

STUNT



NEWS

PRECISION AEROBATICS MODEL PILOTS ASSOCIATION

Official News of Stunt September 1973 editor Wynn Paul

BOB GENE BILL

Bob Gieseke, Gene Schaffer, and Bill Werwage will represent the United States in the 1974 FAI World Championships for precision aerobatics.

Five time team member Bob Gieseke ('64, '66, '70, '72, '74) led the fifteen finalists all the way with scores of 861, 873 and 966. The pipe smoking, steady flyer flew three excellent patterns despite the windy conditions on Saturday; using last year's plane which is also an FAI veteran Bob showed his consistant abilities which have made his name a byword of stunt.

New Yorker Gene Schaffer finally made the FAI team after trying for so many years. With his tight flying New York style, he had the highest single flight with a 996.0. "I'll probably be flying all the way home," exclaimed Gene when asked how he felt about his feat.

Two time World Champion Bill Werwage finished third in a tight four way battle for the 2nd and 3rd spots on the team. This is his third straight team berth. (Maybe Bob and Bill should just leave some planes over there to eliminate cartage). Bill was flying his year old (or is it two years old) "USA-1" with ST 46 power. If he can just learn how to put on cowls, he will be in good shape.

Texan Al Rabe had to settle for fourth place again as he scored 1791.33 to Bill's 1804.66. Very close. A disappointment but, "Wait until next year."

Fast rising Les McDonald finished in fifth place but was in contention for third until Gene's last flight. This finish coupled with his third place in the Nationals made for a good year. Its just those 1800 mile drives from Miami to Oshkosh and St. Louis that kind of get to him. It was good to see Bob Gialdini back again.

Complete results:

1. Bob Gieseke	Dallas, Texas	861.00	873.00	966.00	1839.00
2. Gene Schaffer	Astoria, New York	832.33	824.00	996.00	1828.33
3. Bill Werwage	Berea, Ohio	797.33	861.66	943.00	1804.66
4. Al Rabe	Irving, Texas	762.0	857.0	934.33	1791.33
5. Les McDonald	Miami, Fla.	814.33	853.33	911.33	1767.66
6. Bob Gialdini	Mil., Wis	642.0	799.66	873.00	1672.66
7. Lew McFarland	Lexington, Ky.	734.33	777.33	878.00	1655.99
8. Dennis Adamisin	Taylor, Mich	699.66	736.33	869.00	1605.33
9. Jerry Pilgrim	Dallas, Texas	655.66	726.66	816.33	1542.99
10. Wynn Paul	Lexington, Ky.	650.00	681.66	803.00	1484.66
11. Dee Rice	Corpus Christi, Tex.	645.0	739.66	729.66	1469.32
12. Rolland McDonald	Detroit, Mich.	-	668.00	704.33	1372.33
13. Bob Whitely	L.A., Cal.	641.66	647.00	-	1288.66
14. Bob Swoboda	Chicago, Ill.	426.66	581.33	-	1007.99
15. Don Buffo	Chicago, Ill.	472.0	469.33	-	941.33

Precision Aerobatics Model Pilots Association

President: Keith Trostle 10900 Phillips Dr. Upper Marlboro, Md 20870
 Vice-Pres: Les McDonald PO Box 1561 So. Miami, Fla. 33143
 Sec.-Treas: Wynn Paul 1640 Maywick Drive Lexington, Ky. 40504
 Direct. at large: Gene Schaffer 32-15th St, Astoria, Ny. 11106
 Dir. at Large: Al Rabe 1904 Valley Oaks Irving, Texas 75060

Regional Representatives

- | | |
|------------------|--------------------------|
| 1. John Scott | 7. Art Adamisin |
| 2. Gene Schaffer | 8. Al Rabe - Bob Gieseke |
| 3. Jerry Soloman | 9. John Huston |
| 4. Larry Lauer | 10. Bart Klapinski |
| 5. Les McDonald | 11. Don Schultz |
| 6. Wynn Paul | |

Area Associate Representatives (by region)

- | | |
|---|---------------------------------|
| 1. Neal Thompson | 7. Jeff Welliver (Minn.) |
| 2. Bill Sinons (NJ) | 8. D. Rice (Texas) |
| 3. Mike Ditrich (PA) | 9. Louis Crane (Neb.) |
| 4. Bert Rogers | 10 Bob Whitely, St. James Davis |
| 5. Tom Dixon (GA) Dave Hemstrought (SC) | |
| 6. Mike Wagner (Ill.) | 11 need someone here |

(For addresses of representatives see next issue of newsletter, until then, write one of the officers for info.)

