

VINTAGE STUNT CHAMPIONSHIPS #37 (VSC)

TUCSON Arizona

March 18-21, 2025

Jim Hoffman w/ Ringmaster insert by David Shorts

This year's VSC is now completed and was a fun event and enjoyed exceptionally nice weather. The winds never came up during the practice sessions or the competition. Although summer arrived early in Tucson this year and it was a good bit hotter than normal, it was bearable. Folks stayed in the shade and drank lots of water. VSC is held at Danny Lopez Park in Tucson Az. The park was formerly named Christopher Columbus Park and Silverbell Park. It has a dedicated control line flying site maintained by the city of Tucson. The local control line model airplane club, the Cholla Choppers, looks after the site and works with the city to keep it in shape. The two competition circles were freshly repaved in 2025 and were in perfect condition for this year's VSC event. There are also three grass circles at the site.

People begin arriving from out of town as early as Friday (3/13) before the contest to get in some practice and enjoy visiting with others. The contest runs from Wednesday 3/18 through Saturday 3/21. The social aspects of a contest like this are a big part of what keeps folks coming back year after year. The field is available all day, every day for practice. Some of the most enjoyable days are the relaxed pre-contest practice sessions on the mornings before the contest begins. It is a wonderful opportunity to renew old friendships and visit with friends, new and old. Many of the out-of-town participants enjoyed staying at the nearby Hampton Inn, and some used Airbnb's.

VSC is an excellent venue for folks to buy, sell, trade modeling equipment and also finished flyable airplanes. There were quite a few people both before and during the contest with tables full of used equipment for sale.

This year we were happy to see the return of perennial contestant Bob McDonald, perennial judge, Al Hieger, and also Larry Foster. None of these gents had been able to attend for the past few years. Also, some new faces competed at VSC for the first time, Michael Dukes and Chuck Taylor.

A variety of tables are provided at the end of this article.

- List of Volunteers
- Contest Results.
- Special VSC Award Winners
- Scoreboard Photos
- Tables of the models on hand with some details on their power trains and construction are provided.

A contest of this size requires work from a huge amount of volunteers; I counted 29 individuals who volunteered in some capacity to make VSC work. Provided at the end of the article is a table showing the many volunteers who make VSC happen.

Following the morning practice sessions, folks retreat to their shaded Easy-Ups or off to lunch somewhere cool.

OTS

Each day of the contest starts off with a brief pilots meeting at 7:30 AM. This ensures everyone knows what to expect that day and gives an opportunity to ask any questions. It goes quickly and tends to be uneventful.

The first competition event is Old Time Stunt (OTS) beginning on Wednesday (Day 1). OTS is flown using models that were designed in 1952 or earlier. The stunt pattern flown is the AMA pattern from the 1952 AMA rule book. OTS is one of the most fun events in all of control line in my opinion. The 1952 pattern is very different from the modern stunt pattern and places less emphasis on square corners than the modern stunt pattern, thus permitting a wide variety of designs that would be totally uncompetitive in the modern era. Also, most OTS designs have their landing gear placed rather far forward. This was done (I believe) to protect the valuable propellers of the era. The forward landing gear placement is less than optimal for bounce free landings. It's fun to watch some of the multiple bounce landings in OTS, although many of the pilots are able to do bounce free landings occasionally. The OTS pattern also uses a K factor which puts a scoring emphasis on the more difficult maneuvers. Joe Gilbert and his Ringmaster were triumphant in OTS this year.



Chris Brainards OTS Barnstormer



Lou Wolgast's OTS Humongous



Jim Hoffman's Galloping Comedian



Jim Aron's Circle King X4 – flew in OTS and Classic

EXHIBITION EVENT

VSC was created 37 years ago by Mike and Joann Keville with the vision of creating an event whose prime purpose was to have a gathering to celebrate the control line models of yesteryear. Although it was exactly that, over the years it became a bit more of a flying competition with less visible emphasis on the original intent. With that in mind, the Exhibition Event was created maybe 15 years ago. The Exhibition Event simply invites everyone to display or fly something COOL from modeling of yesteryear. This year we had a variety of fine examples of exactly what we were looking for. Following the OTS event the following examples were displayed:



Stunt Rocket – Lou Wolgast displayed a beautifully built example of this Walter Musciano design. This was published in 1951 Air Trails magazine. Lou’s model was built by Warren Tiahrt and is immaculate. It has been flown at the US Nats OTS and VSC OTS contests in the distant past.



Veco Tomahawk – Mark Gerber displayed a beautifully completed model and an original kit. This model has sentimental meaning to Mark since his uncle built one when Mark was a child and it inspired Mark to take up this lifelong hobby. Marks model included many period correct pieces including wheels, prop, Froom fuel tank, and spinner. It was powered by an ancient Fox 35 RC.



