factory with epoxy paint, but the paint barn was not set up for it, and any line touch-ups had to be done with lacquer or enamel after repairs. What happened on areas of common wear was a target effect with ever growing repairs and touch-ups over top of each other. My plane was a normal plane and suffered from the same wear as the others, so it had targets on it as well. Because of a special requirement during a certain type of high-speed mission, my plane was selected for the Mach 2+ flight.

Well, it got too hot (thermal barrier) and the paint burned off, except for the original epoxy which was just fine in between the now bare patches left by previous repairs. I tried some good old K&B Super Pox on my next model plane and was convinced.

There are some drawbacks to epoxy. Expense tops the list, followed by messy and additional equipment required. A neat trick is to keep the unused mixed (part A&B) in the fridge if your wife will let you. The low temperature retards the “setting” process to the point that all you need to do is take it out, let it get to room temperature, use it, and put it away. This is great because by far the biggest drawback to epoxy

Update to Handles

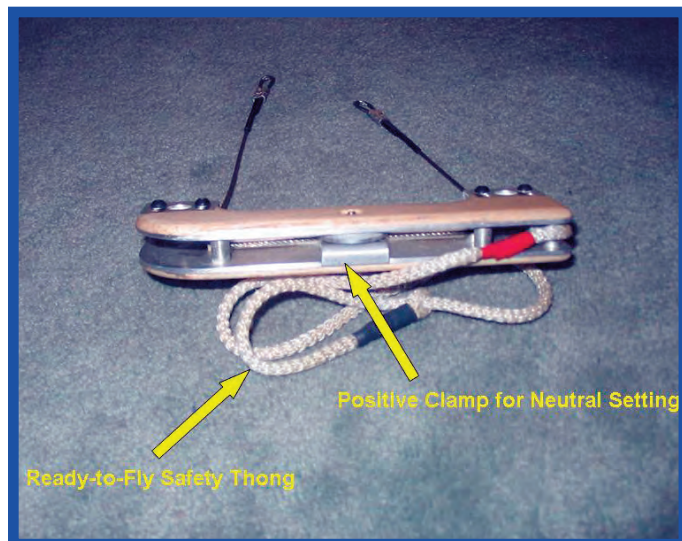


Here is the front view of the MNT handle. You can see the fine workmanship in the metal work as well as the woodworking. Note the double screw adjustment locks on each plate. That's eight screws total—no single-point failure here.

(two-part) paint, over and above the expense, is the waste involved after you mix too much.

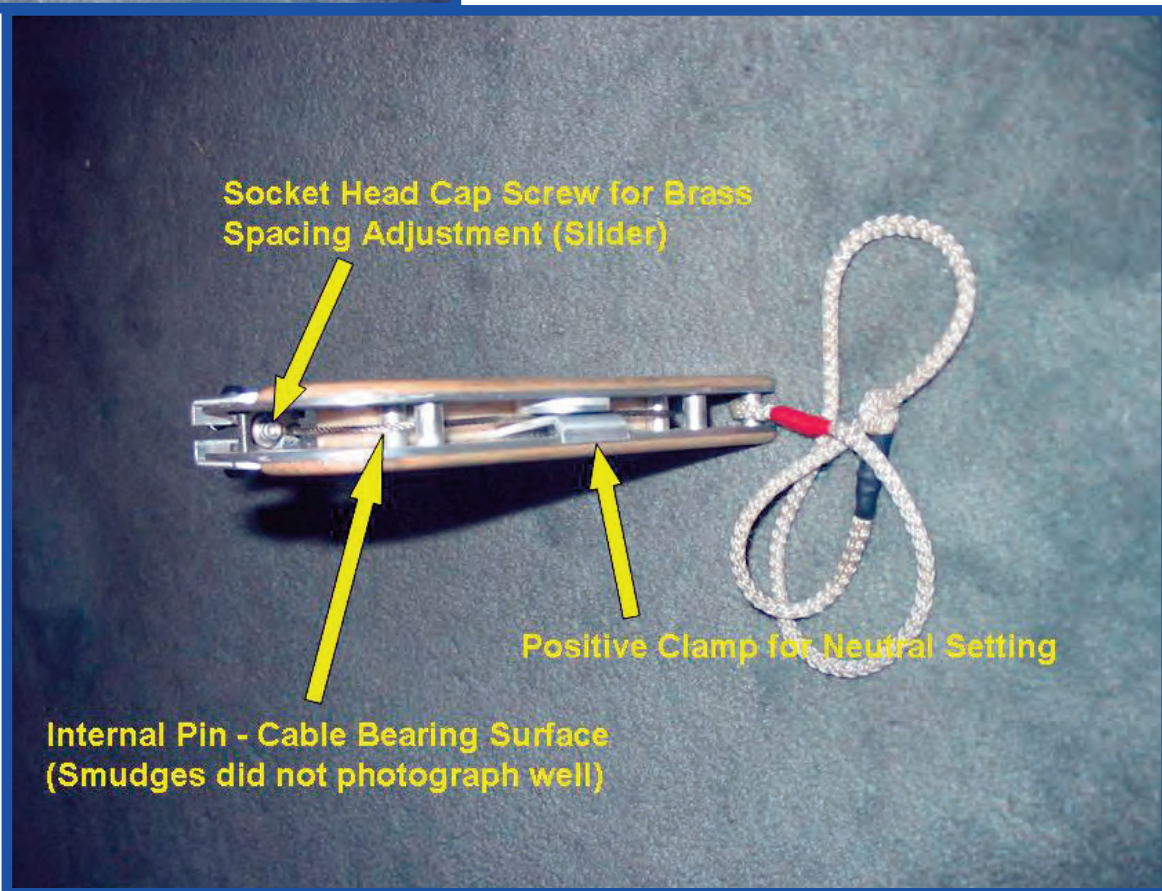
Automotive acrylics have an extremely wide color and shade availability (if you are no good at mixing colors). Depending on how you thin them, you can get a flexible finish or a hard finish. I've used some, and seen them used with some considerable success. Again, there is the mess of clean-up, but anything that you don't use is ready for future application if you want or need it.

There are the spray cans with enamel, lacquer, and polyurethane, even epoxy with less mess, more usable paint, and a price tag to match. Once I even had spray cans loaded with a custom color of polyurethane for a special project. That's mainly because I'm really no good with the spray equipment that I own; Miller, Binks, and Badger make a pretty good team, except when I'm in charge.



Above: The cable adjustment is held in place by a positive clamp, with very little possibility of wear. The MNT comes with a nice pre-rigged safety thong, a classy touch from Kaz.

Right: All the guts are exposed in this shot. The socket-head cap screw that locks the spacing adjustment slider is a little deep in the handle, but nothing that a good set of ball drivers won't handle. Besides, it's a great excuse to buy a new set of ball drivers.



My Dad has been experimenting with water-based polyurethane, and likes it so far. Some folks are even using the WBPU for the resin part of fiberglassing, and report very good success.

There is a very good website: a guide to fiberglassing model aircraft using water-based polyurethane from Australian Paul Daniels. He takes you step by step through the procedure, and if you look around a bit while in the site, you will find some more real gems on "how-to" from down-under.

I have had more success with MonoKote and paint combinations. After completely filling and sanding (not priming) my planes, I vacuum them really well and apply MonoKote to the open areas of the tail and wing. Shrink it real well, let it set for a day or two, put it out in the sun for a while, then re-shrink it.

If you intend on putting paint over the MonoKote (it will go over), then prepare the area to be painted with #0000 steel wool by lightly removing the gloss top coat, cleaning with alcohol, then vacuuming again. Apply the paint of your choice. I've used epoxy, regular polyurethane, and dope with great success.

The finish will usually outlast the plane, except in one case where I put crystal clear polyurethane over a completely MonoKoted plane, and it unexpectedly survived the first four years of abuse. In that case I used the #0000 steel wool to remove all the clear, cleaned it, and reshot the poly over again. It looked like brand-new.

Bottom line, you are going to use whatever you are comfortable with. But, it is nice to know there are options, and I've just barely scratched the surface of what is available with these.

Happy Trails, Ken. *SN*

It's in the Details

By Matthew Neumann

Rabe Rudder Linkages

In this column I will discuss different methods of hooking up a wiggly rudder for those who choose to put one on their plane. This column is only intended to show different methods of attachment, with my first description being what I personally do. The other descriptions will show you what others have done for their attachments. This way you can get an idea of what may work best for your particular application. The how to adjust it, why someone would want to put one on their plane, or the necessity for using one is, as many math teachers have said, “beyond the scope of this course.”

My first wiggly rudder was on my 2002 plane. Since this was my first plane to have a Rabe rudder, I set it up so I could have just a plain adjustable rudder or a wiggly rudder depending upon which of two methods I chose to use. For the non wiggly rudder, I installed a linkage that has half a ball socket at one end and an adjustable clevis at the other. The actual ball half of the ball socket is screwed into a blind nut in the side of the fuselage. This enabled me to pop the end with the ball socket off the plane when desired. The wiggly rudder linkage I will explain in greater detail in a moment.



Here is a close up of my 2002 plane rudder. Note the ball socket under the stabilizer toward the front of the plane.

The horn that goes onto the actual rudder can be a normal nylon variety horn if you so desire. For the really detail minded people out there, a wooden horn that is painted to match your paint scheme will add just a bit more class to the plane. Making the wooden horn is not that hard. I suggest you start by laminating 5 pieces of $\frac{1}{64}$ inch plywood together. Why laminate several thinner pieces together instead of just using a piece of $\frac{1}{8}$ inch plywood? Because it is much stronger and denser, making it more wear resistant.

Now that you have your wood for your horn glued together, cut out the horn making sure to add the thickness of

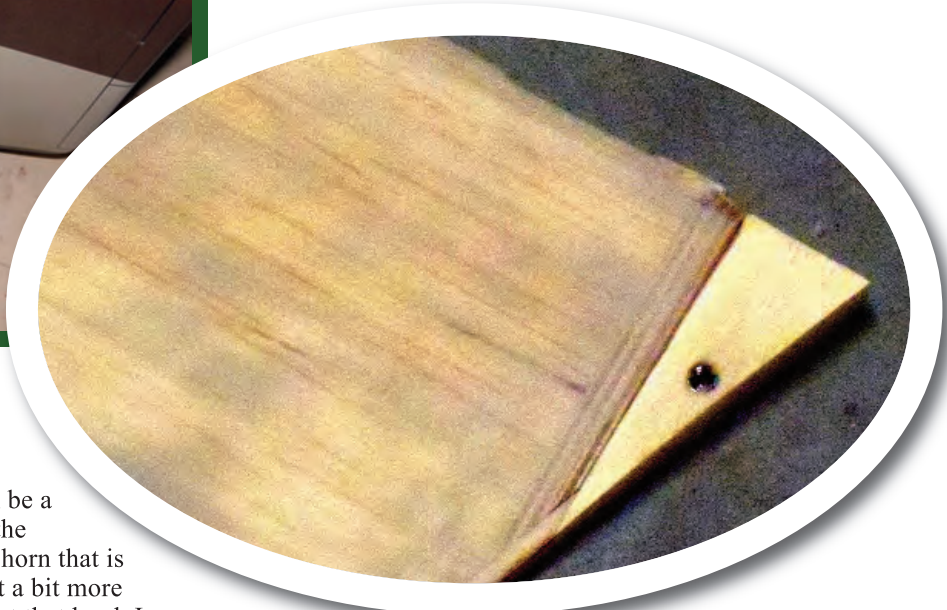
your rudder to the length of the horn. You will need this extra length since you will be making a slot in your rudder in which to glue your horn. *Never* edge-glue the horn to the side of the rudder! That is not a very secure way to attach it.

Always glue the horn into a slot for greatest strength in the glue joint. Make the slot in the hinge line side of your rudder the thickness of your horn with a depth the width of your horn. I unfortunately fell asleep at the camera when I did this or I would show you a picture. Glue your horn into the slot and shape the end of your horn that you glued into the rudder to the shape of the hinge line of your rudder.

For me, I like to make the location of the elevator hinge line portion of the linkage adjustable. What this does is adjust the ratio of movement in and out. I am a personal fan of “if you can make it adjustable, do so.” The following is what I do to make that mount in my elevator.

I cut a $\frac{3}{4}$ inch notch in the edge of the elevator next to the fuselage that is perpendicular to the hinge line. On my planes this ends up in a triangular shape, but it matters not if yours is rounded off or squared off. I make this notch just deep enough so it just comes to the horn wire buried in the elevator.

I then make a $\frac{1}{8}$ inch Lite-Ply piece $\frac{3}{4}$ inch wide with a hole in it for a 4-40 blind nut to be inserted. This piece is then glued into the slot and finished off to match the rest of the elevator. This blind nut is used to accept a 4-40 short bolt to attach the linkage.

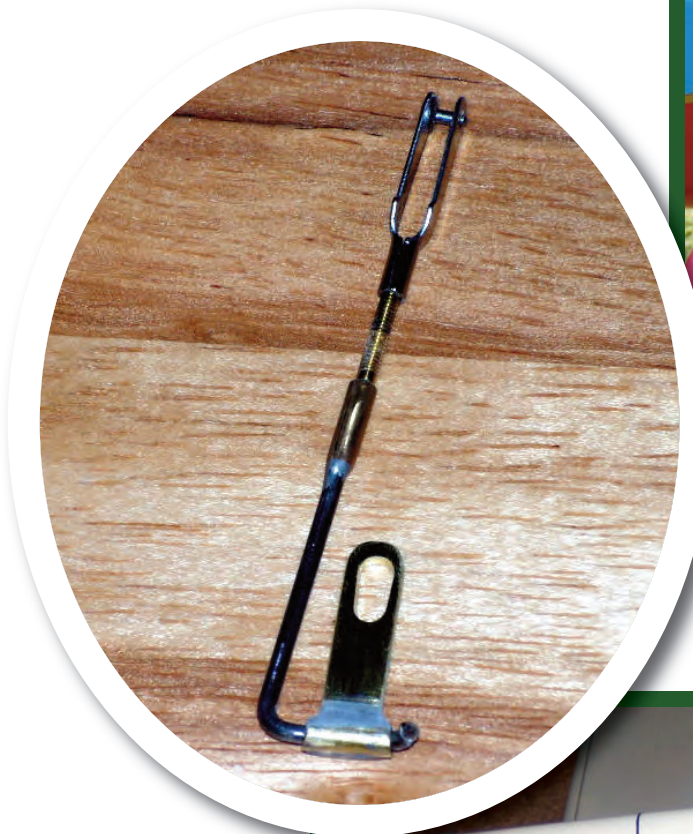


Here is a picture of my elevator that has the plywood plate installed. Note the blind nut location. This is used to attach the hinge part of the linkage. I like to keep the hinge part of the rudder as close to the hinge line as possible; other people may want it farther out which is no big deal because what you would do is add a shim to raise the pivot point.

Now for the linkage

What I do is take a piece of brass strip and drill several holes in it. I then take a file or Moto-Tool and grind out the part of the strip between the holes to make a slot. This slot allows the position of the pivot point to be adjusted fore and aft. A brass tube with an inside diameter of $\frac{1}{16}$ inch and the width of the brass strip is then soldered onto the very end of the strip. JB Weld can also be used for the soldering impaired. I then make the actual linkage out of $\frac{1}{16}$ inch diameter music wire which is plenty strong for this application.

Du-Bro makes an end that can be soldered onto the wire for the clevis. I just make a Z bend in the end that pivots. This secures the ends very well.



Above is a close up of my linkage. You can see the slot in the brass strip along with the soldered end for the pivot.

Right: Here is a picture of the linkage installed onto my current plane. This gives you an idea of at least my setup. Note the 4-40 screw that attaches the brass strip to the elevator.

Since it is in a slot, this whole pivot can be moved forward and back to adjust the pivot location. In this picture you also get an idea of what I meant by putting the horn in a slot made into the hinge line of the rudder. The other side of the horn is blended into the hinge line so from that side; you don't even know there was a piece of wood put into a slot.

Other modelers' wiggly rudder set-ups

Here is a picture of Kent Tysor's plane. What he did was put in one of the ball joints like I used for my stationary linkage on my 2002 plane and used it for the pivot of the rudder. He then put the ball portion into the edge of his elevator and from there made the linkage to go back to the rudder. In so doing, he had to make a notch in his elevator fairing that was attached to the fuselage for clearance. This is not a big deal since you cannot see it from the top anyway.



Here is a picture of Kent's setup. You can clearly see the ball joint that he used for a pivot along with the notch that is done neatly in the fairing. This is a very simple and straightforward approach to the linkage. Also note the use of a simple nylon horn attached to the rudder. This probably is as simple as it gets, folks.



Just make sure you make the notch nice and neat like he did.

The next picture is of the wiggly rudder set-up that Windy Urtnowski used on his 2009 plane. I believe Windy also used a plywood horn like I did. I actually “borrowed” the idea off of Windy when I saw one of his videos several years ago when I started using the rudder. All credit goes to Windy for giving me the idea on that one. Windy then attaches his pivot to a horn that he painted up to match his paint scheme.

Another way would be to again use a nylon horn that is shortened and a hole drilled in it to accept the rudder wire. This is also a very elegant and simple method of attachment.

The last picture is of Paul Walker’s Mustang. He has a similar setup to mine except he used a piece of hardwood for the pivot. He can adjust the pivot point by replacing or shimming the wooden block as needed. Note the angle of the rod. It is not straight back as shown on the other planes. This

is also acceptable because it is a good way to get clearance for the elevator when it moves down.

So here are some ideas on how to attach the wiggly rudder. All of these can be easily modified and adapted to your particular application should you choose to use one. I hope this helps those that have thought of putting a wiggly rudder on their plane but were scratching their heads on how to make the linkage. Remember, it is in the details. *SN*



Above: Here is Windy’s setup on his 2009 ship. It is a lot like Kent’s except Windy used a plywood horn on the elevator instead of the ball link inserted into the edge of the elevator.

Right: This is a picture of Paul’s Mustang. You can clearly see the wooden pivot point on the elevator. You can also see a ball socket like I have on my 2002 plane. This enables Paul to disable the rudder if he so chooses.



Contest Board Procedures— Update on Change Proposal Deadline

I previously reported in this column an incorrect due date for basic rules change proposals. Upon more careful review of the rules change cycle schedule contained in the current AMA Contest Board Procedures (dated October 25, 2008), basic rules change proposals can be submitted to the AMA until March 15, 2010.

So with this issue of *Stunt News*, we have essentially more than three months yet to submit basic change proposals. I would suggest that if you plan on submitting any change proposal, that you do so as early as possible. Also, make sure that the AMA has the proposal by that cutoff date. The form can be electronically submitted. Only one signature by an AMA member is required.

The document that governs the rules change process can be found on the AMA Website. Go to “Rules,” then go to “Rules Proposals,” then go to “Contest Board Procedures” (www.modelaircraft.org/files/CBProcedures.doc).

At this same location, you will find the electronic version of the proposal form (www.modelaircraft.org/files/rulechangeproposal.doc).

I would suggest that if you plan on submitting any change proposal, that you do so as early as possible.

Do not use the outdated form that the AMA still has posted in their “Documents” listing for Document #333.

The review process and the time prior to the initial vote have been shortened for this cycle. Early submission of your proposal will allow more time for the Contest Board members to review the proposal, obtain feedback, and to become more enlightened on what your proposal is.

As of this writing, there are no CLPA change proposal submissions.

The AMA CLPA rulebook

In past columns, I have discussed several areas where some areas in the rulebook can and should be clarified. I will not repeat many of these areas here other than to outline those items that should receive some attention during this change cycle.

In this column, I have discussed a number of typographical errors that appeared when the 2009/2010 rulebook was published. Some of these still remain after several reminders to the AMA that corrections should be made. If all else fails, there

If all else fails, there will be formal change proposals to correct these.

will be formal change proposals to correct these.

Weighing electric vs. IC CLPA models

There have been some objections from those who compete with electric powered models that their models must be weighed with the batteries while the IC engine powered models do not have to be weighed with their tanks full of fuel.

There has been a suggestion that a change should be made that requires IC powered models to be weighed with a full tank of fuel. That idea would prove to be very awkward in that the respective fuel systems would require provisions to avoid fuel spillage. (This could become quite difficult to accomplish and could result in an addition of clamps or tools to incorrectly increase the flying model weight during the weighing process.) Also, there would usually be significant periods from the time the model is weighed and any official flight so that defueling and possible discarding of the fuel would be required. In short, to require IC powered models to be weighed with a full fuel tank is just plain impractical.

An alternative to weighing IC models with full fuel tanks is to have the pilot declare how much fuel will be used during the official flight. That amount will then be added to the “official” weight of the model to determine the pull test. Now, before anyone goes ballistic on this idea, keep in mind that, for example, a 4-ounce load of fuel added to the official weight, an extra 2.5 pounds pull will be required. (A 10G pull for 4 ounces of fuel—0.25 pound—increases the pull test by 2.5 pounds.) Are there any ideas on a better and fair way to do this?

Are there any ideas on a better and fair way to do this?

Required laps between maneuvers

I will not repeat the discussion I had in the last column on this matter. However, due to the seemingly continuous misunderstanding that some seem to want to champion, some clarification in the rules might be warranted. I see no reason to change the “nominal interpretation of the two lap requirement” in the rulebook, unless there is a better word or wording to replace the “nominal” term. However, I do believe that there is an unnecessary and somewhat misleading and redundant statement in Paragraph 11.1 that states “Judges shall not require more than two (2) level laps between maneuvers ...”

This is contradictory to the requirement that essentially 2½ laps are required prior to the start of the overhead eights. I suggest that the quoted statement above just be deleted.