PAMPA meeting at the FAI tryouts - Saturday night.

Meeting had Trostle, Les McDonald, Paul, Rice, Whitely and McFarland in attendance. Very bad night for a meeting, since there was so much tension in the air over the top five places in the FAI's, which concerned Gieseke, Schaffer, Werwage, McDonald, Rabe; besides, it was late. It was generally agreed that Trostle and Paul should finish the Constitution and bylaws and present them to AIA so they could realize that PAMPA wishes to work with them. Also agreement that the next important item is to get a membership drive underway so when we say things to VP's, CLCB, and HQ it represents a majority of the stunt people.

General discussion on FAI program followed; points brought out: program is pretty much for specialty people, probably on 20 stunts really qualified or feel confident enough to attend; AIA should realize this; very unrealistic to imagine that could get 25 to 50 to show up; Nationals is different, since large entry is pared down to 18 qualifiers which allows some surprise finalists, whereas FAI is only to pick the three best and 10th or 15th place doesn't really seem so important; certainly something must be done on picking judges for FAI since no one know who judges were until about one week before contest; responsibility for picking judges left up to only one person, Doc Jackson, which is unreasonable; perhaps in the future a committee from PAMPA could work on the judges; Bob Gieseke's idea of letting anyone enter FAI who pays a \$50 entry fee (\$15 from previous year's team) was discussed - \$35 to go to AIA and \$15 for paying the judges - most contestants at FAI were in favor of this method since this would be much cheaper than running all over the country trying to qualify, would also keep entrants to those who probably felt they might have a chance.

Short discussion on problems of judging. Some specific opinions were expressed: judges should not look at scores of flights; some like 0 - 10, some like 10 - 40, some like FAI method, some don't (so what else is new?); one idea (Dee Rice) if judges are more than 20% apart flight should be re flown; there are no "guidelines for judging" or "how to train judges" or "qualifications for judging" or "Nationals Committee to pick judges" or List of Nationals and FAI judges. Pres. Trostle suggested that as soon as we get really organized we should attack this problem through a Judging Standards Committee.

Discussion on name for organization. 89% of paid up members favor PAPA (although Bob Gialdini liked "or whatever" that appeared on the application blank last month). Trostle and McFarland thought that it should be known that this is a modeling organization; after about 20 minutes of kicking around ideas we inserted "model" in the middle to get PAMPA. Its a mouthful but not any worse than National Miniature Pylon Racing Association, or American Association of University Professors.

Les McDonald brought out the need for a membership kit to show prospective members. He said there should be some explanation, an application form, and maybe a decal or patch if they join. Wynn Paul said that there will be an application form in each newsletter, and he will come up with an explanation sheet.

Meeting, cont.

Discussion of advertising was brought up by Lew McFarland. All agreed that PAMPA should accept advertising for newsletter. Initial rates to be \$5.00 for 1/8 page per issue; \$50 for 12 issues; classified ads for \$2.00 (one inch or six lines of typewriter).

Discussion on emblem for PAMPA. Wynn showed an idea of the three types of stunters in a triangle. Will submit to Schaffer et al for further mods. Bob Whitely said that he could get a friend of his to work on a patch. Bernie Ash had another design which would be a good emblem for FAI patch. He will work on a decal for PAMPA.

President Trostle again stressed the importance of working with AMA in our efforts to better the event. All agreed. Paul stated, "The way to change rules and help the event is through VP's and CLCB; griping to Worth and Clemens doesn't really get anything done". Trostle urged that representatives keep in touch with their CLCB and VP's so stunt interests could be served. Meeting adjourned.