Travel Air Biplane – John Callentine displayed and **flew** this beautifully model. This 41” wingspan airplane was designed by Jim Hunt (Bob’s dad) and was published in Model Airplane News in 1951. John had flown full OTS patterns with it at a VSC in the past.



Dragoon – Chris Lesadd of Tucson displayed an orange Dragoon model published in a Japanese model magazine from the 1950’s. ST 15 with bright orange paint.



Speed Model – Jim Rhoades displayed a ½ A Speed model which he built and flew in 1961.



Tandem Twister – David Shorts flew a unique model called the Tandem Twister designed by Henry Cole, notable for its unusual tandem-wing layout and 36-inch span. This model was published in the June 1949 Flying Models magazine. David's airplane was electric powered and flew surprisingly well. David did a variety of round loops and eights with ease.



Vintage Glow Motors – John Wright brought a very nicely done display of US made glow motors from the 1950's and 60's. The display was put together by the late Ken Jones of Southern California. It included Fox, Veco, K&B Torpedo, and McCoy motors. All were in New in the Box condition or nearly so.

RAFFLE and APPEARANCE JUDGING

Following the Exhibition Event, on Wednesday afternoon, people congregated at the covered ramada on the other side of the flying field. This is where the VSC raffle is held and concurrently the appearance judging for the Classic and Super 70's airplanes takes place.

The raffle is an opportunity to find homes for modeling equipment and tools that are lying dormant in everyone's shop and are not likely to ever be needed or used again. Folks generously donate this stuff to the raffle. VSC sells raffle tickets which help to defray the contest expenses. Mark Smith does a brilliant job of first selling tickets and then overseeing the drawing. When a random ticket is pulled from the bucket, the ticket owner is invited to pick out whatever he wants from the large assortment of donated merchandise laid out on the many tables. Tickets are drawn for perhaps 45 minutes until most of the donations are distributed to the crowd. When interest begins to wane and the best stuff is spoken for, the rest of the gear is deemed free for the taking by anyone who thinks they have a use for it.

While we were preoccupied with the raffle, the two appearance judges were busy scrutinizing the 20 or so models entered in Classic and Super 70's. The models are left on the adjacent grassy area, and the judges carefully inspect each model for beauty and workmanship. This year's judges were Jim Allen and Darwin Barrie. Both are RC pylon racing champions, lifelong modelers, and are well versed in excellence in craftsmanship. There were some stunningly beautiful models on display. The judges assign (zero to 20) appearance points to each model which becomes part of your flight score. Part of the process involves

placing the models in rows based on their appearance score. Front row is 19 or 20, next row is 18, and so forth. This process was first used at the US Nats many years ago (I believe) and is most helpful to the judges when comparing models. When it is all done, it makes a compelling display of modeling craftsmanship. Even a middling scored model might be seen as exceptional at many flying fields. When the judges are done, the contestants are free to gather up the models.

CLASSIC/ SUPER 70's

The next events flown were Classic and Super 70's. The Classic event is for models designed or built in 1969 or earlier. Super 70's is for models first designed or built in the 1970's. Both events are flown using the current AMA stunt pattern and at VSC the two events are combined. There were two contestants, Bob McDonald and Chris Brainard, who entered both events and thus had two flights each round.

To ensure fairness, before the first flight, the judges had a warmup flight. Also, the judges had attended a classroom style training session earlier in the week to refresh themselves on the details and nuances of the job.

Beginning on Thursday (Day 2) Classic and Super 70's flew four rounds, on two circles, over two days. There were two judges on each of the two circles and the judges remained on the same circles the entire event. The pilots flew two flights on each of two circles. The final score is your best flight on circle 1 added to your best flight on circle 2. The weather remained ideal and nearly everyone flew all four flights. Although these airplanes were designed some time ago, the use of modern powerplants, trim adjustments and control systems allows them to perform at a very high level. Some mighty nice stunt patterns were flown by the contestants. Joe Gilbert was top dog in Classic with his perennial blue Cavalier and Jim Hoffman won the Super 70's event with his Joe Reinhard designed pink Snoopy airplane.



Colleen Gilbert and the Cavalier, Aerotiger 36



Lanny Shorts and his Tony



Bob McDonalds original design Aquila in Super 70s



David Shorts flew a Beech Staggerwing in Classic



Page Peterson's E-powered OOSA-AMA in Classic



Dennis Nunes' Classic Gladiator – OS 46 LA



Chris McMillin flew a Southwick Skylark in Classic



John Callentine's beautiful Rabe P-51 flew in Classic. PA 61 Rear Exhaust



Robbie Smith about to launch Mark Gerbers PT-20



Lou Wolgast and his Classic Pow Wow



John Wright ponders his Classic Nobler



BobMcDonald flew this beautiful Phelps Patriot in Classic



Jim Hoffman's Snoopy flew in Super 70's



Keith Trostle's Classic Chizler



Bob McDonald guides his beautiful Aquila through a maneuver (photo Chuck Taylor)

RINGMASTER

On Saturday, (Day 4) the Ringmaster event was flown. This is a very low-key event which uses the same OTS pattern used on Day one, except only Ringmasters are eligible. The weather remained very nice with light winds and reasonable temperatures, and some very fine flying was exhibited using simple Ringmasters. The top scores were close, and Jim Aron put up the final and winning flight at the very end of the 2nd and final round. Jim was flying his immaculately built and finished Ringmaster which is at least 28 years old.



