

# Stunt News

Precision Aerobatics Model  
Pilot's Association

2017 Issue 6 \$5.00

## STUNT HISTORY

The Story of  
MODEL AIRCRAFT CONTROL LINE  
PRECISION AEROBATICS  
VOLUME ONE 1937-1979



WYNN PAUL

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*On the cover:* The long-awaited Wynn Paul *History of Stunt* project is nearing completion, and the two-volume set may be available as you read this. Here is the cover of Volume 1 featuring CL Stunt models from 1937 to 1979. Every CL Stunt enthusiast should have this set of books in his/her library. Image courtesy of Wynn Paul.

*Above:* And here's the cover of the second volume of Wynn Paul's CL Stunt History. This one features CL Stunt panes from 1980 to 2014. This set of books represents thousands of hours of research work by Wynn. Paul image.

PAMPA, an AMA approved Special Interest Group, was founded in 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.



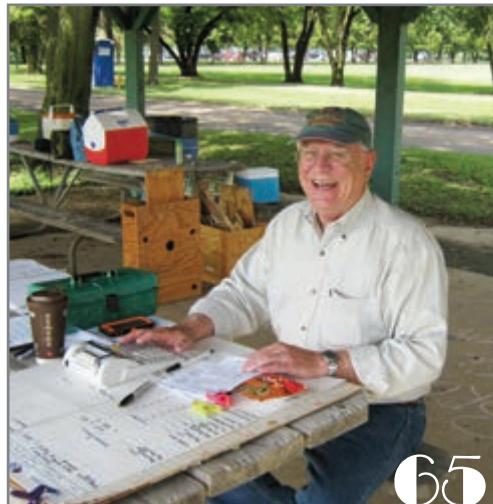
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# President's Report

by Dennis Adamisin

**Congrats to the new Team USA** who will be representing us at the 2018 World Championships: Chris Rud, Joe Gilbert, Richard Oliver, and Junior Team Member Samantha Hines. All but Chris are all new to our teams and have amassed impressive competitive credentials leading to their selection.

Chris was on the 2006 WC Team as the junior member. As I understand it, the WC site in France has a reputation for tough conditions. The conditions our new team faced to qualify were among the toughest in memory. (Read up on the incredible trials they faced in last fall's Team Selection event elsewhere in this issue.) Steel sharpens steel, and I am confident that we have a chosen the right team for this mission.

Darrell Harvin has agreed to be the Event Director for the 2018 Nats. Darrell has been an assistant at the past two Team Trials which ran so smoothly, and he also helped run Classic and Old Time Stunt at the Nats. Darrell will be assisted by Mark Troutman; this should be another great team and the 2018 Nats will be another rock-solid event. BTW, Darrell was found, thanks to the tireless recruiting efforts of our VP Matt Neumann, who deserves a hardy "well done" for his efforts.

The new membership renewal dates caught some folks off guard, but that was to be expected. For those who do not recall, we moved the renewal date from January 1 to April 1 so that we do not have to contend for finances with other annual memberships—or with holiday expenses. Hopefully, this will help us retain more of our members on fixed incomes, and move our renewal out of the busy time of the year.

I have fielded a couple questions about a "rolling" renewal date for memberships. That remains a tough task for the present, but it is on the shopping list of things to consider in the future. One of the prime objectives for the new website was to have a robust system for members to join or renew. When it is operational, members will get their renewal notices via email and will be able to edit their membership profiles online.

*"Ever since I made tomorrow my favorite day, I've been uncomfortable looking back."*

—Paul Harvey

**PAMPA** Founding Father Wynn Paul provides an interesting take on the history of the Stunt event and PAMPA's creation and involvement. Wynn is also near publishing the definitive work on our event's history. It seems especially appropriate to present an article about Wynn in this, the last large-format issue of *Stunt News*.

While we cannot heap enough praise for the efforts of retiring Editor Bob Hunt and his assistants, Liz Helms and Chuck Holtzapple, Bob would be the first to note that they are standing on the shoulders of the giants who came before them, starting with Wynn Paul and progressing through all of the editors and their assistants who kept building on the foundation. (Amen – Bob.)

What started out as a simple mimeographed newsletter, grew into one of the finest magazines in the history of aeromodeling. The world continues to change, and personally, I



am excited about the future of PAMPA *Stunt News*. The new website will provide the capacity for more timely news and interactive content.

The new printed magazine will be smaller, while holding some of the less time-sensitive reports and lots of links for more information. I am sure it will be a work in progress for at least a little while, but I have now doubt that within a year or two we will be discovering new ways to share our CLPA activities in ways we cannot truly appreciate now. To paraphrase, "The future ain't what it used to be," but in this case it's *better!*

In a year full of them, I have one final transition to report. I am resigning as president; VP Matt Neumann will be assuming command. The reason is simple. I started a new job last August and no longer truly control my calendar.

Ironically enough, in a "normal" year this might not have been a problem. However, the changes underway will need timely decisions and action. In this forum I have often written about my concerns that PAMPA needed to make some changes in order to continue to survive and thrive. We have made some of those changes and enacted some new strategies, hopefully for the good.