Paid up members in PAMPA as of Sept

Keith Trostle (\$10)	Dick Williams	Bob Craven
Wynn Paul	James Harris	Joe Reinhard
Les McDonald	David Hemstrought	Lew McFarland
Bob Gieseke (\$20)	Tom Dixon (\$10)	
Bill Werwage	Larry Lauer	
Gene Schaffer	Doug Stout	
Dennis Adamisin	Dennis Duvall	
Bill Simons	Bob Whitely	
Bob Gialdini	Kent Rogers	
Lou Crane	Dan Shafer	
Bob Hunt		
Andy Lee		

Treasurer's Report September 7, 1973

Cash on hand (bank account)	\$165	Disbursements:	
Advertising	10	Sept newsletter	\$16.50
total	175		

Expenses: The last newsletter presented some problems with postage. Eight cents wouldn't carry it in an envelope so some were 3rd class, some were 1st class (those going to FAI so they would get it).

From now on the newsletter will be folded and addressed on the back; we are going to Mag-card the addresses on tapes for ease of addressing

Cost of newsletter: mimeo stencils 20¢ each; paper is \$2.70/ream when bought by the case; postage is 8¢ X 140 est. for Sept.

This comes out to about \$16.50 for one month, which probably isn't too bad for a mimeo newsletter with 10 pages. I have access to a mimeo most of the time. The "Free Flight" journal is offset printing which is a lot prettier, but they probably run off 1500 or 2000 and they have 1300 paid members. So offset will have to wait. I'm trying to get hold of a typewriter with ELITE type also.

NOTE: I had to leave out some contributions this month because there was so much sent in - KEEP IT COMING - next month there are two articles from Lou Crane (many thanks), more comments from applications, several letters - keep it up.

YOU can ADVERTISE in
this space for \$5.00 for
one month. 12 months for
\$50; 6 months for \$25

Typewritten copy only
no pictures.

VICE - PRESIDENTS from
even numbered districts
will be elected in 1974.
Support the man who will
support precision aerobatics.
Write the candidates for a
statement to be published in
"Stunt News"

Results of Senior Stunt in the 1973 Nationals...

1.	Alan Adamisin	Taylor, Michigan	337
2.	Mark Heideman	Saginaw, Michigan	334.5
3.	Paul Masanek	Chicago, Illinois	319.5
4.	Mardy Huston	Wichita, Kansas	318.5
5.	Randy Hancock	Lexington, Kentucky	315.5
6.	Douglas Stout	Livingston, N.J.	301
7.	Bill Miller	Des Moines, Iowa	294.5
8.	Carlos Aloise	L.A., California	293
9.	Dave Tribble	Kansas City, Mo.	286.5
10.	Mike Coutts	Marion, Ohio	282.5
11.	Jerry Eichler	New Uln, Minn.	260.5
12.	Mark Bauer	Norridge, Ill.	239.0

Results of Junior Stunt in Nationals 1973

1.	Bobby Peterson	San Diego, Cal.	295.5
2.	Joe Musumeci	Richardson, Texas	294.5
3.	Ken Stevens	Lexington, Kentucky	288.0
4.	Bob Craven	Marion, Ohio	283.5
5.	Jerry Soloman	Cincinnati, Ohio	272.5
6.	Daniel Osdoba	Mankato, Minn	264
7.	Gary Cain	Buffalo Grove, Ill.	258
8.	Paul Rizkalla	Cranford, N. J.	242.5
9.	Dennis McGinty	Kansas City, Mo.	241.5
10.	Tim Stone	Elk Grove, Illinois	95.0

THANKS TO DICK WILLIAMS, BART KLAPINSKI: JERRY PHELPS, ART SCHAEFFER

The stunt world thanks Dick Williams, Bart, and Donna Williams for running the nationals

Many thanks to Jerry Phelps and Art Schaeffer for working the FAI trials.

And thanks to the judges who sat out in the wind at Oshkosh and the 95 degree heat at St. Louis.

* * * * *

Tom Dixon sent out a questionnaire in Region 5 concerning stunt. Fourteen replies from 25 sent out is not a bad return.

All 14 replies were active flyers who average 6.7 meets per year, all were willing to judge and all were willing to attend a training session (even McFarland who might have to use a cane).

Comments from respondees included:

"Judges should not handle aircraft during appearance judging", McDon.

"Use deductive scoring system", Ross (the fault system, Ed.)

"Should have judges and pilots meeting before official flying,"
Ramsden

"More novice events", Ross, Packard

Other comments:

Emphasize FAI scoring

Publish judges and event director in contest notices (very good, Ed)

FOAM STUNT WINGS

Fully Cored Partially Cored Used by Gene Schaffer,
Bill Simons, Bob Hunt.