Also, perhaps it would help clarify the flight procedure if a statement was added that clearly explained that the judged takeoff and level flight requires 3 full laps from the release point and that 2 nominal laps must then be flown prior to the start of the reverse wingover which means that the model must complete 5 “nominal” laps prior to the start of the reverse wingover.

Or another way to explain this is that the model must pass in front of the judges at least 5 times after the takeoff release and the start of the reverse wingover. (This is not to confuse the fact that the model can just complete the “nominal” 5th lap in front of the judges and start the reverse wingover at that point.) In my opinion, this should not be an issue with the current wording, but evidently, there seems to be some lingering controversy about the required number of laps after the takeoff.

Wind arrows (part three)

These have been discussed in this column several times. I am not aware if any of your Contest Board members have received any comment/input from their respective districts. I have not.

I think the wind arrows are needed as already in the rulebook for the reverse wingover, inverted flight, overhead eights, and the four leaf clover. These are there so that the maneuvers are positioned in front of the judges for better observation. (For inverted flight, the wind arrow there is primarily to show when the inverted flight judging starts at the beginning of the 3rd “nominal” lap after the inside loops and ends at the completion of the 4th inverted lap.)

We will be working with the wording in the rulebook to explain that the wind arrows are to be followed with appropriate penalties for not adhering to those wind arrows (like zero points for improper location relative to the wind). As explained before, there should probably be some allowance provided for those light and shifting wind conditions when the pilot might sense the wind from one direction and the judges might sense the wind in a different direction.

As a judge, I would prefer not having to move any excessive amount during the course of one official flight.

Judges' position and wind

Before an official flight, the pilot can direct the judges to where the pilot thinks will be the upwind position on the circle. With our AMA rules and as the flight progresses, the judges can move to where they believe will be a more advantageous position to view the pattern.

There can be varying wind directions which seem prevalent on some of the flying sites we use. This results in the judges scurrying from one position to another, often times still changing position at the start of the next maneuver (which is a highly undesirable situation as there can be no good references to use for size, shapes, or intersections).

This can be very stressful for judges, particularly when there are varying wind conditions that extend for long periods during a contest, both in terms of physical activity as well as not ever being in a good, constant position to judge a maneuver.

Under the FAI rules, the judges are limited to move no more than $\frac{1}{8}$ of the circle diameter during an official flight. In a way, there is a certain good logic for the FAI restrictions on judge movement during an official flight. As a judge, I would prefer not having to move any excessive amount during the course of one official flight. It is understood that this might result in not being in an optimal position to accurately assess the quality of a maneuver. However, I will not be in the process of moving at the start of the next maneuver.

One thing to consider during this discussion is that with the

power of many modern Stunt ships and unless there just is really a strong wind that dictates that the maneuver must be flown in that downwind position, many airplanes are capable of executing good maneuvers and being properly judged when not flown in that more optimal downwind quadrant of the circle.

I think a better score can be obtained for a maneuver that is performed fairly well, though not in the ideal quadrant of the circle relative to the wind, while the judge is in a more optimum position to assess the maneuver than if the maneuver is flown where the judge cannot accurately see and score the maneuver.

This leads to the question: Should there be wording in our rulebook that restricts judges' movement during an official flight (like in the FAI rulebook)? Or, should there be wording that actually requires judges to move as the wind is shifting?

This usually happens at most contests that I have participated in, either as a judge or as a pilot. It is just that I do not think it is always in the best interests of the pilot or the judges to expect the judges to be constantly hopping around the circle during any one official flight. Your Contest Board members would like to hear what your thoughts are on this. I will gladly include your responsible comments in this column.

Definition of the start or end of each maneuver

The rulebook maneuver diagrams show the start and end of each maneuver. This seems straightforward enough. Unfortunately, certain maneuvers require some additional maneuvering after the “official” end of that maneuver.

This sometimes results in confusion on what should or what should not be allowed prior to the required level laps between maneuver and before the next maneuver. One particular example is the exit of the four leaf clover.

The maneuver ends at the top of the circle. That is when judging stops. In fact, after the airplane is at the top of the circle, many judges no longer watch the model until the landing. However, the diagram for the four leaf clover has wording about how the model is to proceed after it leaves the top of the circle and states the model is to return to upright flight.

Should there be a penalty if the model goes inverted instead of upright? If there should be a penalty, what is the extent of that penalty? The matter of maneuver exits will be reviewed by your Contest Board before the change proposal deadline. Keep in mind that the current rules allow maneuvers to be flown after the four leaf clover and before the landing.

Should there be a penalty if the model goes inverted instead of upright?

Line size and pull test

Data is being gathered regarding the strength of the solid lines and cables we use on our CLPA models. This will be analyzed by your Contest Board to establish appropriate line sizes based on model weights.

A more reasonable set of weight ranges for each given line size is expected, and appropriate change proposals can be expected. This column will keep you posted as this information becomes available.

Comments on this column or any ideas on our rules are appreciated. **SN**

—Kieth Trostle
stunteagle@cox.net

By Rudy Taube

The Adamisin Family is Electric Powered

I'm beginning to think that ECL has really arrived, now that a member of one of the most famous families in the world of Control Line has become a convert, nay dare I say advocate, of electric power for CLPA. The interview below is with Dennis Adamisin, son of "Big Art."

Dennis has become a very knowledgeable ECL flier and has completed many ECL experiments on several CL aircraft. Dennis is an Expert flier and has won first-place trophies at major contests this year with his ECL planes. Along with this interview are photos of his beautiful Mythbuster ECL plane that was designed from the start as a dedicated electric-powered plane.

PAMPA: Hi Dennis. After so many decades using wet power systems, what are some of the reasons that caused you to convert to electric power?

Dennis: First off, Rudy, thank you for asking me to participate in this interview. I was away from CLPA wars for almost 25 years while off raising the family and such. When I came back, *none* of the engines I used "back then" were even in production anymore; so, for power systems I was starting over.

There are more great IC engines out there than ever before, but the electric systems seemed to have the best long term

potential. I had flown some electric RC birds, and my nephew was a former RC Pylon Team member. Thus the seeds were already planted.

PAMPA: I have heard that there are more members of the Adamisin family that have converted to electric power. What have they been up to?

Dennis: Our guru has been my nephew Archie, or Arch #3 in family shorthand. Archie has the "chops" to refine our systems. His dad, Arch #2, is an innovative designer, and along with his other son Jeff, they have also been pushing the limits of electric power systems in RC Pylon. My brother Dave is recently retired from Ford's Advanced Engine group, and he is continuing to do model IC engine development, most recently for the Evolution CL engine adaptations. However, I think Dave might have some electric models in his future too.

Of course everyone knows my dad "Big Art" has been in the forefront of IC engine refinement. He remains a fierce competitor on the cutting edge—and as such he is 100% behind our ECL efforts and keeps pushing and pulling us forward as we keep trying to make the electric set-ups better.

PAMPA: What are some of the questions that wet pilots ask you about your electric power systems at contests?

Dennis: The first question is always "How much does that cost?" When I tell people that the motor in the Mythbuster cost \$17.51 they are incredulous! The pioneers of ECL were met with high costs to get high performance equipment, and the



Inset: The Mythbuster.

Left: Dennis Adamisin flying his Mythbuster.

stories of their investment have, I think, intimidated a lot of potential converts to ECL. However, costs have fallen by some 60% to 70% or more in just the couple years I have been involved with ECL. At the same time, quality and performance has improved by leaps and bounds.

The analogy I use is similar to what happened in the PC world. My original PC was a Packard Bell 486 with a then “monster-sized” 400-meg hard drive—bought it on sale for around \$2,400. Little over a year ago I spent around \$600 on a notebook; it has 5 times more RAM than the old PB had hard drive space. A similar thing is happening for us in ECL components, with the biggest improvements coming in the batteries and chargers and an explosion of motor choices.

PAMPA: How many electric-powered planes are in the Adamisin clan’s fleet?

Dennis: Our first ECL bird was a Brodak Oriental ARF in August ’07. We are now up to about 20 airplanes of all sizes ranging from Brodak Baby Clowns to the recent electric Strega. I hasten to add that about $\frac{1}{3}$ of the fleet has been driven by a project to develop “turnkey” power systems for Brodak Mfg. to cover their entire product line. In that same time frame we have built zero IC birds. That ought to tell you something!

PAMPA: With the many advantages that E power brings to CLPA, were you surprised that there were not more electric-powered planes at the contests you competed in this year?

Dennis: Yes. In the recent past, both Bob Hunt and Paul Walker had made the US FAI F2B Team flying electric birds. After Mike Palko’s success at the 2008 US Nationals, and Igor Burger’s success at the 2008 World Championship (*Silver Medalist!* —Ed.), I really thought that would start an avalanche. So, yes, I am surprised that there were actually fewer ECL birds at the 2009 Nats and none at the US FAI Team Trials. I was even more deeply disappointed that I could not participate in either event!

PAMPA: What advantages did you feel you had over the “wet” power systems at contests this year? Any disadvantages?

Dennis: Probably the best example I could use would be the 2009 Brodak Fly-In. The weather conditions during fly-in week were, to put it mildly, unsettled. We had sunshine, rain, hot, rain, cool, rain, calm, wind, and more rain. The IC guys were scrambling to keep up with the changing conditions, but still there were a lot of lost flights and a lot of overruns due to engine problems. I had 3 new ECL birds there with fewer than a dozen flights on them so I was finessing my RPM settings too—but nothing like what the IC guys were going through.

With electrics the power system basically fades to the background and lets you concentrate on flying—it will always be exactly the same. Now mind you, I am not *absolutely* certain that is an advantage! When I started flying again back home I discovered all of my settings developed in Carmichaels PA resulted in faster flight speeds in Michigan, and I ended up adjusting my settings. I have since adopted the philosophy to use the Will Hubin timer to access the 3 settings stored in the “SET RPM” mode of the Phoenix controllers. The middle setting is the prime, but I can go up or down a setting if I ever want to.

PAMPA: We would all like to know the details of your beautiful ECL Mythbuster. What is its size, weight, power system, airfoil, A/R etc.

Dennis: Uh oh, I feel a story coming on! First the tale of the tape: 63-inch span, 567 squares, the Aspect Ratio is 7:1, I-Beam, 15% airfoil, the 47-inch-long fuselage is stringered behind wing, the weight is 44 ounces. The motor is a Turnigy SK 35-42-1000 pushed by a 4Sx2500 Evo-lite battery, Castle Phoenix 35 in CL “SET RPM” mode, and a Will Hubin FM-4 timer with remote switch. I fly it on 63-foot (eye to eye) lines and an 11x5.5 APC E prop at 9,000 RPM, and using roughly

1700-1800 mAh.

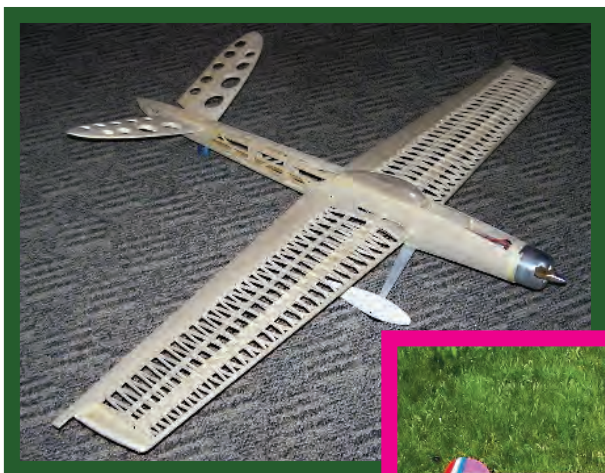
Run time about 5:45, could be shortened some.

Since I started flying again I had been flying ARFs, old kits, and other people’s Classics. The Mythbuster was meant to get a

“Dennis”

design in the air.

E-power is of course



Dennis’s Mythbuster during construction and as seen from various angles.

Far right: Components of the Mythbuster.

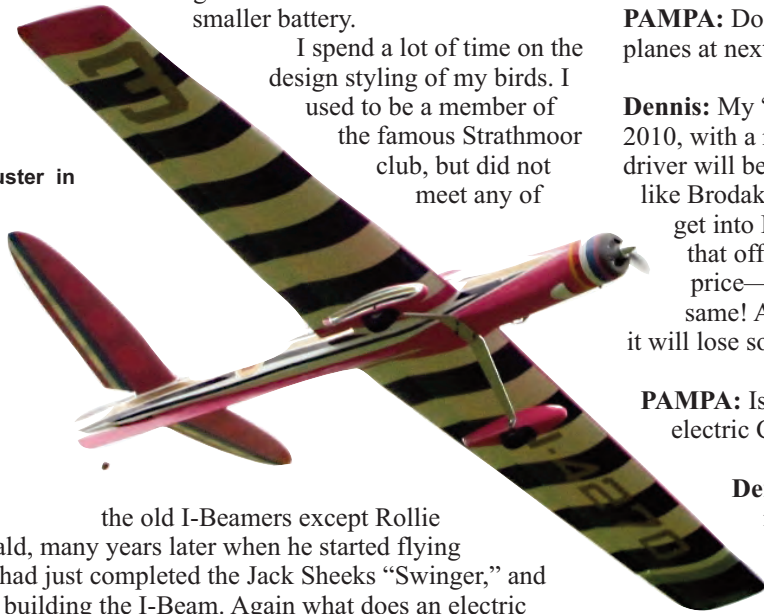


adaptable to any IC airplane design, but e-power also enables design features that may not be compatible with IC design.

My brother Dave put it this way, "What does an electric airplane *look* like?" The basic layout is the same as my Eclipse Mk 2, but with new-for-ECL details. Instead of a chin scoop which is mostly worthless for ECL, a radial cowl is much better suited to cooling an outrunner. I was striving for light weight, and wanted to size the ECL components accordingly. I reasoned that a thinned-down wing (versus the 18%/21% Eclipse) would offer less drag, especially during the level laps where we spend over half of the flight; less drag means less load on the motor and a smaller battery.

I spend a lot of time on the design styling of my birds. I used to be a member of the famous Strathmoor club, but did not meet any of

The Mythbuster in flight.



the old I-Beamers except Rollic McDonald, many years later when he started flying again. I had just completed the Jack Sheeks "Swinger," and enjoyed building the I-Beam. Again what does an electric airplane like? I put myself into the Strathmoor club of the 1950s and imagined what design I might have come up with. Certainly a big signature of the I-Beam classics were the elaborate cowling and air scoops they used to conceal their Fox 35s, with the fuselages basically tapering back into stinger tails. However, if they had been designing around an outrunner, the classics would have looked a *lot* different!

I evolved a sketch I called "Miss Strathmoor" that embodied a mixture of classic and modern cues into a racer style bird. It was good enough to start cutting wood! The V-tail was not part of the original design sketch, however. I stole it from another project I had been working on. Between the high AR wing and the V-tail, *no one* would be able to mistake this for anyone else's bird! Inside of two laps I knew that flying the Mythbuster was like putting on an old pair of comfortable shoes.

PAMPA: Why do you think USA CLPA pilots have been so slow to move to electric power?

Dennis: Funny, Archie were discussing this very point a few weeks ago. The only person who likes *change* is a baby with a dirty diaper. One of the big keys to successful CLPA is a *dependable* power system. If you have something that works, then it is not really necessary to change. On the other hand, one of the key things that CLPA newbies struggle with is getting a good dependable engine run, that runs the same way upright and inverted, that never over-runs or under-runs. Based on that, Archie suggested (and I agree) that the change-over to electrics may end up being driven from the grass-roots—by Beginner, Intermediate, and Advanced fliers in search of a great power system that is easy to set-up, that lets them concentrate on

flying and moving up the ranks. ECL systems fit the bill.

I think there are a lot of Expert class fliers who like the idea of ECL, but they are likely the ones most invested in the top-line IC technology. Frankly it will behoove a lot of them to stick with what they have and know. If/when they see the need to revamp their arsenal of power systems then you might see more of them change.

Barring new environmental factors (noise or emissions driven) or commercial factors (price of glow fuel skyrocketing) I think we will be seeing a lot of great IC powered birds for a very long time.

PAMPA: Do you think we will see a large increase in ECL planes at next year's contests and at the Nats?

Dennis: My "crystal ball" says there will be an increase in 2010, with a relative deluge starting in 2011 and later. The driver will be availability of "Turn-Key" packages from outfits like Brodak and RSM that will make it simple for people to get into ECL. Along with these will be sport-flier systems that offer good ECL performance at a more attractive price—Ringmasters and Flite Streaks will never be the same! As more people at all skill levels start flying ECL, it will lose some of its mystery.

PAMPA: Is there anything you would like to add about your electric CLPA experience over this past year?

Dennis: You say over the past year—my involvement with ECL only *totals* 2 years and a month! Yet in terms of ECL I guess that makes me a grizzled veteran. I am very grateful to the very gracious and helpful pioneers like Mike Palko, Bob Hunt, Dean Pappas, Rick Sawicki, and mostly my nephew Archie! I am fairly active in the Stunt Hanger forum on-line and there is a lot of good

information exchange over there.

This might sum it up. Recently my Dad and I took a truck full of new ECL birds down to Muncie to go test flying with Archie. In one day all 4 of the new, never flown birds had the power systems *completely* under control—all did patterns on their first full length flights. Later my Dad and I agreed that we had scarcely been able to bring new birds to heel so quickly and so routinely.

PAMPA: What is planned for the future of ECLPA for you and the Adamisin clan?

Dennis: Rudy! If I tell you then I'll have to shoot ya! All seriousness aside, we are all working on purpose-built ECL designs, and also documenting a lot of our old designs from the past. Our collective goal is to fly all Adamisin designs in PAMPA, Classic, and the new Nostalgia 30 class. We have some pictures of one OTS era design that my Dad and Uncle Paul built in the late 1940s, and we are trying to document it. It will not be competitive with a Humongous, but flying one of Dad's designs from that era in OTS would be priceless.

I hesitate to say never, but I have no plans for building any IC powered birds.

PAMPA: Thank you Dennis for being so generous with your time for this interview, and supplying our readers with your great photos. We all look forward to seeing the amazing ECL planes your family brings us in the future. *SN*

The Stiletto

By Les McDonald

Chronicles

The 1974 Nationals were contested in Lake Charles, Louisiana. Lots of heat and humidity, very much like Miami, so I figured for once I had an advantage. Yeah right. Ted Fancher and the other west coast guys couldn't even breathe in this air but in a day or so they could still fly. They were taking salt tablets, drinking tons of water, and sweating like politicians in church but their stuff still looked good in the air.

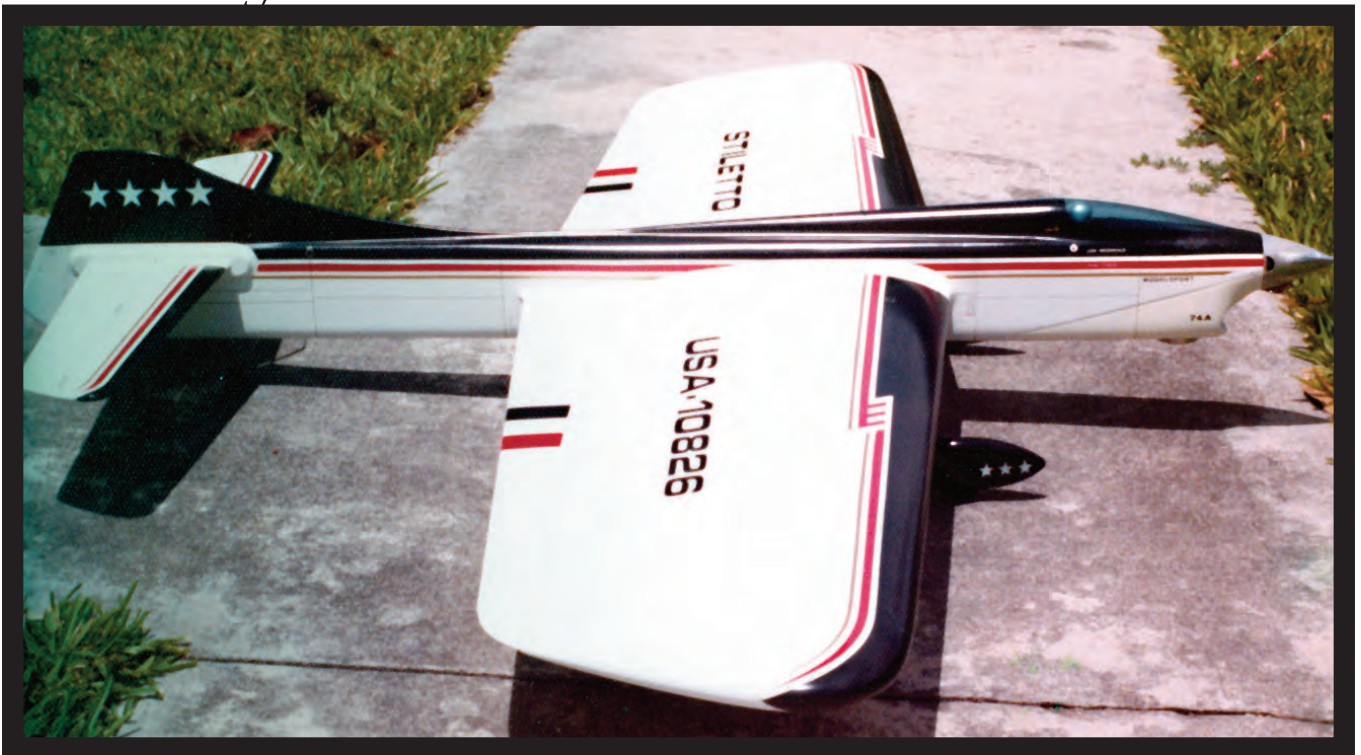
Stiletto #6 had the tapered top deck with the Shark type fin and early in the week Simons nicknamed it "Sharklette." In the air it just did not have that "Locked In" look even though it

was very stable during the flat and vertical sections of the pattern. Note to self: All future Stilettos must be *straight* on the top.