Group shot of the Ringmaster pilots



Jim Aron's front row 28-year-old Ringmaster
(photo Chuck Taylor)



Jerry Higgins' Ringmaster from Colorado
(photo Chuck Taylor)

David Shorts provided the following writeup on his Ringmaster experience at VSC:

Ringmaster Stunt at VSC XXXVII

I believe it is safe to say that none of us, or precious few of us, learned to fly control-line on a competitive stunt ship. Myself, I learned on two planks of wood with an .049 attached. Even if you never flew a ringmaster on your way to where you are today, there is something very reminiscent about the Ringmaster that reminds us of where we began. I think that is why it is so fun. The Ringmaster Event reminds us of an earlier day (be it 5 years ago or 55 year ago) in our stunt journey that we revisit with new knowledge and skills acquired along the way. The event is an equalizer—a “one-design” competition that is not about finding a competitive edge, but an event where you are the only competitive edge there is. And just in case someone reading this is thinking about the modifications they could make to improve the 1951 Matt Kania design, just stop now. What you want to do is the same as the guy who buys a Bronco 4x4, then lowers it with fat racing wheels. Sure, your Bronco will go around a racetrack better, but that’s just not what it was made for. The ringmaster is simple, fun, and surprisingly agile just the way it comes off the plans.

The Ringmaster Event this year had nine entrants duking it out on the last day of the VSC. There were many in attendance who lamented not signing up as they watched from the sidelines.

A few technical notes. Ringmasters in the competition were powered by Enya, Super Tiger, many O.S. engines, fox 35s, and a McCoy. Lap times were fast. Bart Klapinski took home third place running a fox 35 doing laps between 4.45 and 4.65 seconds on his two flights. Joe Gilbert runs an O.S. 25 and did laps from 4.58 seconds to 4.7 seconds on his two flights. Jim Aron, also running an O.S. 25, stayed consistent with 4.51 second laps. John Wright came in 4th with a fox 35 doing laps just below 5 seconds.

After round one, Joe Gilbert held a nice lead over Jim Aron. On Jim’s final flight he put in a perfect landing (yes, with a ringmaster), and beat the man called Mr. Ringmaster for the win. At the awards banquet, it was great to see the camaraderie between these two ringmaster experts as Gilbert

(temporarily) relinquished his crown. Uncle Jimby thanked Joe for “allowing” him to win. I asked Joe how many times he has won the Ringmaster event and he thought it was around 6 times. I asked how many times he has won OTS at the Nats with his ringmaster and he couldn’t recall.

At the end of the day, there were no plans to build a “more competitive” ringmaster for next year, or to devise a clever plan for beating the competition. At the end of the day there was nothing but smiles. Competition is fun. Simplicity is fun. The one design concept is well proven, and nothing in CL stunt is more deserving of its own class than a ringmaster. See if you can put together a one-design class at your next contest and go have fun. -D.S.



Jim Aron and Joe Gilbert at the Awards Ceremony (photo David Shorts)



Bart Klapinski and his Fox 35 Ringmaster (photo David Shorts)

Following the last Ringmaster flight, a group went over to a vacant circle and ran a Cox tether car from the 1960's era. A bunch of old men were enjoying reliving their childhood. One could not help but to smile.



Joe Gilbert, Chris McMillin, and Jim Hoffman figuring out an ancient Cox tether car.
(photo Chuck Taylor)

BANQUET

VSC is concluded with a Saturday evening awards banquet. The event was held at the Tucson University Marriott and begins with a social hour which includes hors d'oeuvres and cocktails, followed by a sit-down dinner. Following the dinner we formally recognize the myriad of folks who volunteer and donate time and resources to make VSC happen. Also, the awards for the winners for the flying contest are presented along with a variety of non-flying awards.

VSC works to celebrate and honor the control line modeling of yesteryear and presents a variety of "Spirit" awards. The Spirit Awards are presented to the airplane in each category that best exemplifies the era of the event. Time appropriate engines, hinges, covering material, wheels, props and finishing materials are all taken into consideration for the award.

One of the highlights of the evening was the annual recognition by Lanny Shorts of model pilots who have reached the milestone of their 80th or 90th birthdays and continue to fly model airplanes. Lanny has had

special hats made with a logo commemorating the occasion. This year Lanny presented an 80+ year hat to Lou Wolgast, and 90+ year hats to himself and Glen Allison.