"Trueflight Wings" - with 1/32" balsa skins.

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★ FLASH ★

RULES PROPOSALS

Three rules proposals that GREATLY affect stunt are listed in the August "Comp Newsletter", page 9. There will be a final vote on these no later than SEPT 24, 1973. The Control Line Contest Board does the voting, not John Worth or John Clemens.

ITS NOT TOO LATE TO MAKE YOURSELF AND OPINIONS KNOWN TO YOUR CLCB

Wynn Paul called CLCB chairman Jean Paillet Sept 6 for his opinion. He said he had received only 3 (THREE !) letters concerning the proposals from stunt people (from Gieseke, Aldrich and Rabe). He said he had received several letters from sport flyers and others favoring the thong!

Pr oposal one: Safety thong - keep present requirement - the prelim. vote was 2 to keep it and 8 to throw it out - however, this is only the prelim. vote. If the final vote throws out the present requirement then each CLCB member will vote on one of two new rules:

CL-73-6 drop thong in stunt and dive bombing
CL-73-19 drop thong in stunt

Important: each CLCB member must vote on either CL-73-6 or CL-73-19 in the event that the present requirement is voted out.

To date, the results of the August PAMPA questionnaire is 17 against the thong and 7 for it. More than a 2 to 1 vote. CLCB's please not this item.....

Its too late now to wait on more questionnaires - write your CLCB man in your region with your opinion. See names, addresses below.

Proposal two: Stunt maneuver scoring - leave it as is. This proposal had 3 affirm. and 8 against! This means that if they vote this way on the final ballot Sept 24 there WILL DEFINITELY BE A CHANGE IN SCORING

As above, CLCB members must vote on the two changes in case the first part (retention of present scoring) is thrown out. They are:

CL-18 using a modified "K" factor system without pattern or starting points. There is just one "K" for each separate maneuver.
CL-18A using a mod. "K" factor system WITH pattern and starting pts see Comp. News, April, 1973 page 5 for complete rule.

Again, write your CLCB whether you favor retaining present system or whether you prefer CL-18 or CL-18A.

Proposal three: see page 9 - I have to squeeze this in since newsletter was 75% completed before I got Comp News.

Control Line Contest Board - this is who to write ! ! ! !

- 1 (Maine, N.H., Mass, Conn, RI, Verm.) John Scott (he is a stunt man) 265 Witches Roack Rd. Bristol, Conn. 06010
- 2 New York, New Jersey) Jean Paillet (he favors the safety thong) 30 Emerson Road, Brookville, Glen Head, NY 11545.
- 3 (Pa, Ohio, W.Va) Dr. Laird Jackson (he will definitely listen to what stunters want) 523 Meadowbrook, St. Davids, PA, 19087.
- 4 (Va., Md, N.C., D.C., Del.) W. Pardue, 1201 Surrey Drive, Greensboro, N.C., 27408. (Come on Kent, write him)
- 5 (Tenn, Miss, Ga., Ala., S.C., Fla) William D. McGraw, 1325 Carol Dr. Memphis, Tenn, 38116.
- 6 (Ky, Ind, Ill., Mo.) Gary Frost, 22 Glynn Drive, Florissant, Mo. 63031. (Paul talked to him at FAI and he will help the stunters if he hears from them).
7. (Mich, Wis, Iowa, Minn) Arthur Adamisin, 22454 Fairfax, Taylor, Mich., 48180 (Art is seldom at a loss for words, but is sincerely interested in stunt - does not favor the "K" system - will work for stunt if some people will get behind him - write him.)
8. (Texas, Ok., Ark, La, N.Mex) B.F. Davis, 608 Green River Trail, Ft. Worth, Texas, 76103.
9. (Kansas, Neb, Col, Wyoming, ND, SD, Mont) Michael Tallman, 3014 Exchange, Wichita, Kansas, 67214. (heres your chance Huston, Crane)
10. (Cal, Nev., Utah, Ariz, Haw) P. Brandt, 5817 W. Ironwood, Palos Verdes Peninsula, Cal., 90274.
11. (Wash, Oreg, Alaska, Idaho) Dave Ratcliffe, 530 Durham, Eugene, Oregon, 97402.