This was the first PAMPA Nats with Keith Trostle as the event director. It went well and was considered a success. Because of Wynn Paul and *Stunt News* we were all well aware of the format, times, and places to be in advance; it was great.

I tied with Jerry Pilgrim for top appearance points. His plane was magnificent. It was bright yellow with the neatest red flame trim I have ever seen. Super clean and tasteful, I was honored to start out with the same number of points he had.

Stiletto 6 had the tapered top deck with the Shark type fin and early in the week Simons nicknamed it "Sharklette."



Here is Les' Stiletto #6 that he flew in the 1974 Nats in Lake Charles, LA. In this photo the model is shown just after the final clear coat had been applied and it is patiently waiting to be rubbed out to a high gloss. Note the angled top block which, in Les's opinion, didn't present as well as the straight-top-block versions.



In 1975 Les made the jump to a larger airplane and produced this 700-square-inch, ST.46-powered, foam-winged beauty. He called it, appropriately enough, the Stiletto 700!

When the flying started I was never in contention for the win. Gieseke, Schaffer, Rabe, and Simons had everyone pretty well covered. I qualified well but in the end wound up in fifth place. We all may have been looking forward to bigger engines but that little red Nobler equipped with the Fox 35 was still magic. Magic enough that Bob had just won the World Championship and now the Nats.

The plane I took note of was Bill Simons' Scorpio. It was big but it had corner. I looked at his Scorpio long and hard and even though I didn't measure anything I made some mental notes. I always thought I had a photographic memory, but sometimes I would forget to put film in that camera.

It was a good Nats. There was plenty of practice space, it was well organized, and there was a banquet to finish it all up. It's nice to be able to visit and socialize after the contest but I was anxious to get home and start the 46 size plane. I was still committed to racing the car and had just started learning the hobby business from the inside. Working in a hobby shop—

especially a large one—is different than you would imagine.

After Lake Charles, flying for the year was over. I had won the Winston-Salem contest in June, placed fifth at the Nats in July, and did an exhibition in Jamaica earlier in the year.

No commercial value

With everything that was going on, the *Model Airplane News* article, the car racing, and the new job I was overwhelmed—almost. The week spent with Billy put things into perspective. I did not care about anything other than earning a spot on the FAI team. The *MAN* article was done and I would complete my responsibility to Anderson Racing. I started drawing and sourcing parts for a 46 size Stiletto. Now that I worked for one of the largest hobby operations in the world, I was able to get help with stuff I needed for this new program. The shop I worked for, Orange Blossom Hobbies, was only the retail portion of a larger operation. The corporation grew from the slot car industry and included a

“What a magnificent piece of work with no commercial value.”

Fear of failure or embarrassment was my motivator.

distributorship, an ad agency, the retail store, and manufacturing connections in Taiwan. Please don't think everyone just threw stuff at me. I paid for most of it, but it was nice to make a few phone calls and be able to get good wood blocks or hard to find engine parts.

This didn't happen over night or because of my competition success. It happened because of the company I worked for. For many years I would keep my Stiletto in the store during the day since my practice field was closer to work than home. That way I could hit some practice each evening before going home. One day the owner, Lew Quick, looked at the Stiletto, then at me, and casually said, "What a magnificent piece of work with no commercial value." Pretty well sums it up I guess ...

In the Zone?

Three items were definite for Stiletto #8. It would be powered with a SuperTigre 46. I would use a foam wing from Control Specialties, and it would have an airfoiled stabilizer/elevator assembly. I liked the radiused fin leading edge on Stiletto #6 and #7 so I would draw that in, and the parallel top was a no-brainer. Since I was convinced it would be a tad heavy, I would use one-to-one controls and be sure I had provisions to flow plenty of air through the front end. I would get night sweats thinking all this would twirl around on .018 diameter lines, but I had no choice there.

I started this project with a vengeance. The noble quest of flying head and shoulders above everyone else was a pipe dream. It all came down to being able to maximize what is provided during a competition. The wind, the sun, your flight order is what it is. Contests that are won with some margin in the score are won by the guys who have their stuff working. That's why we practice and test. I could never adjust to what the judges were "looking for." I had to be comfortable with the plane and a gazillion things had to take place for this to happen. I remember being comfortable only once during the finals at a contest and that was at the FAI Team Trials in 1979. The top guys always fly the same. The winner is usually the one with the plane, prop, sun, reference points, engine sound, background, and comfort zone all in alignment. Simply put: When the equipment is working well, you fly better. Duh!

Some guys fly better on certain fields or in certain situations than others. I was more comfortable on open flying fields, not the dedicated park circles, but my greatest success was on park-like circles. Go figure.

I recently read on StuntHangar.com that I had mentioned, many years ago, about "Being in the zone" to Pat Robinson. I have decided "The Zone" is simply the place where all these things fall into sequence and you're comfortable. Maybe some fliers live there; I didn't. Fear of failure or embarrassment was my motivator.

Rest in peace Mr. Anderson

By October my deal with the RC race car was over and shortly afterward Mr. Anderson died of a heart attack. I never knew he had a bad heart and only wish I could have given him some better results at the track. These people are dedicated and work just as hard as we do, in a nastier environment even. I still think about all the times we argued. Me whining about the tires and the settings and he telling me the tires and settings were good if I could drive the stupid car a bit faster.

The 700

When my wing arrived from Control Specialties I was amazed at the strides Bob Hunt had made in foam wing technology. This thing was a piece of art and it was light. I was sure this was some super wing made "just for me." I sent him



From any angle, the Stiletto 700 was a sensual design. Les didn't really like the way this model presented on the ground. There are many who would disagree with him on that! He did, however, like the way that it presented in the air and also the way it flew, especially the way it performed in the square maneuvers.

The winner is usually the one with the plane, prop, sun, reference points, engine sound, background, and comfort zone all in alignment.



In this close-up of the nose of the Stiletto 700 you can see evidence of the damage from the 1975 Nats mishap; just a few minor cracks. Note the functional air outlets. These were made from formed 1/32 plywood. There were holes under the outlets and baffles within the nose to direct the heated air out.

Some weight in the tail brought it to life and although this was not an attractive plane on the ground it presented itself in the air really well.

the templates and a planform drawing and he simply pointed out, "This is how they all come out now." I was impressed.

I never did produce real plans for any of my Stiletos except for the two published articles that I did. I would draw out what I wanted on heavy brown wrapping paper, in pencil. The foam wing made this is even easier.

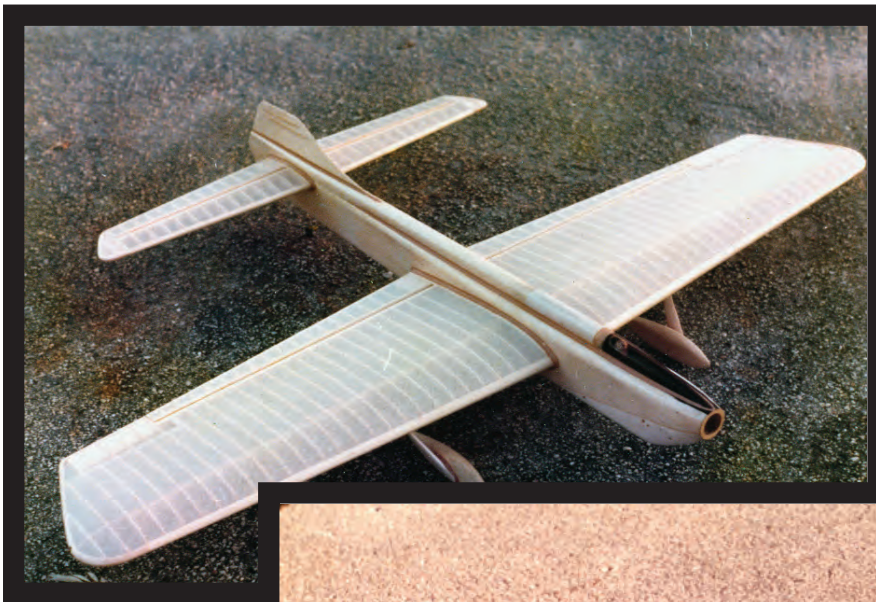
The Stiletto 700 took shape. No more than a bigger airframe with a 46 engine. I used the same bellcrank, pushrods, leadouts, and control horns I was so familiar with in the 35 ships. The stab and elevators were constructed from sheet with very few parts. This was an airfoiled affair about three quarters of an inch thick with a slight undercamber built into the elevators. A conventional Stiletto fuselage with a deeper belly for more side area and some little scoops on the front sides were added to pull out hot air. It went together easily and I had it in the air by March. It was a bit heavier than I wanted but that seems to happen with all of them.

It flew well from the start and never needed to be cut or added to. I worked with the front end right away. These airplanes were non-adjustable. Move the leadouts, add weight to the nose or tail, change tip weight, tweak the flaps, and fiddle with engine offset. That's it. In my case that was good. Given the current planes with all their adjustments along with a

handle that allows all the various parameters, I never would have slept. No movable pipes, no carbon props. I messed with the muffler, tried different venturis, shimmed the head, fooled around with fuel, made sure compression was good, and then cut, shaped, pitched, carved, and balanced props. Many times I just used a standard propeller of some sort.

Right from the start the 700 flew better in rough weather than anything I had before but it still wasn't perfect. Some weight in the tail brought it to life and although this was not an attractive plane on the ground it presented itself in the air really well. *(There are many who would argue with you, Les, about the 700's appearance on the ground. Many of us thought it was one of the most beautiful models of all times whether in the air or on the ground. —Ed.)* It was way underpowered by today's standards, but it was a horse in 1975. For a large plane it turned well, pivoting nicely right on the CG.

Always looking for more, and not at all happy with flying on the .018 clotheslines, I tried .014 solid lines for the first time. These supplied instant improvement ... for eight or ten flights. After that it didn't groove any more; something just wasn't right. I had made several sets of solids with slightly different lengths so I tried another set. All was good for a few more flights and then there was the same loss of feel. This went



These photos of Vince Schentzer's version of the first I-Beam Stiletto (Number 11) are obviously out of sequence in the Stiletto story. We decided to run them here because Les introduces Vince in this installment and we wanted to acknowledge his craftsmanship. Don't worry, we have more photos of this gorgeous plane to show you when the story catches up! Right from the start Les was impressed with Vince's ability to grasp advanced concepts and master building and flying skills rapidly. Evidence of that is that fact that the Stiletto pictured is Vince's fifth stunt model!

on for several days until I discovered the culprit.

I had always practiced at a place called Masters Field, a Navy airbase built during World War Two and the site of the early King Orange contests. The runways on which I flew were constructed from crushed sea shells. This surface was like some industrial strength cutting table with diamond flakes, obviously put there in 1942 to scratch

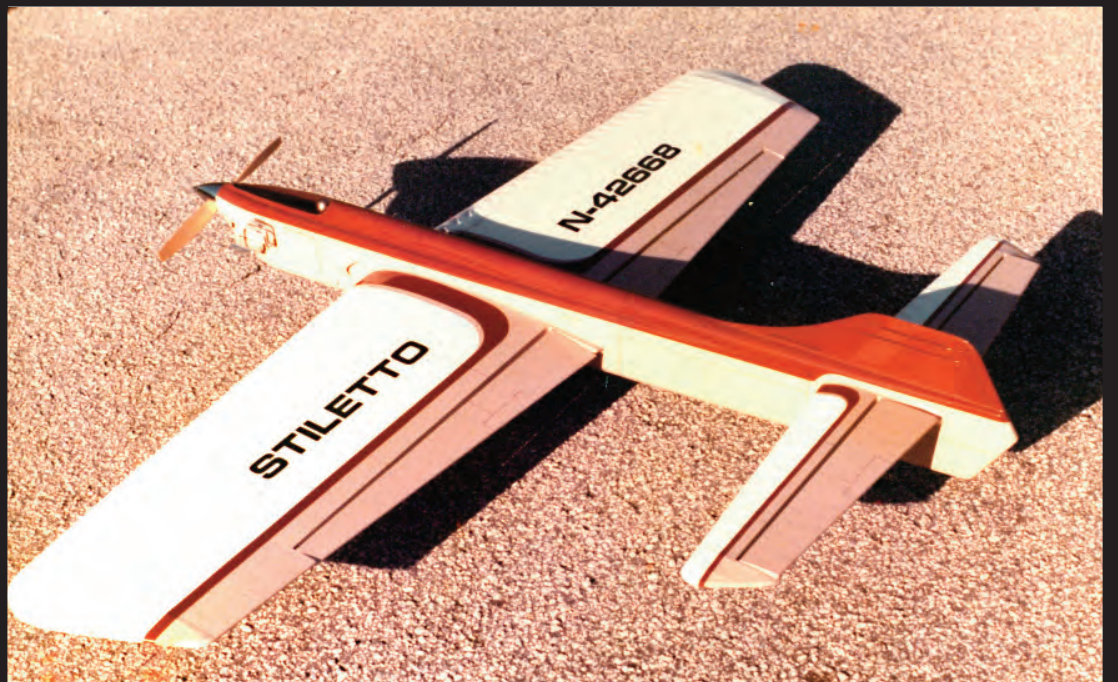
and gall solid flying lines. I went back to the .018 cables but I always did keep a fresh set of solids in my tool box, just in case (but I never did use them).

By April I was flying in the mornings on my way to work and in the evenings on my way home. Many times waiting for the sun to rise high enough for sufficient daylight to fly and try something I had changed or modified at home the night before. I did this for years. I don't know why, but Nancy still put up with it.

Now I have a "Flying Buddy"

During all this testing with the 700 I met Vince Schnetzer. He would stop every evening on his way home from work and watch me fly. For the first week or so we didn't speak but eventually he introduced himself. He was fascinated by the plane and what I was doing. Like all of us at some point in our lives we found some sort of magic watching a Stunt plane in the sky. He did have some background flying Control Line sport planes as a kid so he came by the store and I hooked him up with a Stunt kit, engine, and all the other stuff.

I had no interest in helping a newbie. In what seemed like no time he was out flying his new Stunt ship, every evening, at



the other end of "my" runway. We became friends, although I didn't help him very much. He would look for advice and ask questions in the hobby shop when I was at work, not at the flying field. Within a month or so he could fly the pattern and shortly after that he scratch built a Stunter that was pretty much his own design. I started helping him a bit at the field and then in his workshop. Our wives became friends and all of a sudden I had a flying buddy.

To Vince this was a hobby. Like most guys, he just wanted to build a pretty plane and fly a presentable pattern. He was totally aware of my goals, cognizant of the time and dedication it required, and understanding of the imbalance of my lifestyle.

Remel, Linda, and "The Girls" came down and I introduced Remel to the 700. I had learned to listen and pay attention to what he was saying. No screaming now; just constructive criticism that I accepted.

Remel now had his own Stiletto program working well and it was obvious that someone was helping him. Other people were flying Stilettos also. Ronnie Farmer had one that was very neat, from MAN plans reduced ten percent with, I believe, an O.S. Max 25 engine.

The Southeastern Championships

I just stood there—handle in hand—for about fifteen seconds.

My big debut with Stiletto #8—the 700—took place in June at the Southeastern Championships. This was always a very neat place for a Control Line meet. I had been there before but in 1975 it had achieved AAAA status, and was extremely well attended and organized. The site was the huge parking lot adjacent to the Convention Center in downtown Winston Salem North Carolina. Plenty of practice space, nearby motels, restaurants, and all the conveniences of a city right there. The wives loved this place—I think ...

There was an impressive entry list also. Schaffer from NY, Trostle from DC. The whole Southeast bunch was there also: Randy Smith, Tom Dixon, Dave Hemstrought, Remel Cooper, Tommy Luper, and others.

Other stuff was going on also. There was Pro Wrestling in the Center and a Tractor Pull in the stadium nearby. This cross section of humanity was all lodged and feeding in the local establishments. In the motel “The Girls” were totally fascinated by the wrestlers and insisted on following them around. They were polite, gracious gentlemen but we soon became concerned that one of the smaller girls might be accidentally eaten at the breakfast buffet by one of these huge men! All “The Girls” did survive the weekend and this mixture of cultures actually blended quite well.

A little coaching help from both Remel and Hemstrought

They were polite, gracious gentlemen but we soon became concerned that one of the smaller girls might be accidentally eaten at the breakfast buffet by one of these huge men!

turned this into my biggest win so far. The first round was flown in turbulent wind. The 700 came through leading Gene with a 531 to his 520. After a big rain storm went through the air settled for the second round. Gene and I had separated ourselves from the pack a bit and squared off in really good air. In the second round Gene flew well and received a 548. Confident that was “good enough” he headed back to New York before my flight. Too bad because I wished he had been there for my 584.

I finally had a program that worked in changing conditions.

With the Nats just a few short weeks away, I headed back to Miami. Constant refinement is always needed and the pressure

mounted. I wanted to clean up my flying even more and by now Vince could help. My real objective was a top three at the Nats so I would be in a good position for the Team Trials coming up in early September.

The '75 Nats

The 1975 Nats were in Lake Charles again. I liked that site since the weather was very much like Miami and there was plenty of practice space.

Before the Nats I had spent quite some time with Vince trying to determine the perfect line length for the 700 and I remember that 66 feet, eyelet to eyelet, seemed ideal. I also fitted up a new engine since I had been flying so much.

Nats week started like the others before. Seeing old friends and making some new ones. A few test flights trying some different props and then by Wednesday some coaching from Remel and a few tips from Bob Gialdini. After a few minor corrections I just flew on my own. Around mid day, just before processing, I was doing a level lap in the middle of a pattern when the down line let go. Hanging on the up line the 700 did three or four super tight inside loops, stalling a little more each time around, then “whack” into the runway. I just stood there—handle in hand—for about fifteen seconds. I was frozen in time, stunned I suppose. Then someone ran over to the plane, looked at me, and said, “It ain’t too bad!”

Like I proclaimed in the beginning of this story “I’m a lucky guy.” The spinner had hit a tar strip between the concrete slabs softening the impact. I could see that my .35 size leadout had broken on the down side. The hit was directly vertical so the engine went straight back, bending the mounting bolts but not hurting the motor mounts and, thankfully, it had stopped running. The prop survived. The horizontal stab tips were going forward a bit so I knew that the spar had broken. A few scuffs, cracks, and some cosmetic damage, my only real questions were, “What was the condition of the wing? How was it on the inside?”

I gathered my thoughts and got busy. Normally I would return to the motel room so I could repair it in peace, but so many people followed me back to the hangar we started fixing it there. Later that same afternoon Ted Fancher clipped a tar strip, chipping the prop and shaking the front end off his beautiful plane. He, too, was in the hangar trying to do a much more extensive repair than I was dealing with.

My wing seemed to be okay. Had it been damaged it would have been Bob Hunt’s wing! I was damaged also, but thanks to everyone’s help I got my head back into place and with the 700 repaired I lined up for processing and appearance judging. Test

My wing seemed to be okay.
Had it been damaged it would
have been Bob Hunt’s wing!

flights would take place the next morning. Ted was also up and running but his situation was about to deteriorate big time.

I gave up one or two appearance points, and I'm certainly not complaining. My life had ended just a few hours before but I knew, until the test flights, I was still living on borrowed time.

Repaired leadouts, different engine, and some epoxy in the tail, I can't sleep. I could have though. A couple of flights with several tweaks and a handle adjustment, and all seemed well. The wing hadn't folded, the spare engine was fine, so please just let me get through this nightmare. My situation was rosy compared to Bob Gieseke.

On the first day of competition he somehow picked the handle up upside down and that resulted in a crash in which he broke the fuselage in two places on his little Red Nobler. Shortly after that he was back at the motel trying to salvage what he could. During all this commotion we heard a huge crash. While Fancher was sorting out his repair job a Kwik Link let go and turned his efforts into dust.

In qualifications I placed first on my circle. Scoring high in the First Round, I passed in the Second Round and watched Al Rabe put in another flight. He had qualified easily in the First Round and was merely hoping to jump ahead of me for a little "Psyche." He came up five points short. So far, so good, now on to the Finals.

Minus Schaffer, Simons, Rutherford, McFarland, and the Adamisin boys, the usual suspects, filled the final spots for the two flight finals. The new face in the top group was Jerry Pilgrim with that magnificent yellow and red flamed ship. Round One was tight. Gieseke may have wounded that little Nobler but you couldn't tell. At the end of Round One Gieseke was in first place one point ahead of me. Rabe was in third, only ten points behind.

For Round Two the breeze came up a bit and Bob's score

All of a sudden I'm a serious contender; my moment of glory had arrived.

went down a bit. All of a sudden I'm a serious contender; my moment of glory had arrived. Nice takeoff, good wingover, and then a little change in the wind direction. I should have done an extra lap before the inside rounds but I didn't. Bad decision.

My inside round loops were to the left side, not directly down wind, and they were a bit egg shaped. Not bad, but enough to take the edge off a really good flight. After landing, some people thought it may have been good enough. I was hoping most of the judges liked eggs over easy please. Turns out they really liked the pattern except the inside round loops. My score went down a bit. Bob Gieseke had won again, besting me by one point. Al finished ten points behind me for third, Pilgrim in fourth place.

I had made a small error and paid the price. All things considered I was, once again, lucky. The broken lead out could have led to a much different conclusion.