Lanny Shorts 80+ Hat

The final presentations of the evening are for two perpetual awards that recognize individual's lifetime contributions to the hobby. The winners are selected by a vote of the past recipients of the honor.

Keeper of the Flame

The Keeper of the Flame is given to an individual that shows a true love of the model airplane control line community. This individual does not have to be a contestant. She/he is often someone that is always willing to go above and beyond in helping to make our hobby the close-knit community that we are.

This year's Keeper of the Flame award was presented to John Callentine, of Tucson, for his long-time efforts running stunt events, managing equipment, and maintaining our flying site.

The Gialdini Sportsmanship Crystal

The Gialdini Sportsmanship Crystal is given to someone who worked mostly behind the scenes of contests, did not necessarily have to be a pilot and was not necessarily someone who did the NATS only. It could be for anybody who gave support to the sport/hobby of model airplane flying.

This year's Gialdini Sportsmanship Award was presented to Rick Green, also of Tucson, for his long-time efforts to maintain our flying site and for being so welcoming to the many out-of-town guests at VSC.

A listing of all awards (flying and non-flying) is provided in tables at the end of this report.

That wraps up VSC -2026. We believe it was successful judging by the comments and smiles on the faces of the participants. One item of note is that the attendance at VSC and the Southwest Regionals contest, both in Tucson, about six weeks apart has been in a steady decline of the past decade. Discussions are taking place to rework and combine the two events into a single contest in Jan, or Feb, or March. Stay tuned.

VOLUNTEERS

	JOB	Volunteers
OTS WED	OTS Judges circle 1 (Wed)	Larry Lindburg and Jim Renkar
	Pit boss & Pull Test OTS	Ivan Murphy
	Runner (Wed)	Preston Wilson
CLASSIC & S70 Thu & Fri	Classic Judges circle 1 (Thu and Fri)	Al Hieger and Dave Fitzgerald
	Classic Judge circle 2 (Thu and Fri)	Larry Foster and Leroy Black
	Pit Boss & Pull Test Classic circle 1 (Thu & Fri)	Bart Klapinski
	Pit Boss & Pull Test Classic circle 2 (Thu & Fri)	Ivan Murphy
	Warm up Flyer	Steven MacBride
	Appearance Judges	Jim Allen and Darwin Barrie
	Runners	Preston Wilson, Chuck Taylor and Anthony Roots
RINGMASTER Sat	Ringmaster Judges	Dennis Nunes and Chris McMillin
	Runner	Dave Fitzgerald
	Pull Tester (Sat)	Jim Hoffman and Lou Wolgast
Field Support	Tabulators	Mark Gerber, Colleen Gilbert, Sharon Hoffman, Deb Hudson, Mike Maslach, Joyce Shorts, Chuck Taylor, Linda Wolgast
	Site Prep and Set up crew	John Callentine, Rick Green, Mike Maslach, Lou Wolgast, Bart Klapinski, Jim Hoffman, Dave Fitzgerald, Anthony Roots
	Weigh in + Raffle	Mark Smith
	Water	Bart Klapinski, John Callentine, and Page Peterson
Banquet	MC	Mark Gerber
	Organization	John Callentine
	Special Awards Committee	Mark Gerber and John Wright
	Name Tags and Tent Cards	Sharon Hoffman

FLYING AWARDS

OTS - Awards Sponsored by Rick Green

- 1 Joe Gilbert
- 2 Jim Hoffman
- 3 Lou Wolgast
- 4 John Wright
- 5 Bart Klapinski

Ringmaster – Awards Sponsored by Mark Gerber

- 1 Jim Aron
- 2 Joe Gilbert
- 3 Bart Klapinski

Classic – Awards Sponsored by Tom Dixon

- 1 Joe Gilbert
- 2 Dennis Nunes
- 3 Page Peterson
- 4 Jim Aron
- 5 John Callentine

Super 70 – Awards Sponsored by Rick Green and Jack Comer

- 1 Jim Hoffman
- 2 Bob McDonald
- 3 Chris Brainard

NON-FLYING AWARDS

Award	Winner
Spirit of VSC – Exhibition Event	Mark Gerber – Veco Tomahawk – reproduction of his uncle’s model that enthralled Mark as a youngster. Fox 35RC motor and period correct wheels, fuel tank and propellor.
Eagle (Overall Flying Placing)	Joe Gilbert
Spirit of '46 (OT-Ignition)	No participation
Spirit of '52 (OTS)	Jim Hoffman – Galloping Comedian. Brodak 40 powered
Spirit of '64 (Classic)	Bob McDonald – Patriot. Beautiful rendition of Jerry Phelps model
Spirit of '70 (Super 70's)	Steven Macbride – Stiletto 660
OTS Best Appearing	Jim Aron – Rudy Arons Circle King X4
Most Unusual Entry	David Shorts – Tandem Twister.
Pilots' Choice Concourse (Classic)	Jim Aron – Rudi Arons Circle King X4
Pilots' Choice Concourse (S70)	Bob McDonald – Yellow Aquilla
Gialdini Sportsmanship Award	Rick Green
Keeper of the Flame	John Callentine