Aeronauts at Urbanna, Illinois Aug 26

1. Bill Hubick	431.75	First T-Birds Airplane Addicts ----- Anonymous Aug 26 -----
2. Bob Swoboda	429.0	
3. Dennis Duvall	415.75	
4. Mike Wagner	389.5	
5. Frank Ortman	381.0	
6. Irvin Zick	100.15	

eight entrants

Junior and Senior results

1. Mark Bauer	341.5
2. Steven Zick	72.75

Judges: John Laws, Gene Osmond,
Jim Fasimpaur

Judge: Dick Williams

Senior-Junior combined

1. Bobby Peterson
2. Paul Walker
3. Fred Walker

Cleveland Air Races Ohio Aug 26

1. Dennis Adamisin	524.5
2. G.A. Higgs (Canada)	502
3. Roland McDonald	500.0
4. Dan Shafer	491.0
5. Mike Ditrich	485.5
6. David F. Johnson	483.5

11 open entrants

Senior stunt

1. Alan Adamisin	510
2. Robert McDonald	380
3. Robert A Brown	336.5

Junior

1. Steve Tapp	229.0
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Judges: Bill Wervage, Art Adamisin, Sr.

Music City CL Festival Nashville Aug 26

1. Jim Lynch	603
2. Lew McFarland	610
3. Randy Hancock	510
4. Carl Miller	272

4 entrants

Judges: Charles Pate, Jeff Neuman

(1st contest in many years - plan
to have more; new paved circle
keep this in mind for the future)7th annual Boulder Aeromodeling Society Meet. Colorado Aug 26

1. Gayle Jackson	577.0
2. Warren Janssen	207.2

Junior Stunt

1. Randy Page	68.5
2. Mike Spoor	47.0

judges: David Millard, Ray
HoffstatterFlite Streaks Annual Stunt Contest Balt. Md. Aug 26

1. Bob Hunt	522
2. James Coll	447
3. Joe Attewell	432
4. Joe Adamusko	431
5. Roger Green	407

Junior-senior combined

1. Mark Sullivan	424
2. Doug Stout	422
3. Robert Graham	353

judges: Larry Lauer, Bernie Trent,
Len ThomasAero Design 6th Annual U/C Contest Lincoln, Neb. Aug 26

1. Bob Balous	477
2. Louis Crane	418
3. Joe Mock	-

Junior Stunt

1. Keith Knappert	232½
2. Glen Kindler	232
3. Ed Armstrong	92½

judges: Al Hill, Bob Tridel,
Joe MockCapital City Control liners Columbus, Ohio Aug 26

1. Dan Shafer	546½
2. Dennis Duvall	498½
3. James Harris	481
4. Mike Coutts	432½
5. John McDonald	422
6. Fred Butler	403

8 entrants

Senior Stunt

1. Mike Coutts	432½
2. Robert Brown	349

Junior

1. Bob Craven	450
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Judges: Joseph Reinhard, Daryl
Matthews

C O R R E S P O N D E N C E

Dear Mr. Paul,

I have been flying stunt for a total of four years and I was helped by two good stunt flyers, Larry Scarinzi and John D'Ottavio and the refinements on my pattern were done by my Father (Kenneth Stout) who is also a flyer and a good judge of the pattern.

My Father and I have started two stunt flyers and one has become very competitive with me in senior class on the east coast.

We have a small group of four in our club (The Livingston Model Airplane Club), we call this small group the Livingston Flying Tigers Stunt Team, LFTST for all those who did not understand what the letters on my flaps stood for at the Nats. The team members are, myself, Mark Sullivan (Sr), Steve Zalenski (Op), and advisor, my father. This group of four are very competitive in our area and Mark Sullivan and I are planning to be in the '74 Nats.

Doug Stout

P.S. In the contest in Queens, NY I won first in senior with 409 and Mark Sullivan won second with 377 (Sr.)

(Doug Stout placed 6th in the Nationals, and is a paid up member of PAMPA. Keep flying, Ed.)

Dear Wynn:

1. Lets get Don Schultz to help design an emblem.
2. We need membership kits: forms, cards, constitution, decals, newsletter, etc.
3. We need judges down in Florida.
4. AMA needs to give more attention to the FAI program.
5. The Jim Walker trophy should be restored to its original beauty, perhaps we could institute some form of fund raising to cover this.
6. Stress the importance of buying an FAI stamp on AMA license.
7. Push the FAI fund raising activities - patch and decal sales.
8. Tell Gialdini he doesn't have enough hair on his head to be a successful stunt flyer.