I'm getting there



Here are the contestants who flew for a berth on the 1976 World Team. The 1975 Team Trials were contested in Dayton, Ohio. In the back row, left to right, are Jim Young, Les McDonald, Al Rabe, Fred Miles, Dan Shaffer, Bob Hunt, Bill Werwage and Mike Dietrich. In the front row, left to right, are Kent Rogers, Bob Gieseke, Gene Schaffer, Jerry Pilgrim, Dave Hemstrought, Joe Musumeci and Wynn Paul.

By now I was considered one of the top fliers, which was one of my first goals. I did not take this position for granted and enjoyed seeing my face, with the Stiletto, in the various magazines. There was so much still to be learned. Compared to the people I was competing against I was a rookie, but they also were aware I was gaining expertise and experience every season. I knew from the beginning there was no secret, no divine cosmic event that made anyone a good competitor. It was just hard work and dedication. That's easy to say but life altering in execution. I justified all this by oversimplification. "The more you practice the luckier you get."

The '75 Team Trials

Well I didn't practice much before the up coming team selection. I was not tired, nor "burned out." The Stiletto 700 worked well, I simply had no competitive back up and, since smacking the concrete in Louisiana, no way of knowing what strains and cracks lurked inside. After the accident at the Nats I had flown maybe four or five test flights and the three contest rounds. I tried to think it through before the trials. Let's see, there were going to be four contest rounds and I probably wouldn't be able to practice much anyway because of the limited space in the Dayton park flying site. I hoped and prayed the 700 could give me ten or fifteen more flights. After that I'd build two new planes. That would give me a back up while I prepared for the World Championships. At this time I was convinced that if the 700 held up, I would be on the team.



Punch in the stomach soon to come.

I had been doing this long enough to complain about some stuff. Not loud or vocal but I would sometimes voice my displeasure about the weather or the flying surface, the travel time, things like that. I had not whined too much about judging since, up to now, things had pretty much gone my way. I had not been given anything nor had points I felt I deserved put on some other flier's score sheet. This was about to change and the two-year-old that lurks somewhere in all men was about to make an appearance from the Stiletto guy.

I was thirty years old, youngest of the top fliers. My goals made it essential that I be on the 1976 team. I couldn't fathom the idea of waiting two more years and all the work it would require. Being World Champion was not the issue, being on the team was. I might never win the Nats or be the World Champion but I had to make the team, at least once. For years I had dreamed of being included with that inside group of select fliers; historical names from the past and present: Wooley, Silhavy, Gialdini, Werwage, Gieseke, Phelps, Schaffer, Still, Palmer, Williams, Southwick, and McFarland. In 1975 that was the whole list; the only Americans to represent the United States in World Stunt competition. Think about the names on that list, each with a deep history of flying Stunt. I had set the bar high.

The site for the team trials was a dedicated Control Line park just outside Dayton, Ohio. A few trees around the park perimeter made the place scenic, the nearby electric plant made

it turbulent. No whining yet since it was turbulent for everyone. Intermittent rain, wind, and sudden dead calm were present the entire weekend.

I did several practice flights on Friday and found the prop

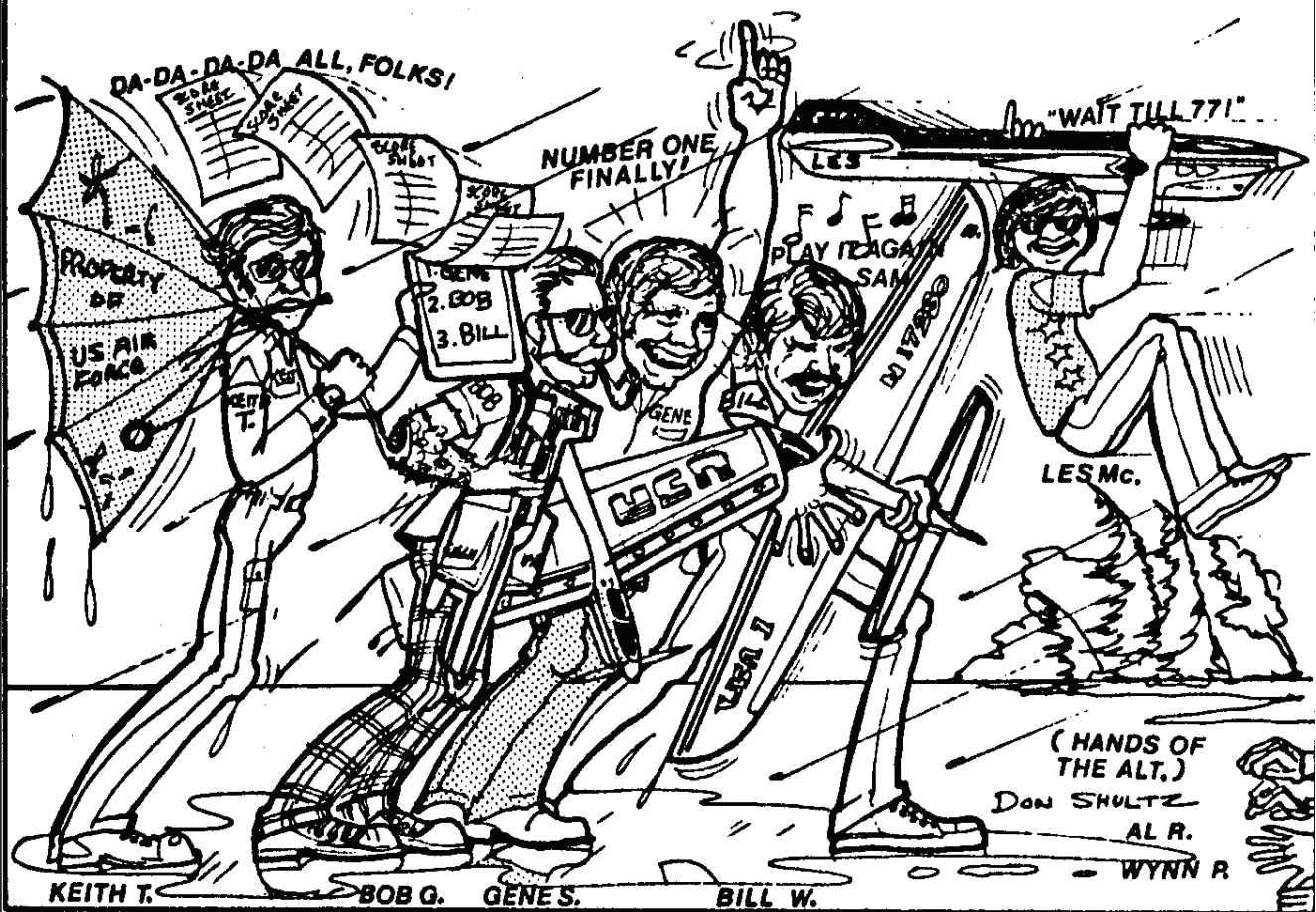
I don't know about the other guys but I could never "rise to the occasion."

and settings were okay. Because of the rain the air was heavy so we all had power and I don't recall anyone struggling. Of course somebody always has a glow plug problem or a tank issue but the favored five or six seemed in good shape.

One good flight is not enough at an FAI contest and we all knew it. Your highest score from the first day is added to your highest from the second day. You may fly a brilliant pattern on Sunday but if you had not shown something good on Saturday you're in the weeds.

Bob Gieseke had the lead all day Saturday and in the First Round I moved past Schaffer by .66 of a point for second with

FAI 1975 TRYOUTS



Billy in fourth. In the Second Round on Saturday Gene moved ahead of me, with Billy still in fourth. At this point I became very concerned since I was positive both Billy and I had out flown Gene. Bob and Billy were always the most consistent fliers at any contest. They both had a few things that weren't perfect but only minor flaws that would be overcome by the rest of the pattern. Gene and I flew closer to the edge. This simply translates that when we didn't get everything just right, the flaws were more obvious than with Bob or Billy. Please remember I am viewing this from a completely biased position and I truly felt Bob, Billy, and I had flown the best so far. I still wasn't over the top since I was in third place but I wanted so much for Billy and I to move up.

By Sunday afternoon I was over the top. After the morning's First Round Billy had moved around me into third and Gene was in first place. The wind picked up for the Second Round and since Bob was safely on the team, he passed on his second flight. My last flight was near the end of the order and I was miserable. In my eyes, instead of trying to knock Billy off the team I should be celebrating, watching Gene try to pass me. I certainly didn't owe a thing to Billy, he knew that, but I took off on my last flight twenty one points behind Bill Werwage hoping for some miracle to make up a big points deficit. I don't know about the other guys but I could never "rise to the occasion." Whenever I tried to "amp up," that Stiletto would be in all the wrong places so I stayed cool and did a pretty nice

Dave had heard enough and the things he explained to me, on that trip, have stayed with me my entire life. He didn't make me a better person but he explained to me how to "Man Up" during disappointing times.

"Just go home, kiss your very tolerant wife, enjoy life, and stop making yourself crazy."

flight but the points didn't come. I was in fourth place and the contest was over.

I reluctantly congratulated Gene, said goodbye to Bob and Billy, thanked Keith Trostle and his crew for a well run event and then climbed into the van with Remel Cooper and Dave Hemstrought for another long drive home.

I have a problem with Fourth Place

This was no disappointment; from my seat it was human tragedy. I was mad at no one individual, only the fate of my position. We had all flown the best we could and the judges scored each maneuver as they saw it. This wasn't motorcycle racing. Gene hadn't bumped me off the track; he simply flew his plane and outscored us. Perhaps had I been able to channel my anger at someone or something Mr. Hemstrought would not have been forced into the lecture he was about to provide me. You see shortly after leaving Dayton the reality of not making the team came over me, as Meatloaf says, "Like a tidal wave."

I started whining early in Ohio and kept it up until the middle of Kentucky. Dave had heard enough and the things he explained to me, on that trip, have stayed with me my entire life. He didn't make me a better person but he explained to me how to "Man Up" during disappointing times. I won't go into the details here but by the time we hit North Carolina I had stopped feeling sorry for myself and by South Carolina I had an entirely different outlook of my very fortunate life. I was still mad but was hiding it well enough to start planning the next year's effort while still on the road. Thanks Dave and Thank You Remel.

Doc Jackson and Cape Florida

For several weeks I led somewhat of a normal "young married guy life."

I retired the 700. Although a good flier, I never did care for its appearance while sitting still. Bob Hunt's foam wing served above and beyond the call of duty. It had survived the Nats incident and for that I was grateful, but I just wasn't a foam guy.

I would concentrate my efforts towards the '76 Nats so I planned on building two new planes at the same time. That turned into one of my more moderately dumb ambitions.

I gathered the materials and drew up the Stiletto 660. The second plane would be identical with one exception: the wing would be one inch wider in chord. I would build these at the same time, finish and all, and then, like Werwage, I would have a "fly off" and use the best one.

For several weeks I led somewhat of a normal "young married guy life." A park ranger named Don Scott was

coming by the hobby shop several times a week with some of his ranger buddies and buying a lot of 1/2A stuff. They were messing around with the little planes on a parking lot in one of the most beautiful places on Planet Earth.

It turns out Don was the superintendent of Cape Florida State Park on the tip of Key Biscayne. Popular during the daylight hours it was closed each day from sunset until sunrise. Vince and I soon had access to this paradise any time we wished. We had a ball with the rangers during their off hours, many times staying overnight, fishing, talking, and having a few beers. As you would imagine the 1/2A planes turned into .15 size planes and then eventually several of my new ranger friends built .35 Stunters. I wasn't helping them build or fly but I kept them supplied with goodies.

Our wives and the rangers' wives all became good friends and it was great to be doing normal married guy things once again.

One of the points Mr. Hemstrought pounded into me during the trip home from Dayton was that if a true injustice had been done to you other people would speak up. That's why you keep your mouth shut. He explained this is a general observation, something a man needs to be comfortable with, not part of a Stunt clinic. Okay then I asked, "Will you do my whining for me?" "No" he said, "Just go home, kiss your very tolerant wife, enjoy life, and stop making yourself crazy." Thanks Dave and Thank You Remel.

I have always enjoyed being around Dr. Laird Jackson and was very happy when he called me at work one day that Fall. He was in town or passing through Miami, I don't remember which, for one of his medical meetings. We all knew him as "Doc" but I never realized he was a big deal in medical research. He wanted to talk about something and asked if we could meet.

"Love to, How about dinner?" He responded that he already had previous plans with doctor people. "How about later?" he asked. No problem. So Nancy and I picked up the good doctor, along with his wife JoAnn and a six pack or two. Off to the State Park, on a glorious tropical evening, where he presented his proposal. In the next hour I knew normal married guy things were back on hold.

Doc speaks very softly and with all the noise from the

"Hey Doc you want another beer 'cause I just thought you said something about ..."

ocean surf and tropic breezes blowing through the palm trees I had trouble hearing when he said, "You wanna be on the team?" Huh, what? Then he said, "Can you make the

I hugged and kissed Nancy and then told her good bye. She understood, she knew. I would be building and flying, and doing nothing else, for the next ten months.

arrangements and be prepared to go to Holland next July for the World Championships?"

"Hey Doc you want another beer 'cause I just thought you said something about ..." "Just listen, here's the deal, can you do it?" This had nothing to do with injustice, but some of Dave's wisdom was in the air that night.

Yes, of course I can, in fact I am already building two ... "Not important to me right now" he said. "Bob Gieseke is going to the championships as an individual, to defend his title. It's allowed by the FAI but it's never been done before. This still gives us a three man team plus Bob. It simply increases the chance of another win for the US. We all figured you would go so the finances are in place and, by the way, Werwage and Schaffer agreed to go along with all this."

To this very day I honestly do not know what took place that allowed me this amazing opportunity. Billy was Billy and Gene was Gene, good people at the top of this Stunt

game. I knew Bob Gieseke had suffered a terrible family tragedy in the recent past and I knew flying that little red Nobler was helping to keep his mind off a horrible memory. I just don't know all the circumstances but I will be forever grateful.

Thanks Doc, AMA, PAMPA, Bill, Gene, and Bob. Thanks Dave and Thank You Remel.

We dropped Doc and JoAnn off at their hotel and headed home. I hugged and kissed Nancy and then told her good bye. She understood, she knew. I would be building and flying, and doing nothing else, for the next ten months. I truly am "A Lucky Guy." *SN*

I truly am "A Lucky Guy."

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2009 Open Nats CL Stunt Champ and Reigning F2B World Champ David Fitzgerald:

"I've known Bob Hunt for most of my life, and I've been using his products for a very long time. However, I have to say that one of his best innovations to date has been his Lost Foam wings. I've used his Lost Foam wing since 1996 in several US Nationals and World Championships. This last wing won the 2008 World Championships in F2B, and the 2009 US Nationals CLPA Stunt Championships. Too say the least, I am very happy with his products."



2009 Advanced CL Stunt Champ Paul Ferrell:

"For me, Bob Hunt's wing and tail assemblies were the difference between a win and a no-show. The first competition to which I brought my Rhapsody in Blue was the 2008 World Championships in Landres, France. I had needed to build a world-class model in just a year, and was determined to be a perfectionist if I was to represent the United States. Although Dave Fitzgerald, the reigning World Champion also uses one of Bob Hunt's wings, it was Ted Fancher (many-time National Champ) who first told me about the Hunt wing. On the plane home from Muncie and the Team Trials, he told me to give Bob Hunt a call immediately

Who uses wings crafted by Bob Hunt? Nats Winners!
Here's what they have to say about Bob's work.

to get a wing and tail for the plane I would have to build for next summer. What an amazing piece of advice! If I had decided to build the wing myself, I would never have finished in time, but, with my wing and tail pre-made, I had plenty of time to make sure every other part of Rhapsody in Blue was just how I wanted it. Nevertheless, the wing has still got to be one of the most perfect components of my model. The wing surpassed my expectations again this year at the 2009 Nationals. Remarkably, since I was working in Washington DC for three months, and therefore didn't have access to Rhapsody in Blue from across the country, my plane had not been adjusted in any significant way before it won Advanced. It had retained perfect trim for an entire year."



2009 Classic Stunt Champ Buddy Wieder:

"After being out of the hobby for many years I learned that to be competitive in the Expert categories of Classic and Precision Aerobatics, I needed an advantage. I realized that in order to construct competitive models it was necessary to have a wing that was straight, rigid, and accurate. The lineup of top fliers in the world using foam wings from Bob Hunt's shop convinced me that this was the only way to go. Bob's triple-cored foam wing has given me the extra edge that is necessary to participate in this highly competitive sport. I have been so pleased with the results I've achieved with my Caprice that I am in the process of finishing my newly designed Ryan's Eagle using another one of Bob's foam wings. Thanks, Bob, for a great product."

Derek Barry's Concours d'Elegance winner by Dale Barry:



"Derek's newest Evolution took eight months to finish, but the results were worth it. Not only did he have the best-looking model he'd ever had, his fellow pilots agreed and voted him the Concours d'Elegance winner at the 2009 Nats. While it was his hard work and attention to detail that got him there, it started with a high-quality sheeted foam wing from Bob Hunt. Bob's wings solve two problems that I've had with every foam wing in the past: the seam at the leading and trailing edge. This wing had a molded leading edge skin that made the rounded radius from root to tip perfect, along with no seam. Bob also shapes the trailing edge cap to the foam and sheets over it; the only seams on the wing are where the sheeting goes together and ours came flawless. Very little sanding was needed before the clear went on. Less noticeable, but important to planes with wing gear, Bob insets the reinforced gear blocks into the wing and has balsa/plywood covers that leave the bottom as clean as the top. If you want a quality finish, start with quality parts and you can't go wrong with this wing. I've already placed our order for the next one."

Photos by Gene Martine and Betty Wieder.

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Remember our motto: **RELENTLESS INNOVATION!**

Help, help, help, help!

As I get back into working on *The Complete History of Model Aircraft Control Line Precision Aerobatics*, I am filling in the blanks of pilot names from Nationals, VSC, Team Trials, and World Championships.

The following names are those that I need their hometown and state. If you can fill in any of the blanks, please e-mail me or send me a letter with the information. My e-mail address is: winnie3435@insightbb.com and my address is Wynn Paul, 3435 Carriage Lane, Lexington KY 40517.

I know that some of these folks are probably from San Paulo, Brazil, as we have had a number of them to attend the Nationals recently. And, yes, I have every *PAMPA Directory* since 1974, and yes, I know that I can ask AMA, and I will do that after seeing what my fellow PAMPA members can supply.

I'm also looking for good photos from the 2005-2009 Nationals, VSC, Team Trials and World Championships. I don't need many and would prefer pilot and airplane (without sunglasses/hat), but I'll take anything I can get. "The Book" will have about 1,500 photos from 1940 to the present.

There are some CDs that have been sent to me from these years that contain photos, and I am in the process of going through six (yes *six*) large plastic tubs of material that is unorganized because of devoting most of my time from June 30, 2004 (date of official retirement from the University of Kentucky) to the present to being a caretaker for five (5) members of my family.

Thanks in advance for anything that you can provide for this project!

Regards, Wynn Paul.*SN*

Marcos Alleoni	Adv.	2007
Roger Alves	Open	2007
Kevin Barnes	Adv.	2004
Eduardo Castaldelli		2005
Roy Cherry	Open	2004
Clovis Chiodi	Open	2007
Celso DeCillo	Open	2007
Luiz Dutra	Adv.	2006, 2007
David Eyskens	Open	2007
Eric Fitzgerald	Junior	2007
Francisco Fontenelle	Adv.	2007
John Gladfelter	Classic	2006
Mike Hammond	Junior	2004
Rafael Irizarry	Adv.	2006
Pedro Jodas	Adv.	2007
Jim Jorgensen	Old Time	2006
Juan Kempen	Adv.	2007
Thiago Leume	Adv.	2006
Antonio Mazzarino	Adv.	2006, 2007
Ivan Mackenzie	Adv.	2003
Jordan Miller	Senior	2004
Guiseppe Parisi	Open	2004
John Parrish	Intermediate	2000
Scott Reynolds	Adv.	2006, 2007
Owen Rogers	Open	2004
Mauro Rodriques		2007
P.J. Rowland	Open	2004
Lou Scavone	Intermediate	2004
Roberto Silva	Open	2007
Steven Smith	Adv.	2004
Mike Ternstrom	Adv.	2007
Andre E. Tozim	Top 20	2007
Jose Turo	Adv.	2006
Frederick Weider	Adv.	2007
John Weston	Adv.	2006
Ben Woolslayer	Adv.	2004
Roberto Zancaner	Intermediate	2004

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By Matthew Colan

The Next Generation

Ryan Young's Story

For this issue, I have asked Ryan Young if he would like to be featured in the "Next Generation." He agreed and began to write a nice story about how he got started in Control Line flying. Something I took note of was that both Ryan and I crashed our planes learning how to fly inverted, and both planes were fixed.

This year, Ryan took first in Senior at the Nats, second in Advanced, and will be heading to Hungary for the World Championships as the Junior member of the United States' F2B FAI Team. Good Luck Ryan!

Here is Ryan's story:

When I was 10 years old, my grandfather had just finished his

homebuilt airplane. He built an RV-6 tail dragger, and it was beautiful. He'd painted it red—his favorite color—and he put a Big Bat on the underside the wing; its "signature feature," if you could call it that. On the day of its maiden flight, all his friends and family came out to watch, and John Hill even set up a camera and filmed the whole thing, from the ground and from the cockpit! Everyone was excited, and my mom was crying because she kept thinking it would fall apart in the air.