OTS SCOREBOARD

VINTAGE STUNT CHAMPIONSHIPS #37 MARCH 18, 2026

OTS		Round 1		Round 2		Round 3	Total best two scores	
CONTESTANT		Order	SCORE	Order	SCORE	Order	FINAL SCORE	PLACE
Shorts	David	1	158	9	(222.5)	5		12
Klapinski	Bart	2	267.5	10	(276.5)	6		5
Higgins	Jerry	3	226.5	11	(272)	7		7
Aron	Jim	4	243	12	(261)	8		8
Trostle	Keith	5	(243)	1	144	9		10
Hoffman	Jim	6	288	2	(290.5)	10		2
Wright	John	7	265.5	3	(288.5)	11		4
Green	Rick	8	229.5	4	(247.5)	12		9
Gilbert	Joe	9	288	5	(299.5)	1		1
Brainard	Chris	10	266	6	(274.5)	2		6
Wolgast	Lou	11	(289)	7	252	3		3
Taylor	Chuck	12	211	8	(226.5)	4		11

CLASSIC and SUPER 70 SCOREBOARD

VINTAGE STUNT CHAMPIONSHIPS #37 MARCH 19 & 20, 2026											
CLASSIC + Super 70s GROUP #1						CLASSIC + Super 70s GROUP #2					
CONTESTANT	LOCK	Order	SCORE	Order	SCORE	CONTESTANT	LOCK	Order	SCORE	Order	SCORE
Geary	X	1	442	1	575.5	Brinard	X	1	575.5	1	575.5
Wright	X	2	511	2	544.5	McDonald	X	2	544.5	2	544.5
Wright	X	3	511	3	544.5	Hoffman	X	3	544.5	3	544.5
Wright	X	4	511	4	544.5	Trotter	X	4	544.5	4	544.5
Wright	X	5	511	5	544.5	Brinard	X	5	544.5	5	544.5
Wright	X	6	511	6	544.5	McDonald	X	6	544.5	6	544.5
Wright	X	7	511	7	544.5	Hoffman	X	7	544.5	7	544.5
Wright	X	8	511	8	544.5	Trotter	X	8	544.5	8	544.5
Wright	X	9	511	9	544.5	Brinard	X	9	544.5	9	544.5
Wright	X	10	511	10	544.5	McDonald	X	10	544.5	10	544.5
Wright	X	11	511	11	544.5	Hoffman	X	11	544.5	11	544.5
Wright	X	12	511	12	544.5	Trotter	X	12	544.5	12	544.5
Wright	X	13	511	13	544.5	Brinard	X	13	544.5	13	544.5
Wright	X	14	511	14	544.5	McDonald	X	14	544.5	14	544.5
Wright	X	15	511	15	544.5	Hoffman	X	15	544.5	15	544.5
Wright	X	16	511	16	544.5	Trotter	X	16	544.5	16	544.5
Wright	X	17	511	17	544.5	Brinard	X	17	544.5	17	544.5
Wright	X	18	511	18	544.5	McDonald	X	18	544.5	18	544.5
Wright	X	19	511	19	544.5	Hoffman	X	19	544.5	19	544.5
Wright	X	20	511	20	544.5	Trotter	X	20	544.5	20	544.5
Wright	X	21	511	21	544.5	Brinard	X	21	544.5	21	544.5
Wright	X	22	511	22	544.5	McDonald	X	22	544.5	22	544.5
Wright	X	23	511	23	544.5	Hoffman	X	23	544.5	23	544.5
Wright	X	24	511	24	544.5	Trotter	X	24	544.5	24	544.5
Wright	X	25	511	25	544.5	Brinard	X	25	544.5	25	544.5
Wright	X	26	511	26	544.5	McDonald	X	26	544.5	26	544.5
Wright	X	27	511	27	544.5	Hoffman	X	27	544.5	27	544.5
Wright	X	28	511	28	544.5	Trotter	X	28	544.5	28	544.5
Wright	X	29	511	29	544.5	Brinard	X	29	544.5	29	544.5
Wright	X	30	511	30	544.5	McDonald	X	30	544.5	30	544.5
Wright	X	31	511	31	544.5	Hoffman	X	31	544.5	31	544.5
Wright	X	32	511	32	544.5	Trotter	X	32	544.5	32	544.5
Wright	X	33	511	33	544.5	Brinard	X	33	544.5	33	544.5
Wright	X	34	511	34	544.5	McDonald	X	34	544.5	34	544.5
Wright	X	35	511	35	544.5	Hoffman	X	35	544.5	35	544.5
Wright	X	36	511	36	544.5	Trotter	X	36	544.5	36	544.5
Wright	X	37	511	37	544.5	Brinard	X	37	544.5	37	544.5
Wright	X	38	511	38	544.5	McDonald	X	38	544.5	38	544.5
Wright	X	39	511	39	544.5	Hoffman	X	39	544.5	39	544.5
Wright	X	40	511	40	544.5	Trotter	X	40	544.5	40	544.5
Wright	X	41	511	41	544.5	Brinard	X	41	544.5	41	544.5
Wright	X	42	511	42	544.5	McDonald	X	42	544.5	42	544.5
Wright	X	43	511	43	544.5	Hoffman	X	43	544.5	43	544.5
Wright	X	44	511	44	544.5	Trotter	X	44	544.5	44	544.5
Wright	X	45	511	45	544.5	Brinard	X	45	544.5	45	544.5
Wright	X	46	511	46	544.5	McDonald	X	46	544.5	46	544.5
Wright	X	47	511	47	544.5	Hoffman	X	47	544.5	47	544.5
Wright	X	48	511	48	544.5	Trotter	X	48	544.5	48	544.5
Wright	X	49	511	49	544.5	Brinard	X	49	544.5	49	544.5
Wright	X	50	511	50	544.5	McDonald	X	50	544.5	50	544.5
Wright	X	51	511	51	544.5	Hoffman	X	51	544.5	51	544.5
Wright	X	52	511	52	544.5	Trotter	X	52	544.5	52	544.5
Wright	X	53	511	53	544.5	Brinard	X	53	544.5	53	544.5
Wright	X	54	511	54	544.5	McDonald	X	54	544.5	54	544.5
Wright	X	55	511	55	544.5	Hoffman	X	55	544.5	55	544.5