Les McDonald, Miami, Fla.

(I agree with all of your points; maybe Bob could get McFarland to help him with a top piece.) Ed.

Wynn:

Since area IV is such a hotbed of stunt activity, I am sure you've been overwhelmed with volunteers from the area. Actually, if Larry Lauer has volunteered from there to represent area IV, it'd be foolish to offer my help, since it shouldn't require the efforts of two persons to represent two persons.

For selfish reasons I'll be glad to help. But my help will be from the bottom up. For the last two years, I've been working to get a strong C/L club in the area. For the immediate future, I'd like to see PAPA help me as much as I help PAPA. Of course, if PAPA doesn't develop into a service organization it'll probably dry up when everyone "joins a different club." and if it doesn't serve the average stunt flyer, it'll become a country club.

It pays to advertize. Unfortunately, it also costs to advertize. But what about the AMA news in AAM? There are a bunch of novice stunters who never heard of competition newsletter, never even saw an AMA member, and had no idea the stunt flyers were organizing.

If an arrangement could be worked out with Al Rabe, his column could become the greatest recruiter any special interest group ever had. I'm sure Rabe gets quite a few letters. from beginners or novice stunters with elementary problems. If he were to turn these letters (people) over to PAPA, his workload would lighten and we'd have a fantastic opportunity to promote stunt on the local level. If the idea is workable, I'll be glad to handle the forwarding. It would also give Rabe the chance to solicit letters without having to sweat answering them all. I'm trying to find a few stunt flyers in a dead area (with the exception of speed and ARF boys) and one or two names within driving distance would more than repay a year's work for PAPA.

Another idea that might benefit PAPA is the usable trophy. What do you do with all that anodized aluminum you've won? I hold down my hot water heater with mine. And as for silver plate bon-bon dishes, have you ever seen a real live bon - bon? Now what I'd really like to have is a set of pewter mugs. If a flyer knew his trophy was going to be a mug from each PAPA backed meet, he just might push a bit

harder. And if 1st-3rd(or 1-5) were all the same size, he'd have an even better chance of filling out his set. PAPA could offer them at cost and shipping (or even freebies for a contest that historically has a low turn out for stunt) or at a profit if the idea has merit.

Where's the money gonna come from to give away trophies? How about that \$1000 to send one coach to Europe (what \$1000)Ed) I wish I could help find sharp, distinctive, pertinent, cheap trophies, but right now I can't even keep our own flying field---

Another suggestion (since you asked), would be to print complete results of contests. Single space it. Nothing is more disappointing than coming in 6th and seeing the top 5 scores published for your contest (where do you see them published besides "Stunt News", Ed) and the top 10 for all the other contests.

See you Kent Rogers, Charlotte, NC

Am now sending "Stunt News" to AAM, MAN, FM, Comp News, M B; you Rabe and McFarland are hereby the Technical committee, any letters Rabe doesn't want he will send to you or McFarland - answer them and send me any you think would be good in print - especially during the building months when news will probably be light - also add Bill Simons to committee - as long as he doesn't let Lampione and Schaffer repair his planes with scotch tape and paste he can do well on this; in the next issue I will present two types of enduring awards - julep cups and pewter mugs - which can be purchased from PAMPA by clubs for stunt events (at a slight profit to PAMPA) - they may be engraved by the clubs or left blank; what \$1000, we have to raise that; will print all results received 1 - 6 places, Nationals and FAI all 18. Ed.

Dear Tom, (Dixon-Region 5 Assoc Rep)

I am an active contest flyer and enter about 12 stunt contests ea year. I have been judging stunt for about 8 years and am willing to serve anywhere within 200 m. of Melbourne, Fla. I would like to attend your "training session" and would like to suggest an updated session at least every two years. Such a program has been needed for a long time.