I loved that airplane, and I always nagged him to take me anywhere, anytime. When he would finally give in after about a week, we'd go up and fly around for an hour, doing loops and rolls in the sunset. That was one of the better

experiences of my life. July of 2004 was coming up, and he kept talking about something named "Oshkosh." He asked me if I wanted to go, and of course I said yes! I had no idea where I was going though. We got up early in the morning, and Tom, his business partner, was sitting in front of the hangar with his RV-6A. We took off from Hooks Airport, and flew in formation for about three hours. We stopped somewhere North of Memphis, Tennessee, and went to a local Pizza Hut. Thirty minutes

later, we were back in the air. We hadn't even been in the air for five minutes, and I saw that Pizza for a second time ...

We finally got to Oshkosh, which during the Fly-In weeks is the busiest airport in the world. After another three hours of bad taste and hot air, we landed and pulled into the Homebuilt section of the field. We got rooms at the University's Dorm; two for the four of us. We took the bus and looked at all those airplanes. I really don't have many memories other than that. By the second day, I'd realized that Tom and his dad wouldn't go out to dinner without getting a little booze in the system. I was getting hungry, and I went into their room and asked them, "Are you guys liquored up enough to go out?" I still hear about it to this day ...

About a month after we got back, grandpa started watching Windy Videos. While he talked about him and praised him and said all these good things, I was just trying to figure out who the guy was. I'd known what model flying was since about 2000, and I didn't really get what was so fun about flying airplanes round and round. We were celebrating my birthday at his house (having a pool party), and my grandpa, my dad (a former Pylon flier), and I sat down and talked about my possible future in models. Eventually it boiled down to the simple question, "Could he take up this challenge?" I thought I could, and my grandpa asked me, "Do you want to do this? It's a *big* commitment." I said sure, that sounds fun! I didn't know what I was getting myself into. I was in.

The next weekend, we were out at the field. Grandpa had prepared a Baby Clown for me, and it was literally a slapstick model covered in silkspan and dope. On my first flight, grandpa held my hand and we just flew round and round. He kept asking me if I was getting dizzy, and I kept saying no. He was really surprised about that. (*He probably still hadn't forgotten the "Pizza" incident. —Ed.*) We flew about three flights, I watched him fly a couple of times, and we left. The next weekend we went over to the grass circle. He kept saying today was the day I was going to crash. We fueled it up and I took off (after pulling full up to get in the air) and I flew around for a few laps. I'd



Ryan Young placed in the Top 20 and the Top Five at the 2009 Nats in Muncie IN. He will be heading to Hungary for the 2010 World Championships as the Junior member of the US F2B Team.



A younger Ryan getting ready for a ride in his grandfather's homebuilt RV-6. "I loved that airplane, and I always nagged him to take me anywhere, anytime," wrote Ryan.

remembered when he told me how to do a loop back in the car, and I really wanted to impress him. So I thought about what he said; "Pull up, and let it go up for just a second. After that, keep pulling up and then ease off the controls when you get near the bottom." So after thinking about it for a while, I started around 10 feet, pulled full up on the controls, and did a signature maneuver, the "Figure 9." I wasn't too happy with myself for the next week or so.

September was coming up, and that meant the Dallas contest! After we glued my airplane back together, we traveled up to Dallas and I met some great people. John Hill, Richard Oliver, Big Al, and the like. But someone that really stood out to me was Linda Gleason. She was one of the nicest women that I had ever met, and everyone around the field loved her too. She had made some Sloppy Joes to die for, and was she getting the credit. Everyone agreed that she was the Queen of Control Line. On the last day, I was the only Beginner flier, and I won by flying round and round. I also got an Expert trophy when the guy that got first place was nice enough to give it up for me.

The next contest was the Lee Lorio Memorial Contest, all the way back in Baton Rouge, Louisiana. We traveled with John and Stella Hill, and this contest was really my first. I had two other competitors, and was I worried! That was the first time I felt the anxiety of a competition. I had been flying the same old beat up Baby Clown for a few months, and I was just learning how to fly three consecutive loops. When I look back, I can feel the pressure that was on

me to fly three loops in a row. "Fly your first loop; let it climb, then go in for your second, and do the same thing again." It seemed like so much to think about. But I never realized how hard I had to work to keep that brick in the air. Richard Oliver noticed this, and he had brought a Profile Twister along just in case someone needed it. My first flight on that airplane was at twilight, and I realized at that moment that flying can be, could be, and should be fun. After that, it was easy to do loops.

The next day, after getting pretty excited about this contest, I flew in beginner P40 and Beginner. I won the contest, only because I didn't crash. I flew my three loops and got close to the ground only once. That's all I could do. The next flier went up and started his loops. I was right downwind from him, and I watched it get lower and lower to the ground every single time. Ringmasters don't like it when you pull back on the controls a lot, and, well, it didn't make it out of the third loop.

The next maneuvers to learn were the outside loops and inverted flight! This is where it got hard. Grandpa said that every other maneuver in the pattern was a combination of these, so I had to learn them if I wanted to get better. Obviously I accepted that as a challenge, and I tried my best to learn them. We went out to the field—my new Twister in hand—and we went over to the grass circle. He had been beating, "When you go inverted, the controls reverse; up is down and down is up" into my head for the past hour. It got annoying really quick, and I eventually tuned him out. (Once you hear something

15 times, it can get quickly irritating.) I took off and flew around for a few laps. I performed my three loops, and then grandpa ran out into the circle to guide me through it. He wanted to start out first with the lazy eight. "Start out like a loop, and when you're halfway through it, put in the down." And I did it! It worked fine, and I was really proud of myself. I'd never had to put in down before! We hadn't even been two minutes into the flight, so both of us wanted to try to fly inverted. "Do the same thing again, but this time hold it off until you've done a full lap. I'll keep saying down and fly it around for a half a lap" I did, but I could only hold it off for about a quarter of a lap. It felt like I was going to crash. And Grandpa was frustrated that day. "Do it again, this time make it longer." I'll admit I was scared! I was terrified of making this thing go upside down! After about three more tries, I got it. It felt like a weight lifted off of my shoulders and I got a little extra confidence too; not what was needed at my stage.

I finally crashed the Twister learning to fly inverted, and when I looked at Grandpa, I thought he would have been mad at me. I broke out in tears! With a smile on his face, and his hands on my shoulders, he said "Just be glad you weren't sitting in it."

About this time, Windy Urtnowski came down from Rutherford, New Jersey and paid a visit to Houston. He brought a ready-built Cardinal with him, and gave it to me as a gift. He signed it with his signature smiley face. The wing of that airplane would fly in the '05 Nats, and we built it in less than a week. It flew great! Both of us were amazed how well it flew for a Profile. The Nats were a month away, and even though I didn't know the Beginner pattern yet, I was getting some great practice.

The '05 Nats were three just weeks away. I was flying my Cardinal, and I had just taken off. I went around for about three laps, and I saw a figure right in the corner of my left eye. The next thing I knew, the airplane was in the ground. The figure I had seen was Grandpa! The down line hooked on Bill's hat and the cement didn't budge! It destroyed the fuselage and the engine, but the wing was okay. The good thing was, I could blame it all on him! We had bought another Cardinal in January of that year and we hurriedly finished it. My Nats airplane was gone!

Three days before the Nats, the engine in my new Cardinal quit in the overhead eight—just my luck. The lines immediately went slack and what was an eleven year old to do? Everyone started

yelling “Run!” The airplane went straight in, about 10 feet away from me. Neither of us had a chance! The cylinder broke off of the new LA 46, the wing obviously made an upside down V, and the fuselage cracked in half (somehow). Everything on that airplane was destroyed ... except one thing. Miraculously, the prop didn’t have a scratch on it! It went in at the perfect angle: *straight down*.

Three days were on the calendar, which was no time to build a new one. We pieced together both of the Cardinals, and we made a new fuselage for the Windy signed wing and the other Cardinal’s tail. The only engine we had was a newly reworked Thunder Tiger 36. We literally had no time left to test fly it. The entire family (myself, Grandpa, Grandma, my mother, and Reed) left Houston at 4 o’clock in the morning, and we were on our way. The trip is a story in itself, and after two days of getting lost, watching the London Underground get bombed, watching movies, and having to go back to restaurants to retrieve forgotten purses, we arrived in Muncie, Indiana.

Everyone was excited to see us. The grandson finally arrives! I met so many people, it’s hard to describe, and when it seemed like I’d met everyone at the field, we went out to fly. It was the first time I’d flown since I crashed, and I lost a lot of confidence in myself that I could fly to my potential. I flew the first flight, and I didn’t look good at all. Nothing felt right, and I felt really defeated. I entered Beginner the next day and that’s when I met Thomas Case Jr. for the first time. I don’t remember much about this day, other than having four practice flights in the morning, having an overrun on the first official, and that I came in last because of that overrun.

The main event for me, Junior, was finally here! Hurricane Dennis left a low pressure area that just wouldn’t go away, and it made for some really bad flying conditions. I was really worried, and I knew I wasn’t going to win. I didn’t have a chance! Thomas was a better flier than I, and he knew more maneuvers too. I had an overrun on the first and third official flights, but neither of us could do the whole pattern. We came out at 313.3-229. I’ll be honest. It sucks when you lose.

It all came down to one thing: we weren’t prepared! We couldn’t have been. The crash right before we left really hurt me. Grandpa kept talking about 2006, and how the next Nats would be my year. Back at the Beginner Contest, Curt Nixon had donated Buccaneer 740 plans and a foam wing core. I picked it up off the

grass, and everyone agreed that this airplane was the best plane I could have picked. It was a Godsend. I regret to say that we never thanked him properly for it, but it turned out to be one of the best decisions we ever made.

After the Nats, I finished learning the Beginner pattern. It was hard work, but if I wanted to get better, I had to finish learning it. Winter came along, and we got stuck in the workshop. That winter, I learned so much about everything that this Hobby has to offer. I learned how to use micrometers, calipers, drill presses, jig saws, how to paint, how to use dope, and most importantly, how to use balsa wood. It was an amazing experience; something that can be useful for my entire life. I spent more time with Grandpa and Grandma, and sometimes when school was out I would stay at his house for more than a week at a time. We grew so close together that it felt like we became friends.

Preparation for the 2006 Nats began.

We had been nonchalantly practicing every other weekend until about May. The end of school meant the start of flying, and Grandpa kept saying that he was “going to take the entire month of June off” to help me out with getting better. I didn’t believe him at all. Turns out that he wasn’t joking, at all, and he stole me for the entire month of June to practice every day. At the beginning of June, I could barely do the Beginner pattern. Every single day we went over every maneuver that I could do, over and over and over again, until I got it right. On weekends Richard Oliver, Frank Williams, Frank McMillan, and John Hill coached and critiqued me because I needed all the help I could get. Every time I botched a maneuver, I had to do it over again. He would coach me aggressively from outside the circle, telling me what to do, how to do it, all during the flight. I got really frustrated with this approach and almost felt like quitting.

It was a week before the Nats, and I still couldn’t do four maneuvers. I’d never done a square eight, a vertical eight, an hourglass, or a cloverleaf. Here we were again, unprepared!

I learned all four of those maneuvers in one day. I felt great after that! So much pressure was off ... then it got put back on. “You have to perfect them, it’s going to take a lot of work to make the pattern look good.” For the rest of that week, every morning, we went out and practiced, practiced, practiced. We got hooked on donuts for breakfast. The day

before the Nats, he put his hands on my shoulder, and told me “You’re ready, kid,” but I didn’t feel like it. We went to the Nats, and I won Beginner Stunt by a fairly large margin. Everyone felt that I should have been entered in Intermediate. But, you can only win Beginner once in your life. It was great for Curt Nixon because the wing cores and plans he donated came back and won the next year! Next up was Junior Stunt.

We practiced for the rest of the week, and I was getting worried again. Thomas Case Jr. was back, and you could see that he had been practicing really hard, just like I had. I also met someone new. Michael Duffy from Tucson, Arizona was really scaring me. He was an awfully good flier, so did I have my hands full. We had our shoot-out, and I was fortunate enough to win. I won Junior Stunt for the first time, and I would continue to do so for the next two years. I was really glad that I had met my goals and I planned to be even better the next year.

Ryan Young

Thanks to my school, an Aviators club was offered as an afterschool program. One of my teachers was yelling at me to join it since she knows how much I like airplanes (no joke). In my area, there is a local airport only a couple tenths of a mile from the school where there is very minimal air traffic. The first day the club met, one of the instructors said he’d bring his plane out for us to fly, and my heart skipped a beat. He showed us how to do a preflight and then asked who would like to go up first. I volunteered and he showed me how to start the engine, and then showed me how to taxi. We went on the runway, the instructor opened the throttles, and we began to roll down the runway, with me at the controls! I was flying! Ever since I was a baby, I wanted to fly airplanes, and now I was living my dream. There are no words in the English dictionary that can describe how I felt. I am going to talk to the guys at the airport to see if my grandfather and I can get permission to fly a Control Line and RC demo.

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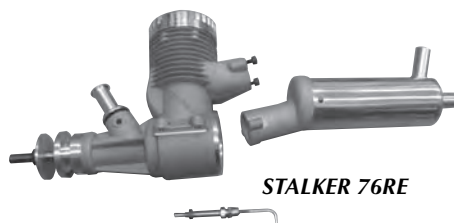
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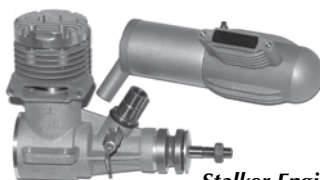
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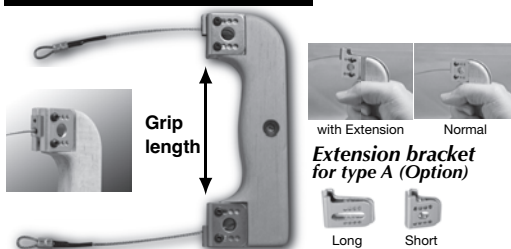


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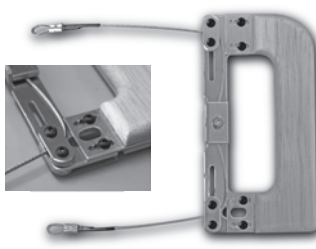


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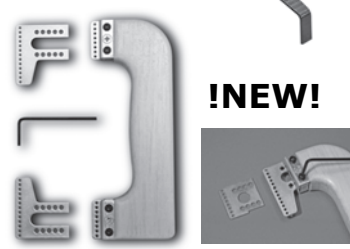


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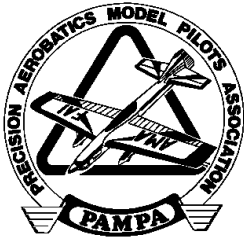


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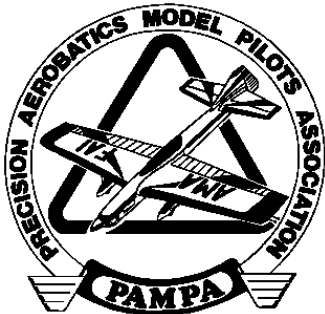
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Vice President's Report

By Brett Buck

Team Trials contest report, myopic personal experiences

the Central Valley. So I left everything as it was. Mostly this was fine; the run time on 10% was a little long, the control response was a little bit soft, but not the usual "where did the air go" feeling we normally get.

My airplane was fine and I was flying pretty well, although I faded out early both days due to migraines and associated "graying out/halos" in my vision. Since the Nats I had finally regained the "feel" I had only sporadically in the run-up before the contest. In particular I had once again discovered that pressing the maneuver size down a little tremendously improves the consistency, particularly in the maneuvers that really count in FAI. I flew many more flights than I normally do at a contest. I figured that for only two days it wouldn't screw me up.

Jim's new airplane, with a "trick" PA 65 in a very small airframe, was dead-reliable and had that elusive "soft but strong" run. It also had one consistent problem that has proved quite frustrating to try to fix, but I decline to explain it for fear of tipping off the issue to observers. But overall it was doing nicely. Phil's shoulder/arm was doing much better than the Nats after a lot of PT and some magic prescription pills. The engine was a gimme, a 40VF set up per Paul Walker, and the airplane was working well.

But this is the hardest contest in the world, and looking around the L-pad could lead to some intimidation if you are inclined that way. All the usual suspects and Nats Top 10 guys were there. David was out, but Bill Werwage resurfaced and was flying pretty well considering the layoff. He, Derek, Bill Rich, and Bob McDonald tended to fly together and everybody seemed to be in top form, aside from a tendency to fly 2-foot bottoms.

Billy was flying as well as I had ever seen him, with some of the things I had previously considered "chinks in his armor" seemingly much improved since

the last time I had seen him in 2004. At which time, I hasten to point out, he nonetheless *won the World Championships and came in a close second at the Nats*. Orestes was his usual consistent self and I think everyone present would have just conceded a team spot to him in the absence of serious problems. Doug and Steve Moon were there, and Doug was still flying as well as he had at the Nats. It seems impossibly slow, but makes it anyway, even in a bit of air.

Matt Neumann was flying his usual standard compact (i.e. rule book) sizes—the only one significantly smaller than I was. Richard Oliver was also back, flying a model inspired by his ARF Giles RC 3D conversion plane, with a RO-Jett 67LS on muffler, not piped. There was no doubt that this would grab people's attention, hopefully in a good way. Adding things up, it looked a lot like the Nats again, which was a good thing for me, since I wanted a little redemption.

We did the weigh-in on Friday which was uneventful, with Billy "winning" the weigh-in at 54.6 ounces. And mercifully, unlike 2007, the pilots' meeting was also short. No arguments about needing to give a hand signal or "kicks" at the end of the outside square.

Saturday and Sunday

I knew things were going to be a little interesting when my needle check flight ran 7:20. For some reason that I still don't fully understand, even at 7:30 in the morning, the air was much thinner. I didn't bother to check the dew point but that pretty much had to be it. Later I asked Richard Oliver what it said on his air density meter said and it was down to 82% at the hot part of the day. This is as close to thin as it had been in several years (and way down from the 90-ish percent at the Nats).

I opened up the handle spacing a little by spreading out the line carriers. I didn't want to move it one full notch, so just

Yet another 4,868-mile trip to a soybean field in Indiana. I am perfectly sane; I don't care what anyone says. I hauled equipment for Jim "Uncle Jimby" Aron—this being his "alternate Nats" since his new airplane didn't quite make it for July—and Phil Granderson, and inexplicably David Fitzgerald, who wasn't even entered! Actually, Dave and Warren Tiaht asked me to carry the new printer so tabulator Dave could print some of the scoresheets at home ahead of time.

The trip was easy. Audio books, in this case Edgar Rice Burroughs' *Barsoom* series with a little Jack London at the end, just make the miles fall away. Burroughs is particularly effective for an audio book; must have gotten paid by the word. I was sitting there driving down the road at 82 mph, and thinking to myself "wow, I could have said that in six words instead of a 50-word run-on sentence." And that Dejah Thoris, wow, that woman must have a genetic predisposition for getting kidnapped. She gets rescued, with associated bloody carnage, and then five minutes later somebody else grabs her. Like a Martian Patty Hearst. But I digress.

Thursday and Friday practice days

My super-secret calculations indicated pretty thick air by Muncie standards Thursday morning, about 95% of STP, which is about like a nice warm day in

loosening it and pushing it to the end of the slot, I got about $\frac{3}{64}$ extra spacing. It was a little twitchy on the first official, but as the day wore on it was just what I needed. I also had to run about $\frac{3}{4}$ ounce less fuel than on Thursday and Friday, and screwed the needle in about $\frac{1}{4}$ turn. Ain't science wonderful?

Anyway, with that all sorted out, we hit the qualifying rounds. For those who haven't been there, it is run a lot like Top 20 day at the Nats, except we do it twice—two flights in each of two circles; highest score from each circle adds together to get the total.

faded a bit with the migraine coming back and my vision going a bit again. I did a decent flight on the first circle and improved my score slightly but not enough to make much difference. Same thing in the last round—I flew pretty decently with the medication kicking in a bit, but also had a massive gust right at the beginning as the thermals started blowing through. It was respectable for the conditions but didn't improve my score for that circle.

Billy greatly improved his score and he was also now a virtual certainty to qualify no matter what happened.

didn't have any real "glitches." I know the three places where I am likely to screw up, and on that flight I managed to get through all of them clean.

In the first round I was in the ballpark with Orestes and Billy although they were solidly ahead, and after two rounds it appeared to be between Bill Rich and me for the last spot. I flew first in the last round, which made me uncomfortable, but after Bill's score was posted (I wasn't over there watching until afterwards) a bunch of people came over and congratulated me. I wasn't so sure, after my experiences at the 2008 and

Ultimately this is a contest in which you fly against yourself, not the other competitors. The only thing you can control is what you do, not what anyone else does.

The Top 10 qualify and fly off on Sunday. Jim was first from our group, and whether it was nerves, cool temp, or thin air, he had to take an attempt when he couldn't get his engine started right away. This is a point I had made about the possibility of going to seven minutes in AMA—far from saving time, a seven-minute time limit would usually cost time over eight minutes, because you have to take an attempt if almost *anything* goes wrong.

Phil flew a nice flight with a minor omission—once again, this is the hardest, highest-pressure contest in the world. I did a pretty good flight late in the round and wound up with a solid position with a highest score for that group/round a little bit ahead of Kenny Stevens. Over in the other group, Orestes and Bill Rich were showing them how it was done, with Billy and Derek a ways back.

On the second round circle switch, I did a very good flight in my group and was pretty much set for Sunday. Orestes got the high score in the other circle again, and he and Bill Rich were essentially certain to qualify. Billy and Derek looked awfully good, although you never know what might happen in the second round.

No one passed, which should give you an idea what kind of contest it is. After the first two flights, Orestes was way out ahead as the only guy with two 1100+s, and I was second, followed very closely by Bill, and then Billy and Derek.

The rest was still pretty much up for grabs for the remaining spots.