Wright	X	56	511	56	544.5	Trotter	X	56	544.5	56	544.5
Wright	X	57	511	57	544.5	Brinard	X	57	544.5	57	544.5
Wright	X	58	511	58	544.5	McDonald	X	58	544.5	58	544.5
Wright	X	59	511	59	544.5	Hoffman	X	59	544.5	59	544.5
Wright	X	60	511	60	544.5	Trotter	X	60	544.5	60	544.5
Wright	X	61	511	61	544.5	Brinard	X	61	544.5	61	544.5
Wright	X	62	511	62	544.5	McDonald	X	62	544.5	62	544.5
Wright	X	63	511	63	544.5	Hoffman	X	63	544.5	63	544.5
Wright	X	64	511	64	544.5	Trotter	X	64	544.5	64	544.5
Wright	X	65	511	65	544.5	Brinard	X	65	544.5	65	544.5
Wright	X	66	511	66	544.5	McDonald	X	66	544.5	66	544.5
Wright	X	67	511	67	544.5	Hoffman	X	67	544.5	67	544.5
Wright	X	68	511	68	544.5	Trotter	X	68	544.5	68	544.5
Wright	X	69	511	69	544.5	Brinard	X	69	544.5	69	544.5
Wright	X	70	511	70	544.5	McDonald	X	70	544.5	70	544.5
Wright	X	71	511	71	544.5	Hoffman	X	71	544.5	71	544.5
Wright	X	72	511	72	544.5	Trotter	X	72	544.5	72	544.5
Wright	X	73	511	73	544.5	Brinard	X	73	544.5	73	544.5
Wright	X	74	511	74	544.5	McDonald	X	74	544.5	74	544.5
Wright	X	75	511	75	544.5	Hoffman	X	75	544.5	75	544.5
Wright	X	76	511	76	544.5	Trotter	X	76	544.5	76	544.5
Wright	X	77	511	77	544.5	Brinard	X	77	544.5	77	544.5
Wright	X	78	511	78	544.5	McDonald	X	78	544.5	78	544.5
Wright	X	79	511	79	544.5	Hoffman	X	79	544.5	79	544.5
Wright	X	80	511	80	544.5	Trotter	X	80	544.5	80	544.5
Wright	X	81	511	81	544.5	Brinard	X	81	544.5	81	544.5
Wright	X	82	511	82	544.5	McDonald	X	82	544.5	82	544.5
Wright	X	83	511	83	544.5	Hoffman	X	83	544.5	83	544.5
Wright	X	84	511	84	544.5	Trotter	X	84	544.5	84	544.5
Wright	X	85	511	85	544.5	Brinard	X	85	544.5	85	544.5
Wright	X	86	511	86	544.5	McDonald	X	86	544.5	86	544.5
Wright	X	87	511	87	544.5	Hoffman	X	87	544.5	87	544.5
Wright	X	88	511	88	544.5	Trotter	X	88	544.5	88	544.5
Wright	X	89	511	89	544.5	Brinard	X	89	544.5	89	544.5
Wright	X	90	511	90	544.5	McDonald	X	90	544.5	90	544.5
Wright	X	91	511	91	544.5	Hoffman	X	91	544.5	91	544.5
Wright	X	92	511	92	544.5	Trotter	X	92	544.5	92	544.5
Wright	X	93	511	93	544.5	Brinard	X	93	544.5	93	544.5
Wright	X	94	511	94	544.5	McDonald	X	94	544.5	94	544.5
Wright	X	95	511	95	544.5	Hoffman	X	95	544.5	95	544.5
Wright	X	96	511	96	544.5	Trotter	X	96	544.5	96	544.5
Wright	X	97	511	97	544.5	Brinard	X	97	544.5	97	544.5
Wright	X	98	511	98	544.5	McDonald	X	98	544.5	98	544.5
Wright	X	99	511	99	544.5	Hoffman	X	99	544.5	99	544.5
Wright	X	100	511	100	544.5	Trotter	X	100	544.5	100	544.5
Wright	X	101	511	101	544.5	Brinard	X	101	544.5	101	544.5
Wright	X	102	511	102	544.5	McDonald	X	102	544.5	102	544.5
Wright	X	103	511	103	544.5	Hoffman	X	103	544.5	103	544.5
Wright	X	104	511	104	544.5	Trotter	X	104	544.5	104	544.5
Wright	X	105	511	105	544.5	Brinard	X	105	544.5	105	544.5
Wright	X	106	511	106	544.5	McDonald	X	106	544.5	106	544.5
Wright	X	107	511	107	544.5	Hoffman	X	107	544.5	107	544.5
Wright	X	108	511	108	544.5	Trotter	X	108	544.5	108	544.5
Wright	X	109	511	109	544.5	Brinard	X	109	544.5	109	544.5
Wright	X	110	511	110	544.5	McDonald	X	110	544.5	110	544.5
Wright	X	111	511	111	544.5	Hoffman	X	111	544.5	111	544.5
Wright	X	112	511	112	544.5	Trotter	X	112	544.5	112	544.5
Wright	X	113	511	113	544.5	Brinard	X	113	544.5	113	544.5
Wright	X	114	511	114	544.5	McDonald	X	114	544.5	114	544.5
Wright	X	115	511	115	544.5	Hoffman	X	115	544.5	115	544.5
Wright	X	116	511	116	544.5	Trotter	X	116	544.5	116	544.5
Wright	X	117	511	117	544.5	Brinard	X	117	544.5	117	544.5
Wright	X	118	511	118	544.5	McDonald	X	118	544.5	118	544.5
Wright	X	119	511	119	544.5	Hoffman	X	119	544.5	119	544.5
Wright	X	120	511	120	544.5	Trotter	X	120	544.5	120	544.5
Wright	X	121	511	121	544.5	Brinard	X	121	544.5	121	544.5
Wright	X	122	511	122	544.5	McDonald	X	122	544.5	122	544.5
Wright	X	123	511	123	544.5	Hoffman	X	123	544.5	123	544.5
Wright	X	124	511	124	544.5						