I would rate stunt events in Fla. as fair to excellent with the type of judging determining the rating in most cases. There are not enough stunt judges and very few with a dependable system. Most are trying hard to do a good job but need training and experience. The two problems I've seen most are: 1-impresion factor, where the flyer scores higher than his flying warrants because either he is known and liked by the judges or his plane dazzles the judges or both. (2)"Late score escalation", where scores tend to rise toward the end of the contest regardless of the quality of the flying. These problems and others are most obvious at meets where the judges try to pick a number between 10 and 40 according to the way each maneuver as a whole impresses them. Although this method is sloppy at best, it seems to be the one that every novice stunt judge starts out with. There is one other problem that occurs when the pick a number method is used. It happens when the same judges and contestants have been engaged in a series of meets with the same two guys placing 1st and 2nd each time. Deep down inside the judges begin to root for the guy who has been consistently placing 2nd by a small margin. The result being that without knowing it they score him a little higher. So this underdog goes home with the 1st place hardware for a couple of meets until the judges subconsciously feel that he has had his turn at winning. I believe that my 1st place win over Les McDonald and Bob Hunt at the last King Orange was the result of these judging problems though the judges quite honestly did not know that these factors were at work.

We need an accurate judging system which does not have these problems. There is a system called the "deductive method" which as nearly as possible eliminates all of the common judging problems. I don't know who originated the system but it was explained in detail in one of the model mags about 4 years ago. I've used the deductive method ever since and find it to be accurate and consistent. You simply count the number of errors you see during the maneuver and deduct that number from 40. The AIA rule book tells you what errors to look for and with a little practice they are easy to spot. Although I am very impressed by the simplicity and accuracy of this system I am not saying it is the only system. I do feel that it should be tried and considered with any methods which others suggest.

Whenever possible there should be two judges to judge each and all flights. Stunt should always be flown on the last day of the contest and Junior, Senior, Open should always be separate. I think there is

a definite need for a Novice Stunt event using a simplified pattern and flown (JSO) combined. This event could bring a lot of new flyers into our AMA stunt event. The biggest problem is how to determine when a flyer should no longer be allowed to enter Novice stunt. There are two ways that I can think of and maybe somebody else can come up with a better way. (1) Allow only 2 attempts at 1 official flight with an upper limit score (less than the max. possible) set so that any flyer who scores higher will automatically be placed in his appropriate AMA stunt event. Here he will be allowed 3 attempts at 2 official flights and his Novice score will be cancelled. (2) Same as above except that instead of an upper limit score the decision would be left up to the judge as to when a flyer was no longer a novice. Flyers should not be allowed to enter both Novice and AMA stunt at registration.

I am very much in favor of the formation of a stunt association. One of the main objectives of the association should be the propagation of Homo Sapiens Aerobaticus (stunt flyers) and the stunt event in general. Therefore, I would like to suggest the name Precision Aerobatics Propagation Association (PAPA). PAPA's goals should include such things as: The spreading of information and techniques among all stunt flyers.; the improvement of the stunt event and stunt judging in the U.S. and in the Southeast in particular; the encouragement of novice stunt flyers. Many good things would be possible with such an association. Beginners especially could benefit by being able to write PAPA at a central information address and have their questions answered by an expert. The answers to their questions could consist largely of pre-prepared sketches and text on the subject area submitted earlier to the member at the information address by various Southeastern stunt experts. "Special Problem" letters could be forwarded to one or more experts for direct personal answers. Having worked with beginners for nearly ten years now I know what problems the novice has getting good information and I would like to volunteer to handle this information system.

Enough about my ideas! I'm glad you have the gumption to get the ball rolling. Please keep me posted on your progress and let me know how I can be of help.

sincerely Jerry Ross, Melbourne, Fla.
July 13, 1973.

(It is so coincidental that Keith Trostle and I were saying about the same thing at the same time. We now have a technical committee, pending Trostle's approval, and I'd like to add Jerry to this.)Ed.

Proposal 3 (from page 5) Leave originality as in rule book. Prelim vote was 6 to change it and 4 to leave it alone; this means that if the final vote goes the same way then we have two choices :

CL-73-17 Redefine "originality" see "Comp News" April, 73, page 5.
or CL-73-17A Only workmanship and finish in appearance judging.

Once again, CLCB members will be asked to vote on either 73-17 or 73-17A in the event that the present rule is thrown out (even though they may have voted to retain the present rule; this eliminates having two sets of voting which takes time, and postage.)

O K stunters, you have about 12 days to write to your CLCB on these three proposals - remember we'll be stuck with what ever comes up for at least 2 years !

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