The second round was a bit different. Orestes still looked unstoppable but I

Orestes needed the practice so he went back for round three and posted an astronomical 1166, moving him even further up. In the last round, he flew in the same gust I did on the other circle, did a decent flight but didn't improve his score overall.

Kenny must have gotten some good air and used it to the maximum as he ended up passing me overall by a tiny bit. When it all settled out, Orestes and Billy were way out ahead in 1-2 and Derek, Kenny, Bill, and I were 3-6, followed by Doug, Howard, Josias, and Frank. Matt just got edged out, which must have been a bit of a disappointment. Jim and Phil recovered from their earlier minor miscues to come in 13 and 14, just behind Matt and Randy Smith.

On the topic of Richard's relatively radical airplane, it was an interesting and worthwhile experiment. It showed some potential in some areas, and gave up some in others. But the end result was that it didn't get results commensurate with his unquestioned skills.

On Finals day I was determined to not doing a bunch of scoreboard watching until I was done. Ultimately this is a contest in which you fly against yourself, not the other competitors. The only thing you can control is what you do, not what anyone else does. I was concerned about the air going dead on me, so I tweaked in a hundred RPM more or so just to be sure. That was just what the doctor ordered; while it had been plenty solid enough line-tension-wise before, this gave me a more consistent pacing.

I was pretty happy with all three flights; the last in particular felt solid and

2009 Nats, so I just went about my business, packing up stuff for the trip back. I was over looking for my lawn chair when David, just after tabulating Derek's score sheet, turned around to shake my hand.

Clearly, however, he hadn't actually done the math, because Derek passed me, Bill, and Josias to make the team—by $\frac{4}{100}$ of a point! Orestes did all he could do for the win, with an 1170 in the last round, but Billy edged him out by virtue of a better second-round score.

Unfortunately, there was only one Junior and that was Senior National Champ, Ryan Young. I say unfortunately only because he had no competition (and Paul Ferrell, his nemesis, couldn't come and give him something to think about). He flew at the beginning of each round and will be an excellent and competitive team member.

I asked him to fly his flight for the last round, even though he didn't have to, so I wouldn't be absolutely first. Thanks, Ryan, you're a good guy. You even use a Mac; that alone shows maturity and taste beyond your years.

So I am the team alternate again. I wasn't nearly as disappointed about this as I was about the 2008 Nats. 2002 and 2009 were just embarrassing, not disappointing; 2008 I had in my hands and let it get away from me.

Sometimes that's just how it works out. I think the team will certainly give anyone a run for their money, and I would be very surprised if anyone manages to beat all four of them (including David as the defending champ) at the contest. One or two, maybe, but not all four. They will be tough. *SN*



Ok, this is a “spoof pic,” with me holding Paul Walker’s Cobra at the 2002 VSC ... trust a guy to hold your airplane for a moment, and look what happens!

By the time you get this, you should have received the 2010 ballot, made your decisions, and sent back your ballots to be counted. I hope that the majority of you voted *for* the Bylaws changes. When you read this, the EC will know your decision and be planning accordingly.

Also included with the ballot was your 2010 membership renewal form. Please note a few changes, if they haven’t caught your eye already:

1. The basic dues are reduced from the 2009 dues.
2. The “incentive” for early renewal (before December 31) is that you will get *all* your *SN* issues.
3. The rates for Canada and Mexico members have been reduced to reflect postal rates for these locations.
4. The CD rates have increase slightly to compensate for our increase in CD production costs.

A thought for those of us with a “frugal” bent: The CD costs are up, primarily because we have a very low production volume and PAMPA is *not* a

I hope that the majority of you voted *for* the Bylaws changes. When you read this, the EC will know your decision and be planning accordingly.

profitable customer for most CD production operations. Consequently, the CD version costs nearly what the print version does, particularly with bulk mail rates.

If you choose the Internet option for \$25, you can download *SN* to your computer, *in color!* (More about this in a minute ...)

You can save the *SN* file on your computer for review at any time, and you can then burn a CD from the file and have your CD for a backup.

You *will* have to do this yourself, and provide your own disk labeling, simple or fancy, to suit your tastes and/or capabilities. You’ll also have to provide your own envelope/jacket/ jewel case for your CD storage.

I would *not* recommend printing your issue of *SN* to save the costs of the printed subscription! Reports are that the ink cost for one issue (with color pictures) can easily cost the difference for the whole year’s worth of the membership dues for the printed -magazine!

Back to the download: Yes, the download file is *large!* Unfortunately, with the large photo files, it’s not very “compressible” in the earlier Adobe .pdf formats—or .zip files, for that matter.

The file size *can* be significantly reduced if you’re using Acrobat 8.0 or later (9.0 is the latest, I think). I’ve run some file reduction on my downloads, saving to V.8.0, and it may be worthwhile. PAMPA has been using an earlier version to make the file accessible to all, but we may be able to change that, with an available Acrobat Reader download.

I’ve had the following results for the Sept./Oct. issue, downloaded from the PAMPA website.

1. “Native” file from the website: 60.7 mb.
2. Download time w/DSL connection: +/- 10.5 minutes (note this download was 96 to 103 kb/second)

3. File size reduced to Acrobat 8.0: 22.5 mb.

This is a much more manageable file size, with much quicker response when viewing, with no observable loss in quality of text or images.

We could post this reduced file size if everyone using the internet option would access the later Acrobat program. I’m working on this with Bob Kruger, our Webmaster. This is my technical contribution for now!

All that said, your decision for renewal format really depends on your preference for the printed copy (most members do!) and your technical competence (and internet connection!) relative to your frugality! Them is the facts!

Back to the membership form: Last month, I spoke of a new membership form for 2010, on legal size paper. You’ve seen this by now. With the CC information at the bottom, below a “tear-off” line, once that information has been entered and approved, then the “tear-off” will be destroyed, with no record of your credit card information remaining in the membership files.

I hope you like this improvement in our renewal “security,” as it minimizes the concerns that some have about sending credit card information to others. The renewal methods have been spelled out on the back of the form, and there are several, including snail mail, fax and e-mail. One of these should work for you!

The only difficulties with this form are printing it in *SN* (on letter-sized pages) and downloading it from the website. The download is no problem, but the form you will receive will be legal size, and you’ll have to print it that way. The alternate is to print it as two letter sized pages, with the CC info being on the second page.

Let me know if this improves your PAMPA renewal experience, and not one more PITA to deal with!

Tight lines! *SN*

District I

By Dave Cook

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



Don Herdman's nicely done, and Classic-legal P-47.

This has been a slow year for CL Stunt here in District I; contest attendance was down and people seemed to be busy with other aspects of their lives. The Mass Cup contest produced some of the best competition of the year, with Steve Yampolsky winning out over Will Moore by a scant point or two.

Another symptom of a slow year is that we did not see too many new airplanes on the scene. Of what there were, Will Moore's new radial-engine four-stroke was outstanding. Don Herdman had a couple of well done semi-scale ships: a P-47 and a P-40. Both were good flyers. Young Matt Colan had a well-done Ares. Norm Liversage has a new Gieseke Nobler.

Jim Sumner brought out the ultimate Bi-Bi-Bi-Bi-Bi Plane as you see in the pictures. It is brand new and has not flown yet. Jim has a thing for multi-wing Stunt ships and has produced several that will do a respectable AMA pattern. His designs are based on the work of our forefathers of aviation in the early 1900s.

Below, right: Jim Sumner's latest version of multi-wing, multi-engine Stunt machines. It takes a couple of views to fully comprehend this device.

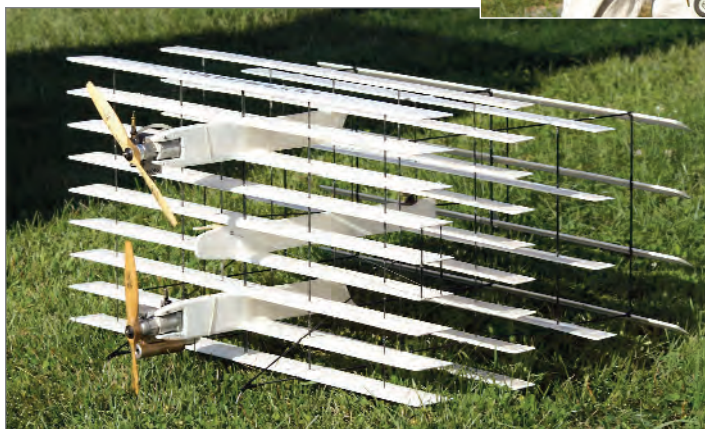
On another note, I was surprised at the amount of controversy that still exists over which is better: plastic or rigid tanks (metal, carbon fiber, and fiberglass). The material that the tank is made of is not a big issue—it's only a container. Far more important is the geometry, placement, and plumbing of the tank. In my experience, given that these items are done properly, there is no difference in the performance of plastic vs. metal tanks.

The design and setup of a modern Stunt ship evolves from the innovation of the designer, with much cut and try or empirical engineering. My point is there are so many variables that what works for you may not work for everybody. Not a single item of design or setup, including type of tank, can be ruled out as long as it works for somebody. There is an old saying that I think was made by Mark Twain: "I pride myself on my ability to steal liberally from the ideas of others."

Never rule out an idea until you have tried it yourself. SN



Above: Matt Colan with his very clean Ares.



New Jersey, New York

The 2009 contest season is behind us now, and there were some memorable results.

Electric Stunt just keeps getting stronger and stronger. Mike Palko put on a great show by winning Expert Stunt at the Brodak Fly-In with his electric P-51. Dennis Adamisin has a great electric model that complements Mike's electric development. Jose Modesto has several electric models in his air force, and his latest one really looks like the best yet. It's good to see so many combinations of electric components working well in our sport, and you can bet there will be more in the years to come.

John d'Ottavio, now 86, is out in the circle virtually every reasonable flying day. His energy level is something to admire—does that make him the Energizer Bunny of Stunt?—and he's always seen helping and inspiring others.

Brian Manuet is trimming out his Hawker Hunter from an RSM kit—it has an ST .60 for power and a Sergey Belko three-blade hollow carbon prop. It seems to fly well right off the board, and it has a drop-dead semi-scale finish that presents well in the pattern. We struggled with tank shimming, but it's

getting there now and is a great performer. Congratulations, Brian!

Rich Giacobone lost his Strega due to failure of the handle cable in flight. Let me take this opportunity to remind everyone that the cable tends to wear at the point it exits the handle. Check regularly, especially if you don't adjust it over a long period of time. Almost every failure I've ever seen is exactly like Rich's, and I've lost ships in the past for the same cause, so my procedure is just to replace the cable at the beginning of every season—it's cheap insurance.

Don Herdman sent me some photos of his almost completed P-47 semi-scale Stunter, and I hope he'll have it flown by the time you read this. Everyone knows how I love semi-scales.

One of my flying partners this year has been Billy Sargent, a former professional motorcycle racer who built several models this summer and plans to build a full Stunter over the winter building season. His air force includes many classic and nostalgic models, and just this year he's started competing. I've asked Billy to do a guest column in the future about his lifelong interest in our sport, and I believe we'll have it in

the near future.

Charlie Reeves and Keith Trostle both had great-looking Big Jobs at the Brodak Fly-In, and they've inspired me to build one myself for VSC in 2010. Speaking of Old Time Stunt, you may not remember my absolutely "spectacular" (ha!) flying in the 1982 OTS Nats event, but I guarantee you Doug Taffinder does. I landed inverted in his circle when he was a judge, and Doug dove into the cornfield to avoid decapitation!

I missed a few contests this year recovering from pneumonia, but by the time you read this I hope my recovery will be complete and that I'll have started my Big Job for VSC. It's been 26 years since I've flown OTS, but the bug has got me now and I still have an Anderson Spitfire ignition engine if I become completely addicted. (*Actually, you flew OTS in the 25th Anniversary OTS meet in 1995, Windy. Remember, you flew my Frisky Pete! Don't worry about it; we are all getting forgetful in our advancing years! Ed.*)

You may be asking "Why not build another Sweeper?" As the Brooklyn Dodgers always said, "Wait 'til next year!" **SN**

Ohio, Pennsylvania, West Virginia

Because of health issues I have not been able to compete in any contest this year.

I want to thank Dalton Hamett for his photos of flying in his back yard in Albion, Pennsylvania, near Erie. Thanks go out to Jack Weston as well for his photos of the Philly Flyers Stunt Contest and Philly Flyers Labor Day Picnic. (See the Contests Reports for results.)



Mike Palko (R) with his P-51 electric Mustang along with Buddy Wieder at Brodaks. Jack Weston photo.



Past Nats Top-10 Stunt flier Mike Dietric holding his "fast stunt" Renegade. Dalton Hamett photo.



Todd Lee, former Team USA Stunt member, and Mike Dietric with Mike's Chipmunk. Hamett photo.

District II

By Windy Urtnowski

District III

By Patrick Rowan



John Saunders receives the first-place OTS trophy from Tom Hampshire at Brodaks. Weston photo.



Mike Palko and Dan Banjock judging at Philly Flyers contest. Weston photo.



Jack Weston with "girl friends" at the Philly Flyers event. Weston photo.

Right: Tom Hampshire and Mike Palko at the Philly Flyers Labor Day picnic. Tom looks like he's contemplating a prank. Weston photo.



Jack Weston receiving his third-place award in Open OTS at the Philly contest. Weston photo.

Right: (L-R) Bill Stewart, Mike Dietric, Todd Lee, and the Bean Hill gang near Erie PA. Dalton Hamett photo.



Till Next Time,
Fly Stunt. *SN*



Tom Hampshire chatting up the ladies at the Philly Flyers contest. Weston photo.

District IV

By Steve Fitton

Delaware, District of Columbia,
Maryland, North Carolina,
Virginia

On August 15th, 2009, a beautiful field on Maryland's eastern shore was the site for the first annual Jim Coll Memorial contest. The Eastern Shore Aeromodelers hosted the event at their superb field, and a whole horde of people from both District IV and the Philly/New Jersey area came down to make it a very special event. Those that knew Jim Coll were on hand to share memories about a dauntless individual who was able to prevail in the face of health adversities that would have laid low many a lesser man, a man who was a fierce competitor and

gentleman in the finest sense of the word. Jim finally succumbed to the effects of age and pneumonia last November, and his loss will be keenly felt for many years.

The concept of an Eastern Shore contest had been bandied about for some years to help replace the date lost when the Fentriss contest had to fold in 1999, and with Jim's loss, the new contest was named in honor of the man who inspired with his determination to live life and for his cool skill behind the handle. At the beginning of the contest, the traditional Stunt sendoff was performed, with each



The early morning sun illuminates a very full flightline. The Jim Coll Memorial was very well attended by pilots from District IV as well as those from the Pennsylvania and New Jersey.

flier taking a turn at the handle of Jim's old Smoothie before Tim Stagg put the plane up for one last flight. At the end of the contest, Jim's wife was there to help with the trophy presentation. It was a fine tribute to a good man.



A magnificent Thunderbird II graces the flightline.



In the foreground is Ron King's superbly finished Stunter. Just beyond it is Willis Swindell's Saito 50-powered Phoebe, an original design based on both the Avanti and Patternmaster.



Scott Richlen's Silver Lancer is still in mint condition. I think he has been flying this plane in Expert as long as I have been flying Stunt!



Mike Cooper came down from NJ with this awesome new Tempest. Behind the Tempest is Brad Smith's OTS plane and then Tom Hampshire's Vector.



The facilities at the ESA field were top-notch. Here, Mike Palko talks to Brad Smith while Jack Weston fills out his entry slip. Keep an eye out for the info on next year's Jim Coll Memorial and make sure to attend!

A special thanks goes out to John Tate and Willis Swindell for getting pictures of the event to me, as I was regrettably unable to attend this year. I will try to rearrange my schedule to get up there next summer!

One advantage of waiting to the last minute to submit articles to *SN*, besides getting to experience the incendiary wrath of our tireless *SN* editor, is that you can see the latest copy of *SN* that has been completed and get the dope on what's going on before you sit down to write.

I was looking over Noel Drindak's excellent (as always) Nats technical report, and eagerly looked up my name on the list. I always wanted to see my plane listed, and, this year being my first Nats, I would finally get the chance to see my lowly plane listed alongside all the great planes of Muncie. When I looked at the column, I had to chuckle for a minute. Apart for the basic specifications of the airplane and engine, *everything* I had put down on the form at the Nats was completely different now.

The airplane weighed less, had a different prop and shim package, different exhaust system, different fuel, different handle and line length, different tip weight and leadout configurations; you name it, I have changed it.

If you were to look at the Nats tech report, and take one of the airplanes from one of the top five Open pilots, I bet you could call that person right now (no, don't do that!) and find that his plane is trimmed essentially the same as it was this past Nats.

That brings me to a point that, if you really enjoy flying your best, and have not been to a Nats for Stunt, you really ought to put it on your "bucket list" and go at least once. Exposure to a week of flying just one plane to the very best of your ability, and at the same time exposing yourself to a whole bunch of

people who can really fly good, will really teach you a tremendous amount that you just can't get on the local circuit. There is no substitute for the experience—you have to be there. That's not to say that every neophyte needs to rip his airplane down to scratch when he gets home and start completely re-trimming it.

But what it also means is that you shouldn't be *afraid to do exactly that* if the performance of your plane is shown to be wanting at Muncie compared to what passes for good performance at home.

I learned at Muncie, even in the great unwashed ranks of the Advanced fliers that I was among, that every pilot there was a pretty damn good Expert pilot. In fact, both by watching, and flying some other people's planes when it was over, I concluded that just about everybody there was flying their plane to its absolute maximum of performance—on every flight.

What really separated the scores was in many cases whether that plane, doing its best, was set up to be capable of a true 45° pattern. No amount of piloting skill can make a plane perform what, for that plane, may be a physical impossibility. But, as a Nats rookie, you can take away from the Nats a picture of what is required to be competitive, and, from there, attempt to trim your plane to make it possible to fly truly great patterns.

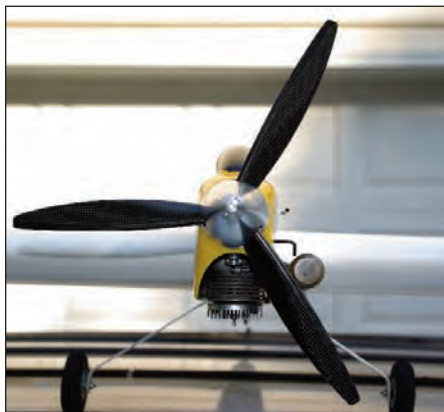
Your brain, and your hand, can do it, if the tool on the end of the lines has been honed to make it so. Going to a Nats can give you the chance to see what is lacking in your plane, and give you the opportunity to be a better pilot, either at Muncie or on the local contest tour. I'm convinced that I'm a better pilot for the experience, and convinced my plane is a better plane today than it was this past July.

That Zen paragraph above brings me to another more practical point, at least for some of you who might be running four stroke or older style engines like ST 60s (and I know there's quite a few of you hiding out in District IV!).

Part of my Nats-inspired re-trimming of my Time Machine 60 involved finding a propeller better than the modified Top Flite Powerpoint 13x6 I had used for the last 5 years on that plane. This past year, driven by the demise of Bolly props, Randy Smith of Aero Products started carrying an expanded line of the Mejzlik carbon props.

While many of the props he has are geared toward pipe motors, at least one, the 12.5x5.2 three blade, has shown great

promise on my DS 60. My biggest issue at Muncie was getting the maneuver speed to stay more consistent vs. the regular lap speed. Flying planes like Doug Moon's Bear were eye openers on what can be done with a good prop combination. I won't say that this new prop I'm running is the best, but it's a big improvement over what I was using.



A view of the Mezlik 12.5 x 5.2 prop. Note the paddle blade type configuration. This prop seems to be very happy on low rpm motors.

I have not altered the pitch yet from stock, but the undercambered Mezlik seems to load the engine far better than the 12 x 6.5 Bolly three blades. We can't wait to test this prop on some of the four-strokes around here as well; I suspect it will be killer for the Saito 62. Now, if only Mezlik would make a really small three blade, we could have a killer prop for a Fox 35!

In other district news, word on the street is that Tommy Luper has put together a new airplane, and it's supposed to be awesome! With any luck

I will get to see and photograph this spectacular plane at the Huntersville contest and have a write-up in the next issue.

We all miss seeing Tommy at the contest circle and hope this plane has a long and productive life. Also we will have some coverage of the Northern Virginia contest on September 26. I'll close out here with some random photos. *SN*



New District IV member Phil Spillman makes a one-point landing with his Yates Dragon at the Fentress flying site. In defense of Phil, the grass is a lot rougher here than at the field in Sharon, PA.



Mike Ames's amazing Wedell Williams Stunt plane weighs 79 ounces and is powered by a Stalker 61. The model is deceptively huge. (Inset) The Williams racer breaks ground for another flight.



The powertrain of choice for Mike Ames.



Artie Jessup's profile Cavalier carves through the Virginia sky in a wingover. Artie just switched this model to LA 46 power and noticed a marked improvement over the LA 40.

District V

By Dale Barry

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

Well, there was nothing happening in our district this time around, so let's travel north to Muncie, IN again; this time for the FAI F2B Team Trials. For anyone who's been there, you know the weather can be unpredictable, but this time it was true Stunt Heaven. Once the sun was up, the temperature was 75°-85° with light wind blowing away from the sun all four days we were there.

After driving all night, Derek and I got there just before sunrise and the 60°

temperature was a shock from leaving balmy Georgia, but it warmed up quickly. With almost no one there, Derek had 10 flights in before 11 o'clock. After lunch we checked into the hotel and rested for a while then went back and put in a couple more flights. Since there are no appearance points at the Team Trials, he opted to use the Dreadnought that we had borrowed from Bob Shaw instead of his new plane which still has some trim issues.