RINGMASTER SCOREBOARD

VINTAGE STUNT CHAMPIONSHIPS #37 MARCH 21, 2026

RINGMASTER	
CONTESTANT	
Brainard	Chris
Gilbert	Joe
Green	Rick
Aron	Jim
Shorts	David
Higgins	Jerry
Wright	John
Hatfield	Mike
Klapinski	Bart

ROUND 1	
Order	SCORE
1	260.5
2	306.5
3	168.5
4	291
5	46
6	225.5
7	230
8	49.5
9	296

ROUND 2	
Order	SCORE
6	288
7	309.5
8	222
9	314
1	61
2	241.5
3	292
4	72
5	251.5

best single score	
FINAL SCORE	PLACE
288	5
309.5	2
222	7
314	1
61	9
241.5	6
292	4
72	8
296	3

AIRCRAFT DATA OTS

Last Name	First Name	AMA NO	Model	Power Train	Additional Info
Aron	Jim	N1101A	Circle King X4	OS 46 LA	Exact replica of my dad's (Rudi Aron) 4th original design. Original completed Sept 1951. This model built in 2026
Brainard	Chris	606049	Barnstormer	Brodak 40	
Gilbert	Joe	771377	Ringmaster	Brodak 25	Silk and dope
Green	Rick	102324	Humongous	ST-60	built by Ed Capitaneli. Won VSC OTS Best Appearing Award in the past
Higgins	Jerry	413013	Ringmaster	OS 20 FP Brodak 9-4 prop	Ultracoat Coating
Hoffman	Jim	59362	Galloping Comedian	Brodak 40	Polyspan covered, Randolph dope with automotive urethane clearcoat. Cloth hinges and spun aluminum cowl. Umland kit based
Klapinski	Bart	7531	Ringmaster	L & J Fox 35	Polyspan covered, Dope finish
Shorts	David	120817	Beech Staggerwing Jack Sheeks design	ST 51	
Taylor	Chuck	1270920	Jamison Special	ST 46	Built by Ed Capitanelli
Trostle	Keith	3533	Madman 56	Orwick 63	Dewotone paint scheme
Wolgast	Lou	7442	Humongous Ted Snow design	ST 46	20 year old model, 3rd refinish
Wright	John	13567	Big Job Addie Naccarato design	ST 56	