By Friday almost everyone was there,

including six members of District V. Things were working well, so Derek just flew enough to feel good about his pattern. Bill Rich, Randy Smith, Stan Powell, Orestes Hernandez, and Josias Delgado were ready to go, also. At the Team Trials there are two days of flying; on Saturday you fly four flights, two each in front of two sets of judges with the top flight of each being added together. After the flying was done, Orestes was 1st, Derek was 3rd, Bill Rich was 6th and Josias was 9th. Randy Smith

ended up 12th and Stan Powell was 17th.

On Sunday it's a new contest. After two flights, Billy Werwage and Orestes were a solid 1 and 2, but Derek was pretty much out of it. Brett Buck was in good shape in 3rd place, but Bill Rich just needed a solid flight to bump him. Unfortunately he didn't get it and came up .86 point short.



Bill Rich and his colorful SV-11.



Stan Powell signals for an official flight.



Ronnie Farmer (R), Bob Gieseke (L), and Alan Goff (foreground) judge on qualifying day.



Derek Barry (R) and Orestes Hernandez, District V members of the US world team.

Derek went out on his last flight and flew one of the best patterns I've seen from him in a while and the judges agreed. His 1156.20 points edged out Brett by .04 point. We then had to wait and see what Josias would do, but he came up a little short. When it was over, Billy was 1st, Orestes was 2nd, and Derek was 3rd, so we have two District V members on next year's World Team. Josias Delgado ended up 7th and Bill Rich was 5th, which makes him the 2nd alternate.



Here's your 2010 US F2B team.

Well, this is my last report and District V Director. It's been an eventful four years and I've enjoyed everything except July 29th 2007 at 3 PM, but I've decided it was time that District V needed a different voice, at least for a little while.

Eric Viglione will be taking over January 1st and I'm sure he'll do a great job. So for me it's back to build, build, build and maybe fly a little. It's been fun and I'll see you at the field. *SN*

Illinois, Indiana, Kentucky, Missouri

The annual "fun in the sun" happened at Christopher Columbus Park in Tucson, Arizona. The event was the Vintage Stunt Championships in the middle of March of 2009. More than 50 OTS entries vied for the top prize, while over 70 Classic models and pilots took to the three macadam circles to find out who is the current "king of the hill."

We should not forget the less than a dozen modelers who take the extra time to sort out their ignition engines and fight it out in the Ignition Event.

The Cholla Choppers accomplished their goal of making this year's event even better than before. The three-day flight schedule in Classic met with some trepidation, but all agreed the format should stay for 2010. The weather was

about as perfect as one could ask for during the entire week.



The Christopher Columbus Park sign is always a welcome sight to the frigid and frozen modelers who travel to Tucson in March.

District VI

By Allen Brickhaus

We all had a great time in the high desert playground of Old Time and Classic Stunt. Take the time to come to Tucson next year. *SN*



Here's Texas Canyon in the early morning. The site is found about an hour east of Tucson on Route 10. For Charlie Reeves and me, it is our first pit stop on the way home.



Dennis Toth helps Floyd Layton of Davenport, Iowa, get in the air on one of the grass circles at Christopher Columbus Park.



Larry Lindburg of Galva, Illinois, brought his Dave Cook Cheek-Cowl Barnstormer to the 2009 VSC.



Claus Maikis packed his Don Still Stuka for the trip from the Ulm area of Germany to southern Arizona. Claus is a master builder and flier.



This gaggle of fliers is, from left to right: Bob Brookins, Bob Whitney, Keith Trostle, Charlie Reeves, and Roy Trantham. You can always find some ready hands to help you with your needs in Tucson.



Glen Allison, originally from Missouri, and Jim Thomerson, originally from Illinois, take in the Tucson sun. Glen is now from the VSC area and Jim lives in Texas.



Jeff Reeves, his wife, and other friends traveled from Australia for the VSC, and continued their journey home via Europe and Asia. Jeff has a gorgeous Bob Palmer Thunderbird.



Shirley and Jack Sheeks bring fun and frivolity everywhere they go. They are friends to Stunt fliers the world over.



Stan Tyler brought his RSM kit rendition of Frank Adams' Adams' Special to find its soulmate in Allen Brickhaus's copy of Frank's stunter. Frank Adams lived and flew in the New Albany, Indiana, area. Byron Barker helped Allen bring the model to prominence after being hidden so long.



Bob Whitely paired a Double Star .54 Gold Head and Dick Mathis' Chizler to achieve a potent classic model.



Larry Renger always brings an interesting model to VSC. Here we have a Brodak Baby Clown powered by a Tee Dee .049 on pressure.



Bob Whitney recreated the Lloyd Curtis-designed International Stunt Winner. So look who showed up to sign the wing—Lloyd Curtis himself!



Joe Gilbert placed second to Bob Whitely in OTS by only a half of a point. He flew this ignition-powered ship.

This is my last regular column as your district representative. I've enjoyed the last four years and I'm sure John Paris will do a great job for the next two years. Please support him as he represents us on the PAMPA board.

I'm writing this the third week of September and the contest season is almost over. Next week will be St. Louis for me then I'll be done for the year and my thoughts turn toward building another Stunter or two. I do hope you all had a great summer of flying and competing. My electrics did very well and I'll be building a full-fuselage electric Stunter for next year. Also I'm planning on building another OTS electric plane for next year too!

I promised the Michigan groups that I'd attend the Michigan State Champs every other year while I was the district rep. This year was their turn. All of the pictures are from that contest. The Michigan Signal Seekers put on a great two-day contest with OTS, Classic, and Profile on Saturday and PAMPA classes on Sunday. The weather was near perfect and the contest ran very smoothly.

Thanks goes to Curt Nixon as the CD and Bob McDonald as the president of the Signal Seekers. The grass area was mowed down to a very smooth surface and drinks and lunch were available. There was a very good raffle which was held on Sunday. Thanks guys for a very enjoyable weekend. **SN**



Dennis Adamisin flew this electric-powered Swinger in Classic at MSC.



Wes Dick flies his original Classic plane.



Dennis's OTS entry had an unfortunate ending on Saturday.



Bob Branch concentrates during his flight.



Tom Polk's entry in Advanced. What's in the cockpit is super secret!



Rick Sawicki flies his electric Chief.



Part of the flightline on Sunday morning.



I didn't get the name of the owner of this electric profile Tudor Two.



Curt Nixon processes an entry using the 2009 rules.



The Cleveland group hard at work.



Dennis Adamisin flies his electric-powered Mythbuster.



Bob Bodde received second place in Intermediate.



Michael Paris in the overheads.



John Paris collected a lot of awards!



Tom Polk won Advanced.



Dennis Adamisin's Mythbuster.



Gary Tultz took second place in Advanced.

District VIII

By Don Hutchinson

Arkansas, Louisiana, New Mexico, Oklahoma, Texas

The deadline has crept up on me, so now is the time to get creative. In our last episode I asked for input from all you good folks in the district but alas, nothing has arrived at my doorstep so once again you get me! Please don't make me do this again next time!

Let's start out by going back to Minnesota in the forties. Remember, I warned you about this! On a recent visit to Minnesota, Flora and I had an opportunity to meet up with eight of the old Piston Pushers club members and their wives at a nice friendly corner

tavern. Much good conversation about the good old days, some photo books to look at, and the big story is I may have a chance to obtain some rare Aero Spark coils and a low time Orwick 64 from a batch purchased in 1947.

The Piston Pushers was a group of teenagers who just kind of came together flying at local schoolyards so they formed a "club" and went on to become some of the best Control Line fliers in the state. Entry was by invitation, so being asked to join was quite an honor. We travelled to many contests with great

results including several Nats and Plymouth Internats. A few are still doing some modeling but not Stunt. The demise of the club came in 1951 when the Minnesota Air National Guard was called up to active duty and almost all of us were in that organization. After going back to civilian life, it was marriages and careers, although some of us continued to build and fly Stunt, but now at this point I am the last one.

Back to today and another club, the Dallas Model Aircraft Association. This

one is not just a local metroplex group; we have approximately 50 members with about 12 of these from other states. We hold a number of competition events each year at the Garland flying site and welcome everyone to come on out and fly with us.

The big advantage to being a member is you get the DMAA newsletter! This alone makes joining worthwhile as you are kept up to date on district happenings, you get to see David Russum's fabulous photography, plus you get the great humor of the Dale and Linda Gleason writing team. Well worth it at twice the price!

DMAA also sponsors the coveted District VIII perpetual trophy, awarded to the flier who garners the highest point

total for the year competing in contests held in the district flying the full AMA Stunt pattern. The trophy has been won in the past by pilots in all three of the skill classes so anyone can be a contender.

Just hit a lot of contests and you too can be in the running for this honor. As I write this, there are two meets left to determine this year's champion, a close race between Joe Bowman and Dale Gleason, then, it starts over again for 2010 at the annual Baton Rouge contest.

Sorry this is a rather short column (reread the first paragraph), but I am somewhat out of great pearls of wisdom to supercharge your Stunt career. To atone for the brevity, I will give you a

film to watch. Go to www.grayeagles.org and play the video trailer. This is one of the best clips of the Mustang I have ever seen. Beautiful aerial photography and a heartwarming story.

You will find Dee Rice's great photo coverage of the DMAA Charles Ash contest, held over the Labor Day weekend at our Garland flying site, at <http://bit.ly/Li6eq>.

His coverage is *very* nice and I can't put all those pictures in the column. On the other hand, if you are reading this off the web, it should be as easy as a 39 point square eight! With that, I will end this with a plea for some other good inputs for the next column. I need all your help to make me look good! *SN*

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

District IX

By Carl Shoup

Hello. I did not receive anything from District IX members that had anything about Control Line Stunt, although I did receive a lot of

joke e-mails.

I called District IX members and asked them to send me something but that did not work.

This is your column, so please send photos, news of your contests, your new airplanes, your new dog, or anything about Control Line Stunt. *SN*

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District X

By Dave Fitzgerald

Arizona, California, Guam,
Hawaii, Nevada, Utah

Well, as reported by Bob Hunt last issue, the US F2B team trials are over. There should be a more comprehensive report in this issue. I can say that Warren Tiaht has once again pulled off an excellent affair. The competition was very close for the 3rd team slot.

Bill Werwage and Orestes Hernandez pretty much had the first two spots locked up. Third place was up for grabs and there were 4 or 5 people who easily could have made the grade. In the end, Derek Barry just edged out Brett Buck by .04 point out of 2,200. Brett will be the first alternate, and our president, Bill Rich, will be the second alternate.

In other news, I just got back from a weekend in Edmonton, Canada. At the Nats, Bruce Perry invited me for a weekend of CLPA. I was able to get time off after a work trip and arrived on a Friday afternoon, so we had most of Saturday to fly.

Our emphasis for the weekend was flying and trimming, but mostly on how to learn to be a good coach. Behind every good flier, there is a good coach. We started talking about what it takes to be a good coach. It is a completely different approach than judging. Having a background as a good judge helps, but a coach has to be much more knowledgeable.

First, the coach has to know the rules and the judging guide cold. Entry and exit points of the maneuvers, one has to know the basics, bottoms, size, shapes, and intersections. Then, the coach has to watch for aircraft trim that is difficult to see from the middle of the circle. Are the wings level, is the tip weight right, is the plane yawing in the corners, lap times, lap times inverted—and know what to do to fix all of the above. Is the flier's stance good for the maneuver, is the reason the squares aren't square because you tilt your head in the maneuver?

Handle adjustment: are the insides consistently larger than outsides? Maybe you need to slightly adjust your handle neutral. Are the corners overcontrolled? There might be too much overhang on the handle, or too little. Maybe you need to open up the handle spacing. I've been fortunate to have great coaches all these years and I'm convinced that a large part of my success is due to my buddies'

willingness to be brutally honest when it comes to flying and improving my patterns; hence, our coach training sessions in Edmonton.

We started by watching Bruce fly a couple of patterns. We took apart his pattern much as we would in a judge training session. After discussing each maneuver, we also discussed how to fix problems that we observed, and more importantly how to communicate this effectively to the pilot.

You also have to emphasize when you see a good maneuver, or let the pilot know if a change he has made recently is working, how to fix a problem, and possible solutions. This is the difference between a good coach and an outstanding coach.

Then we took on several more victims. It just happened that Allen Goff has relatives in a nearby town, and he was in the area for this weekend. Allen was able to put up a couple of flights and help out in addition to learning a couple of new things about density altitude himself. (You'll have to ask him about it.)

We also talked about information overload. Don't micromanage the critique. If there are major items to work on, work on the big stuff before trying to fix the little things. If there are big trim concerns, you may have to fix the plane before any meaningful critique can take place. As an example, we had a plane that would not corner, at all. We ended up taking the hinge line tape off and resealing the controls so they didn't stick or restrict the amount of movement. Wow, now the controls were free enough to get a really nice corner. Ah, now we can begin.

We had a leisurely lunch when the wind came up a bit and then retired to Bruce's basement workshop for some basic work on planes. Then we went out for an expanded evening session with the attendees coaching each other. Major progress was made. Once you have learned the basic techniques to be a good coach, it is a continuous improvement process. The better you get at coaching, the better flying you get, the better coach you can be.

Unfortunately, Sunday turned out to be gale force winds all day. We ended up having a morning discussion about what it takes to prepare for and win a world

championship. Then we talked about the steps it takes to develop a power train and arrive at an engine setup you like. Once you have the basic setup, then you can play with it just to see what it can do. If a change doesn't work, change it back. Don't be afraid to experiment.

Bruce attempted to video the session but we're not sure if the sound came out. If it didn't, well, you get 3 hours of me waving my hands around. If it did, e-mail or talk to Bruce about maybe getting a copy.

All in all, it was an outstanding weekend. Oh, Bruce's mom made chocolate chip cookies for everyone and Alana kept us supplied with snacks. Their boys provided the comic entertainment at ages 2 and 3. I will work for food. I expect we will see a marked improvement in flying to the north. Several people promised to attend the Nats next year. It's very possible they'll be taking home some Yankee hardware.

Changing the subject, I got a very nice note from David Chang:

"Ok, first of all, I did not build this plane. This plane was purchased from Rick Campbell about a month ago. Actually Rick wrote an article in the last *SN* page 92 about his plane called Euro Style.

"Anyhow, I bought the plane thinking that it might be a good test bed for my 2-port PA 75. This plane originally had a Retro 60 to PA 60 pipe. It has a MonoKoted wing and tail with glass fuse. The plane was entirely white.

"After hours of looking at this plane, I decided to do major surgery and perform an open heart. I removed all coverings, the euro-style canopy and the RC landing gear with Mejzlik carbon pants.

"I then rebuilt the ship with a carbon Kevlar curve type gear with my own ABS pants and made a big balsa mold to vacuum form a one piece ABS cowl. Then I made a new cockpit to look like the Chinese plane by Han used to win the 1994 WC. The paint scheme has the influence of the Skywriter by Zhang.

"The next step was to retro fit a PA 75 with a muffler. I cut some of the top nose section off for the 4-40 blind nuts, re-glassed the front section of the nose and made a compartment for the tank.

"Now the next step is to cover the plane with UltraCote; nothing but plastic. This is by far the most labor intensive part of the finishing. I had to twist my body here and there just to get in places. I hate finishing a one piece plane. All my planes that I build are all take apart. Some have one wing and some have two halves plus the tail and rudder.



Here's David Chang's model prior to finishing.

"Anyhow, the entire retro fitting and finishing took exactly two weeks with 5 hours spent on the project every weekday and 24 hours invested on the weekends. My family was away for 3 weeks to see grandparents so I was able to pull this off quickly. I am thinking maybe they should go see grandparents more often ...

"I am from District I with Dave Cook. I started flying Stunt when I came to MA 12 years ago. Never looked back and simply love it.

"PA 75 performs extremely well, so well that I got the same one that you



have now, which is a 5 port version. Well, this can only mean more building. I have my next plane on the drawing board waiting for Bob Hunt to cut foam wings and components for me. When I am done I'll share with you what new monster I will have created."



Dave with the new plane.

Also, from the Barton household, we have a future new modeler. Here is a note from Forest Barton:

"Daniel Edwin Barton: Born 8:55am on 9-16-09 ... our anniversary by the way. He was 8 pounds, 4 ounces and 19.5 inches long and about a week earlier arriving than the original 9-21 due date. I was 8 pounds, 4 ounces and 19.75 inches long and also about a week early; must be working from the same mold.

"Everyone is doing fine; we have been home from the hospital for a few days now and are working on getting into a routine. Shannon is now off for the next 4 months from work. And I am still off for another 30 days. So we will both be around to enjoy him.

"We have most of the phones in the house shut off to keep it quiet. If you are trying to get a hold of us best bet is e-mail since it will

Left and below: David's model looks good from any angle.



come to my iPhone, or you call us on our cell phones. Thanks for all the well wishes we have gotten so far and we look forward to seeing you all out and about with Daniel.

"Forrest and Shannon ... and of course Daniel."

I've gotten a couple of letters recently from district members. Here is another one from Joel Chesler:

"I have enclosed a photo that I hope you can use in *Stunt News*. I call it East meets West. The picture is of Crist Rigotti (District VII VP) and his wife, Jan. Crist and Jan are on the right side, Diane and myself are on the left. Let me explain the circumstances surrounding this photo.

"Last month Diane and I took a 5,000-mile road trip to Iowa to see some of her relatives. While there, I contacted Crist, who was kind enough to invite me to his lovely home and join him at the local flying field. I was fortunate enough to fly two of his electric models that day, a profile as well as a full fuselage Stunter.

"The next evening we all got together for a very pleasant dinner and even discussed things besides model airplanes. We really appreciate the Rigottis' hospitality to fellow PAMPA members from the West."



East meets West: L to R, Diane Chesler, Joel Chesler, Crist Rigotti, and Jan Rigotti.



Here's Jerry Silver with his immaculate Caprice at Tucson. Rickii Pyatt photo.



Rene, it's time for a new OTS plane already!



Brilliant morning fog enveloped the Southwest Regionals earlier this year.



Appearance judging lineup.



Brett Buck caught in the act of judging.



Brett Buck performs the ritual "morning burp" routine on his original-design Infinity.



Michael Duffy with Bob Whitely assisting.



Perennial favorite and past Champion, Keith Trostle meticulously prepares his Bearcat. Bob Whitely prepares to launch.



Bob Whitely, Keith Trostle, Jim Hoffman.



Here are John Wright, LeRoy Black, and Jim Hoffman.

And lastly, I mentioned a few health problems our members had in my last column. Unfortunately, we are getting older as a group in this sport and the trend is continuing.

Jim Tichy just had major surgery for lung cancer. The doctors removed a good portion of one of his lungs. Jim has never smoked, so he is one of the statistical lucky ones that got it anyway. The doctors said that in its early stage, where Jim is, there is a very good chance for a complete recovery.

Well, Jim is not that easy. The operation went well, but several days afterwards he had to go back into the hospital, and they opened him up again for some complications and a further stay of about 2 weeks. Jim is doing fine now, but if you get a chance, send him an e-mail or call and chat about his next projects. Jim is never shy about talking.

Also, by the time you read this, Golden State will be done, and the Barton Sportsman of the Year will have been awarded to Arlie Preszler.

Many of you may remember, he is largely responsible for our current Nats format as a CD, and he also provided the Nats Concours award trophy for many years. Arlie was inducted into the PAMPA HOF a couple of years ago, and now we will be awarding him the Barton Award.

Arlie is not doing too well these days, so if you have some time, as with Jim, give him a call or send an E-mail to say hello and thanks for all that he has done. We will be doing a formal presentation at his house on October 25th. SN

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Since the last *SN*, there have been three contests in the Northwest. The turnout has been a bit spotty, but all have been well run and competitive. The first was the Western Canadian Stunt Championships held in Richmond, BC. Being across the border and with new identification requirements, the first thing everyone wants to discuss is "How long did you wait in line at the border?" The answer is five minutes going into Canada and an hour getting back into the US.

Just to show you how insecure this process is, they even let Dan Rutherford back into the US with a passport that has been expired for two years and the Canadians didn't even notice. I guess Dan didn't give them his opinions on the Canadian healthcare system.

As usual, the contest ran well with Joan Cox keeping everyone in line while she ran the scoring table and fed everyone at her house Saturday night. Luckily, this year the contest used AMA Stunt rules after a couple years using the FAI version.

Having that extra minute of flight time came in handy for many. Profile Stunt had Dane Covey in first with Keith Varley and Steve Helmick close behind. Classic Stunt had Don McClave in first with Bruce Hunt and Alan Resinger in second and third, respectively.

After a pleasant dinner Saturday at the Coxes', we were all treated with a grand display of lightning and thunderstorms while the setting sun lit the scene from the West.

Sunday's PA competition took place under overcast skies with a light wind that made for excellent flying conditions. Dane Covey continued his efforts with a first-place finish in Intermediate, while Steve Helmick and Pete Ferguson came in second and third. In Advanced it was an all-Canadian show, with Keith Varley taking first and Mike Conner and Joe Yau second and third. In Expert Chris Cox showed everyone how it should be done to take first place, with Alan Resinger and Bruce Hunt taking second and third.

The next contest took place the third weekend of August. The Blue Sky Stunt Classic, in its first year as a replacement for the McMinnville contest, was held in

Eugene, Oregon at the site of the Northwest Regionals contest next to the Eugene Airport. It turned out that both days would be challenges as a result of the 10 to 15 mph wind that blew across the field.

Before the contest there was discussion as to what the contest should be named. After the contest, many agreed with John Thompson, the Contest Director, that it would be more aptly named the "Blew Sky Stunt Classic."

Some of the highlights included Scott Riese taking first place in Old Time and Classic; Greg Hart taking firsts in Sportsman Profile and Advanced.

Three new fliers in Beginner came out: Robert Ladd from Milwaukie, Oregon; John Witt from Edmonds, Washington; and Bill Heher from Orlando, Florida. John Witt flew his electric-powered Cougar in wind that challenged some of the gas-powered models.

But of most significance for all of you who didn't show up, Mike Hazel provided a barbecued boneless rib lunch on Saturday that was worth the price of admission and followed up with a fried chicken lunch on Sunday. At least everyone was full enough that they didn't blow away at any time.

The next to the last contest of the season was held for the second year at Chehalis, Washington. This was a nice two-day contest with almost perfect conditions. At bit warm for the Northwest on Saturday, the temperature reached 90° but cooled off to the low 80s on Sunday.

Of particular note was the Old Time entry of eight pilots, including past regulars Bob Emmett and Bob Parker, both flying for the first time this year. Mike Haverly took first in Old Time with Keith Varley and Dane Covey second and third.

Classic was won by Bruce Hunt, with Pete Peterson and Mike Haverly taking second and third. Dan Rutherford brought out his new Wimpact, with its sweet motor run, to win Profile, while John Thompson, flying the twin Ringmaster, took second and Keith Varley took third.

In Beginner, John Witt, flying his electric Cougar in his second contest,

took first, while newcomers Jack Mullinix and Doug Oertli took second and third. In Intermediate, Steve Helmick continued his string of successes with a first, while Pete Ferguson and Dane Covey took second and third.

Advanced saw Jeff Rein, the Northwest's leading Combat flier, take first, with Keith Varley and Rick Cochrun taking second and third. In Expert, Paul Walker continued his dominance using his electric-powered All American Eagle, while Howard Rush took second and Bruce Hunt took third.

As always, you can get an excellent report on everything going on in the Northwest by checking out the news on the Web site: <http://flyinglines.org>. *SN*

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bhunt@swbell.net



Here's the flightline at the Western Canadian Stunt Championships. I finally realized this year that if you fill up your model with the wheels in a hole, you'll under-run your flight.



Alan Resinger's Tucker Special parked on the Classic flightline at the Western Canadian Stunt Championships.



Chris Cox warms up his Saturn before his winning flight in Expert. There's nothing like a great-flying plane, an expert pilot, and home-field advantage.



Joe Yau flies his Saturn, a Chris Cox hand-me-down, in Advanced PA.



Dane Covey returns to the pit with his Classic entry Smoothie. Dane has been a regular competitor in Classic and Intermediate PA, and places regularly.



Above: Pete Ferguson with his Vector 40 has been a regular in Intermediate competition this year, placing well and showing improvement at every contest.



Pete Peterson's, "No, that is *not* MonoKote," dope-finished Jamison Special at Chehalis, WA.

Below: Don McClave readies his Tucker Special for a Classic flight with Dan Rutherford holding.



Above: Don McClave demonstrates how you fly inverted—no small feat on the Richmond circle, where the north side of the paved circle is a full meter lower than the south side.



John Witt brought out his electric-powered Panther to the Blue Sky contest in Eugene. John is new to NW Beginner competition but brings a lot of expertise from flying electric RC.



John Witt's Panther taking on the wind at the Blue Sky contest, which was more of a *Blew Sky* contest.



Scott Riese's latest Old Time Stunt entry, a deBolt Stuntwagon. The bright colors make it stand out in flight. Scott took First in Old Time and Classic at the Blue Sky contest.



Rick Cochrun's four-stroke-powered Impact makes an inverted pass at the Eugene, OR, Blue Sky Contest.



Bob Emmett's newest Barnstormer made its first contest appearance at Chehalis, WA. Making a comeback from some serious medical procedures, Bob, always the competitor, flew a very respectable Old Time pattern.



It's back! Dan Rutherford built a new Wimpact to replace the one lost at the Stunt-a-thon. This version sports a highly polished aluminum pipe on its O.S. 25 FP. The combination was good enough for first place in Profile Stunt.



Jack Mullinix, at his first contest in Beginner, checks out some of the other models at the RF Stevenson Raider Roundup at Chehalis, WA.



Doug Oertli starts his Ringmaster in preparation for his first flight in Beginner at Chehalis, WA. Doug is one of seven or eight new Beginners at contests this season.



Another Dan Rutherford creation, an "all MonoKote/UltraCote" finish. If you need to know, Dan has the secret for making sure all the edges stay down tight.



Keith Varley's deBolt Stuntwagon flies against the blue sky during his second-place flight in Old Time at Chehalis, WA.

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Control Line Precision Aerobatics Hall of Fame

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

2010 Call for Nominations

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

Eligibility: Any individual, regardless of membership in PAMPA, AMA or any other affiliated model aviation organization, may be nominated for consideration for the Control Line Precision Aerobatics 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 (3) consecutive years prior to nomination; they *may* have competed in "Classic" or "Old Time" at their country's National Championships; they *may* have competed at the Vintage Stunt Championships. Individual shall not have been a PAMPA elected officer for a period of three (3) years prior to nomination.

Nomination: Nominations shall be open only during odd numbered years (with the exception of 2009-2010).

Procedure: Two PAMPA members in good standing (not from the same family) must nominate an individual or individuals. Nominators must request a Nomination Packet from the committee 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 January 31, 2010. Biographies of nominees will be published in *Stunt News* in the March/April or May/June issue.

Voting: The eligible voters will be listed in *Stunt News*. The eligible voters will then send their vote to the committee chairman via US mail or e-mail. A simple majority of votes is necessary for a nominee to be elected to the CLPA Hall of Fame.

Inductees: Will be announced in *Stunt News*.

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

Committee: Wynn Paul, Chair; Bob Hunt; Bill Werwage.
Send requests for a nomination packet to:

Wynn Paul, Chairman
CLPA Hall of Fame Committee
3332 Carriage Ln.
Lexington KY 40517.
Tel: (859) 271-3394 (home)
E-mail: winnie3435@insightbb.com

Contest Reports

2010 National Aeromodeling Championships Control Line Precision Aerobatics

July 12 - 17, 2010

The 2010 CLPA Nats will be held from Monday July 12 through Saturday, July 17. The scheduling and format is much the same as past Nats, with a few exceptions. Official flying for events 322 and 325 will start on Wednesday and the final flights will be on Saturday.

The site is available prior to the official start on Friday, July 9. Please note that the grass circles as well as the "L" pad will not be accessible prior to Friday due to the large RC Scale Aerobatics portion of the Nats.

Come a few days early and get prepared on site.

Appearance Judging

The 180 Building will be used for the appearance judging and pilots' meeting. The process that was used in 2009 worked so well, it will be followed once again.

Please bring your plane flight ready. It will be weighed and then moved to appearance judging on the floor of the gym.

Please note that access to the gym floor will be restricted to several "officials" who will place it on the floor and do the appearance judging.

Please note that all Junior and Senior pilots will need to have their plane there ready for appearance judging on Sunday also.

After the pilots' meeting, and after the judges have assigned scores, you will be allowed entry to the gym for your review of the planes for your selection for the Concours award.

Competition

As soon as you arrive on the Nats site, please check in at Nats Headquarters to get your badge. If you don't have a badge, you will not be allowed to fly. Please take care of this early. I will be checking at the pilots meeting as well as the flying field.

Beginner and Intermediate will be flown on the grass circles on Monday. Old Time and Classic will be flown on Tuesday on the same grass circles. Be sure to register at Nats Headquarters prior to event entry on site.

In the same manner that happened in 2008 and 2009, flight circle assignment for the Advanced finals and Open semi-finals will be done at the field at the completion of flying on Thursday.

Please remain at the field for this draw unless you want someone else drawing for

Monday, July 12

7:00 a.m.	Control Line Precision Aerobatics Practice	L-Pad, Grass Circles
8:00 a.m.	Beginner & Intermediate Stunt Registration*	Grass Circles
8:30 a.m.	Beginner & Intermediate Stunt Pilots Meeting*	Grass Circles
9:00 a.m.	Beginner & Intermediate Stunt Event*	Grass Circles
11:00 noon	Old Time and Classic Stunt Registration*	Grass Circles
12:00 noon	Jr/Sr/Open/Advanced entries close	Nats HQ
2:30 p.m.	Open/Advanced Models Presented for Appearance Judging	180 Building
3:00 p.m.	Pilots meeting	180 Building
4:30 p.m.	Concours Voting	180 Building

Tuesday, July 13

7:00 a.m.	Control Line Precision Aerobatics Practice	L-Pad, Grass Circles
8:00 a.m.	Old Time & Classic Stunt Events Pilots' Mtg*	Grass Circles
8:30 a.m.	Old Time & Classic Stunt Events*	Grass Circles
7:00 a.m.	Judges Seminar Phase (Flight)	L-Pad Circle 4
6:00 p.m.	Judges Seminar Review (Rules review)	TBD

Wednesday, July 14

7:00 a.m.	Control Line Precision Aerobatics Practice	L-Pad, Grass Circles
8:00 a.m.	Open/Advanced Qualifications Rounds 1 & 2	L-Pad

Thursday, July 15

7:00 a.m.	Control Line Precision Aerobatics Practice	L-Pad, Grass Circles
8:00 a.m.	Open/Advanced Qualifications Rounds 3 & 4	L-Pad

Friday, July 16

7:00 a.m.	Control Line Precision Aerobatics Practice	L-Pad, Grass Circles
8:00 a.m.	Open Top 20	L-Pad
8:00 a.m.	Advanced Finals	L-Pad

Saturday, July 17

7:00 a.m.	Control Line Precision Aerobatics Practice	L-Pad, Grass Circle
7:30 a.m.	Jr/Sr processing and Appearance Judging	L-Pad
8:00 a.m.	Jr/Sr Finals	L-Pad
8:00 a.m.	Open Finals	L-Pad
12:00 noon.	Walker Cup Fly-off	Circle of choice L-Pad
6:00 p.m.	PAMPA Reception	Circle of choice
7:00 p.m.	PAMPA Banquet	Location TBD Location TBD

*Unofficial Events

If you are flying only unofficial events, you still must register with Nats Headquarters and pay a small site-use fee.

you. You will then draw for flight order as well.

After the completion of flying on Friday, the top five will go through the same process of drawing their flight order for the finals. Again, after the Open finals are complete, the flight order for the Walker Cup fly-off will be drawn.

The PAMPA meeting will be in the AMA Headquarters meeting room. It will occur either on Tuesday or Wednesday evening. Please see the score board on site for that information.

The Banquet location is a TDB at this time. It will be held on Saturday evening. The reason that it is a TBD is that the AMA National Model Aviation Museum now has the capability to hold as many as 100 people for banquets.

There are still some issues to be worked out with caterers. That information will be posted to the PAMPA Web site as soon as available, and will also be printed in *Stunt News*.

As in the past, rooms have been blocked by the AMA for the Nats. They have agreements with many, so if you don't like one, check with another and ask for the AMA rate.

Both the Signature Inn and Lee's Inn have good rates, and do give the AMA rate, for the blocked rooms, so reserve early. If you have questions, you can e-mail me at go_stunt@comcast.net.

See the schedule on the previous page.

—Paul Walker

PHILLY FLYERS STUNT CONTEST RESULTS

7-26-09 (See the report and photos in Patrick Rowan's District III column on page 77.)

PA Expert:

1st Mike Palko
2nd Dan Banjock
3rd John Saunders

PA Intermediate

1st Shawn Cook
2nd Rob Roberts
3rd Ken Cook

Old Time Stunt Beginner/ Intermediate (One entry)

1st Alan Buck

PA Advanced

1st Bill Richards
2nd Price Reese
3rd Tim Stagg

PA Beginner

1st Walt Gifford
2nd Ryan Barry
3rd Jack Rosemyre

OTS Advanced./Expert

1st John Saunders
2nd Tom Hampshire
3rd Jack Weston

2009 PAMPA Election Results (for 2010-2011 term)

Your new officers and directors are:

Office/Agenda Votes President

Bill Rich * 242
Rich Peabody 1
Mickey Mouse 1

Secretary-Treasurer
Dave Gardner* 242

Membership Chairman
Noel Drindak 240

District 1 Director
Will Moore 10

District 3 Director
Pat Rowan* 17

District 5 Director
Eric Viglione 26

District 7 Director
John Paris 21

District 9 Director
Carl Shoup 10

District 11 Director
Bruce Hunt 15

Bylaw Changes
Article IV-Trustees - YES 230
NO 16
Article VII-Duties of EC - YES 245
NO 1

* Incumbent

Note that all the numbers don't add up to the total of 246 ballots. Some didn't vote for all the officers, but ALL voted on the bylaws changes!

The Bylaws changes have been approved by a majority!

Meet 'n Meat XI

Strictly Stunt & BBQ Fall "Classic"
September 26-27, 2009

Mavis Henson Field, Woodland, CA

On Saturday we looked to the past
 Ringmasters and Noblers that last.
 In Classic was Paul
 but Bob Duncan stood tall.
 In Old Time his victory was cast.

In Beginner there were only four,
 next to zero noticeably more.
 Mama Nature then teaches
 to glue back Dick's pieces,
 But Tarbell had the much higher score.

Intermediate went to the taker
 of the design Ted Fancher was maker.
 Though Fred Staley was best
 and he puffed out his chest,
 the event went to family Baker.

In addition, one of the flyers
 had problems with one of his wires.
 His pushrod slipped off.
 Clenched lines held aloft
 his plane... lucky dude, Dick Myers.

Out of retirement came Peter Deane
 with his Saturn forever not seen.
 Despite Clint's Mustang
 and Bob's mills that both sang,
 their hopes went down the latrine.

The weather it was a bit hot,
 time to get off the proverbial pot.
 Though Granderson was late,
 he was put on the slate
 and my chances at 2nd were shot.

Fitzgerald at the Hurl took a lump.
 His throws left him sprawled on his rump.
 But it really don't matter
 that his ego got flatter'
 'cause he is after all the World Chump!

In flight there are great loads.
 Just ask Utah's Jim Rhoades.
 Though it was built by pros,
 it lost it's whole nose
 and I don't know what the hell to put here
 that rhymes with Rhoades other than toads
 or commodes and that sure don't make any sense
 ...or does it?
 -Uncle Jimby

Robert Harness 165 feet

Beginner Judges: Bob Duncan & Jim Goss

1	Gordon Tarbell	227.00	Primary Force	KB40
2	Walt Ghio	218.50	Cardinal	OS40LA
3	Dick Walbridge	182.50	Cardinal ARF	Brodak 40
4	Bruce Fraser	172.50	SkyRay	OS20FP

Intermediate Judges: Larry Fernandez & Clint Ormosen

1	Fred Staley	445.50	Imitation	??46
2	Brian Baker	439.50	Tony	OS40FP
3	Jeremy Baker	427.50	P-40 ARF	OS46LA
4	Douglas Barton	422.50	Tomster	OS35FP
5	Norman Gayer	415.00	Tutor II	Magnum 52
6	Dick Myers	400.00	Fanchee	OS40LA
7	Howard Yamagata	399.00	Vector40 ARF	PA40Lite

Advanced Judges: Ted Fancher & Dave Fitzgerald

1	Peter Deane	489.50	Saturn	AeroTiger 36
2	Clint Ormosen	476.50	Sig Mustang	Brodak 40
3	Bob Duncan	475.50	Imitation Twin	2 OS25LA's
4	Richard Walbridge, Jr.	472.00	Spitfire	RO-Jett 76
5	Dan Gomez	467.50	Imiitaion Plus	PA40 Lite
6	Brian Moore	465.00	Twister	???40
7	Erik Rogers	461.00	Diva	ROJett61
8	Mark Wasnick	452.00	Wazzi	PA65
9	Carter Fickes	449.50	FDSR Critical	ST51
10	Michael Scholtes	446.50	Vector	OS46LA
11	Larry Wong	443.00	P-40 ARF	Axi 28261o
12	Jerry Arana	419.00	Trivial Legacy	Jett 50
13	David Hueseman	391.50	Modified Oriental	OS40LA

Expert Judges: Richard Walbridge, Jr. & Kevin Ferrell

1	David Fitzgerald	575.00	Thunder Gazer	PA75
2	Phil Granderson	565.00	Skinny Diva	OS40VF
3	Jim Aron	555.50	Systrema	PA65
4	Larry Fernandez	523.00	Crusader	Jett 51
5	Robert Harness	516.00	SVKatana22ish	PA65
6	Dave Shirley, Jr.	511.00	2nd Attempt	ROJett61
7	Jim Rhoades	507.00	Classic Acrobat	Retro60

Classic Judges: Larry Fernandez & Richard Walbridge, Jr.

1	Paul Pomposo	498.50	Coyote	Aero Tiger 36
2	Jim Rhoades	497.00	Humongous	Magnum36XLS
3	Dave Shirley, Jr.	490.50	Suarez F-4	OS46LA
4	Carter Fickes	484.00	USA-1	OS46LA
5	Bob Duncan	480.00	Tucker Special	Magnum 36
6	Clint Ormosen	474.00	Playboy	SmithFP40
7	Fred Staley	457.00	Nobler	??40
8	Michael Scholtes	445.50	Smoothie	OS46LA
9	Jim Goss	268.00	Jamison	Electric

Old Time Judges: Doug Barton & Brett Buck

1	Bob Duncan	285.00	Jamison	Magnum 32
2	Jim Goss	278.00	Jamison	Electric
3	Jim Rhoades	275.50	Humongous	Magnum36XLS
4	Paul Pomposo	250.75	Ringmaster	OS20FP
5	Michael Scholtes	236.75	Smoothie	OS46LA
6	Kim Mortimore	233.75	Smoothie	OS40LA
7	David Hueseman	216.50	All American Sr.	Fox 35

fox 15 Hury

The Appearance Point

► By Don Herdman

This design dates back to 1967, just two years after I got back into Control Line flying. It was in the fall of 1967, and at that time I was working in a company as a draftsman on Long Island, NY. I started reviewing different designs in semiscale models, and I decided on the P-47.

This idea came from the Profile Publications series of books. The wide gear spacing and the bottle shaped fuselage interested me. So I went to work on freehand sketches of the model, and after a few days, came up with the full-size drawings of the P-47. The design looked excellent on paper.

The wing design features an enlarged Nobler airfoil, with a longer and wider fuselage. I originally planned to power this plane with a Fox 40, and that is what is drawn on the original plans. Of course the design never got built, and the drawing was rolled up and stored away in a tube.

This design would have never been built if it weren't for my grandson, Matt

Colan. During one of our winter-weekend building sessions, of which we have quite a few, Matt found the plans rolled up in a tube and tucked away above a drop ceiling. He talked me into building the 41-year old design.

The design, by the year is Classic legal, but to verify it, I called Robin Sizemore in Arizona for verification of the plans. I e-mailed a copy of the plans to him, which he studied and then e-mailed me back saying they were Classic legal.

This model was designed for a .40-size motor. Back in the 60s, there wasn't a very big selection of stunt .40s to choose from. Today we have a wide choice of power plants so I decided to use a stock, right out of the box, O.S. 46LA-S rear needle valve motor. Of course I broke it in, with an 11-5 prop with about an hour and half run time on it. Wood selection was always an issue as well. I would go to the hobby shop and pick the lightest balsa whenever possible.

Now we come up to the winter of 2008, where I finally started construction of the model. I started construction by building the wing. The wing ribs were made from C-grain balsa. The wing planking was $\frac{3}{32}$ -inch contest balsa. The $\frac{3}{32}$ is not that much heavier than the normal $\frac{1}{16}$ used for wing construction on a model of this size, and it prevents sag between the ribs.

If you're not good at building ribbed wings, a foam wing would be a good choice. So, somewhere in my building future, I would like to build another model with a foam wing, and a four-stroke engine up front. The design would have to be modified to accommodate the four-stroke by designing a shorter nose and a wider fuselage, thus making the design no longer Classic legal, but that would be my second version: the Thunderbolt II!

I finished the plane in the summer of 2009, a week before the N.E.S.T contest for the Mass Cup, which was held on September 5th and 6th in Wrentham,

Specifications:

Model Name: P-47

Thunderbolt

Designer: Don Herdman

Construction type: Balsa and plywood, with built-up wing and flaps

Wingspan: 54 inches

Length: 38 $\frac{1}{4}$ inches

Moment arms (Measured from the front of the wing to the back of the spinner and from hinge line to hinge line): Nose: 9 $\frac{3}{4}$ inches; Tail: 15 inches

Weight dry: 53 ounces

Power package: O.S. 46 LA-S with a 5 $\frac{1}{2}$ ounce tank

Propeller: 12-5 Zinger

Finish: Brodak dope over Silkspan

Line length: .015 cables x 62.5 feet from handle to center of plane



Don Herdman's P-47 Thunderbolt



Massachusetts. After only six flights on it, my grandson and I went to the contest.

On Saturday morning, my grandson and I flew a few practice flights, before the official flights started. I was very well pleased with the plane, as it flew well with very little trimming required. The Classic event had combined classes, and guess what? My grandson pulled out ahead of me with a 28-point lead, so now the student has become the teacher. But it's great! **SN**

A new crop of contenders...



Doug Moon has been steadily improving his flying skills and he has a great airplane with which to display them. He placed 3rd at the 2009 Nats and 6th at the 2009 Team Selections.



Another up and comer is Kenny Stevens. He improved from his 8th place Nats finish to garner 6th at the Team Trials. Do we see a trend here? Note the little "wing" atop his SV-22.



Matt Neumann circulates in inverted flight at the Team Trials where he finished 11th. He had a pretty good summer, however, as he placed 4th at the Nats flying his original-design Stuka.