AIRCRAFT DATA CLASSIC (Page 1 of 2)

Last Name	First Name	AMA NO	Model	Power Train	Additional Info
Aron	Jim	N1101A	Circle King X4	OS 46 LA	Exact replica of my dad's (Rudi Aron) 4th original design. Original completed Sept 1951. This model built in 2026
Brainard	Chris	606049	Caprice	Aerotiger 36	
Callentine	John	720292	Rabe P-51 Mustang	PA 61	Airplane is 15 years old
Dukes	Michael	1E+06	Flight Streak	Electric BadAss 2814	ARF - Modified as a take apart to fit into a suitcase
Gerber	Mark	220057	Ryan PT-20 Charlie Parrott	Aerotiger 36	Scratch built, Brodak dope over silkspan
Gilbert	Joe	771377	Cavalier	Aerotiger 36	Dope base and colors. Automotive urethane clearcoat
Higgins	Jerry	413013	Fancy Pants	OS 35 S	Klasscote Epoxy and Mica Film
McDonald	Robert	61882	Patriot Jerry Phelps design	HP 40	Exact replica of the model built by Jerry Phelps
McMillin	Chris	32529	Skylark	OS 46 LA Rev-Up 12-6 wood prop	Bill Byles Plans. Built by Ed Capitanelli Dope and tissue finish
Nunes	Dennis	1060666	Gladiator	OS LA 46 APC 11.5 x 4 prop	Butyrate Dope Finish. Doctor paper covering

AIRCRAFT DATA CLASSIC (Page 2 of 2)

Last Name	First Name	AMA NO	Model	Power Train	Additional Info
Peterson	Page	38346	OOSA-AMA Gene Schaefer design	Electric BadAss 2820 Thunderpower 5S 2200 Battery Igor Berger active timer 11 x 5.3 prop	Total rebuild. Automotive Paint
Shorts	Lanny	2945	Tony		
Shorts	David	120817	Beech Staggerwing Jack Sheeks design	ST-51	
Smith	Robbie	554326	Oriental	Double Star	built by Glen Allison
Trostle	Keith	3533	Chizler	Double Star 42	
Wolgast	Lou	7442	Veco Pow Wow	Brodak 40	built by Mike Ostella Swiss markings and camouflage paint

AIRCRAFT DATA SUPER 70's

Last Name	First Name	AMA NO	Model	Power Train	Additional Info
Brainard	Chris	606049	Stilares designed by Tom Dixon	Magnum 36	
Green	Rick	102324	Nobler	OS FP 40	Tom Dixon kit
Hoffman	Jim	59362	Snoopy designed by Joe Reinhard	PA 40 Lite Rear Exhaust Homemade expansion chamber muffler. Cox/Resinger 3 blade CF prop	Exact replica of the original. Titanium landing gear, Randolph dope finish with automotive urethane clear coat.
Macbride	Steven	98077	Stiletto 660 Les McDonald design	Stalker 66 Rear Exhaust	64 oz flying weight entire model covered with carbon matt. Best model yet out of the Macbride factory
McDonald	Robert	61882	Aquila Bob McDonald Design	PA 40 Lite	I-beam wing construction recreation of Bob own design from the 1970's
Wright	John	13567	Gieseke Nobler	ST 46	Rev Up 11-6 wood Prop

AIRCRAFT DATA RINGMASTER

Last Name	First Name	AMA NO	Model	Power Train	Additional Info
Aron	Jim	N1101A	Ringmaster	OS 25 LA	28 Years Old
Brainard	Chris	606049	Ringmaster	Enya 30 SS	
Gilbert	Joe	771377	Ringmaster	Brodak 25	Silk and dope finish
Green	Rick	102324	Ringmaster	OS LA 25	
Hatfield	Mike	7092	Ringmaster	ST 34 APC 11x4 cut down	
Higgins	Jerry	413013	Ringmaster	OS 20 FP	26 oz.
Klapinski	Bart	7531	Ringmaster	Fox 25	Polyspan and Dope finish. Model is 35 years old 29 oz. .012 solid lines
Shorts	David	120817	Ringmaster	Enya 29	
Wright	John	13567	Ringmaster	Fox 35 RC	Sterling Kit