The new website will be the biggest change yet—not just the media but how we use it to communicate with each other and promote our event worldwide. Over the past few months I have been often late on decisions and communiques, and Matt has been picking up the slack. The next few months will continue to require *active* leadership, and I cannot say that I can devote the required time *when* it is needed. Matt is, of course, eminently qualified and will do a great job.

My last act will be a repeat of what I have asked many times before. I will again ask that as members we not wait to be called—that we all volunteer our willingness to help and get involved in whatever way we can so that this organization of CLPA enthusiasts will continue to prosper. *sv*

—Denny

**In a year full of them, I have one final transition to report. I am resigning as president; VP Matt Neumann will be assuming command.**

# Level Laps

by Bob Hunt

If you love the Stunt event and the people who participate in it, please do everything in your power to contribute in every way possible to the event's future

their interest and support over the years. They each developed an interest in model airplanes, and working with them was one of the true joys of my life.

Also on that list are the men who would serve as heroes to me as a young man, and light the fires of creativity. Two who stand out in that respect are Larry Scarinzi and Harold "Red" Reinhardt. I was fortunate to have them both around during my formative years, and they gave me more inspiration than they could ever have imagined. I worked in my father's machine shop alongside Red, and he taught me myriad technical and life skills.

There were two others who came along after I had set my path on modeling who gave me the specific skills I would need to be successful in the Stunt event. Bill Simons took me out of a dust bowl flying field and taught me the fine points of building and finishing, and he also tutored me in honing my pattern to look good. And when it came to learning how to compete, I was blessed to have Gene Schaffer as my mentor. Gene taught me how to use all of the tools that Bill had given me and bring them to bear at the exact right time in competition.

To the hundreds of other friends who have helped in ways both small and large I can only say a collective Thank You! You know who you are and how you have helped me over the years.

Throughout it all I was always compelled to chronicle the stories of the men, the women, and the machines that made up this great event, and I guess that is why I was led to become an editor. It has been my distinct pleasure to have had the opportunity to publish my stories and those of others in *Flying Models*, *Model Aviation*, and here in *Stunt News*.

In closing I want to take this opportunity to give a virtual hug to Liz Helms and Chuck Holtzapple. They have worked long and hard with little recognition to bring you each issue of *Stunt News* during my tenure as editor. They made me look good, and that wasn't easy!

I'm off into retirement from the Stunt event as a competitor, and also as an editor. My hope is to continue to write a lot about the personalities who made this event great. I also hope to continue designing and building, and helping others to do the same.

I'll leave you with this thought: If you love the Stunt event and the people who participate in it, please do everything in your power to contribute in every way possible to the event's future, and to help and encourage all who perform those wonderful tricks in the air.

Fair skies, light winds, and line tension. *sv*

—Bob Hunt



There were times when I truly thought this day would never come. In fact, I was hoping in a way that it would not come. But, here it is; this is my last editorial.

I've been working as a magazine and/or newsletter editor for more than 30 years (with a few years of video editing thrown in...), and when I started out in life, the thought to become an editor never even remotely crossed my mind. Life's funny that way.

Relax. I'm not going to go all mushy (well, maybe a little...), nor am I going to get preachy (I did that in the last issue). I just want to take this opportunity to say goodbye as your editor and to thank you all for being so patient with our staff.

Over the past couple of years, the staff of *Stunt News* has had to navigate through many health and family issues, and real life, while still trying to get the newsletter out the door. We haven't always been successful at hitting deadlines, but everyone—with but a very few exceptions—has been very supportive.

Our most devastating loss was the passing of Bob Kruger a couple of years back. Many of you probably don't know that Bob did a massive amount of work for PAMPA, and his passing left a tremendous void. Bob was service oriented and never asked for any notoriety for what he did. In fact, he shunned it. Bob was a decorated Army Airborne Ranger, and to him the reward for service was the service itself. We need more like him. May he rest eternally in God's hands.

There is just not enough room here to thank everyone individually who has helped and supported me over the years. I am truly a blessed man to have had such wonderful friends.

There are a few, however, to whom I owe a whole lot, and that list begins with my Lord and Savior, Jesus Christ; without His love and guidance I am nothing, and all that I have achieved in life is due to His blessings on me and my family.

My father, James A. Hunt, is next on that list because he nurtured me in this great hobby/sport and instilled in me the confidence to try things that were seemingly outside the scope of my abilities. And because of that, my abilities expanded.

My wife Marianne has been ultra supportive of my endeavors throughout our 44-plus years of marriage. The amount of sacrifice she has made to allow me to pursue all of my modeling interests is just staggering. I intend now to spend a lot more time with her, doing things that *she* enjoys. And, while on the subject of family, I want to thank my two sons, Robby and Brian, for

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## Deadlines

**Ad and Editorial copy**

Issue	Deadline
2018-2	Jan. 10, 2018
2018-3	March 10, 2018
2018-4	May 10, 2018

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Inside front or back cover	1@ \$225.00 6@\$1200.00
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## PAMPA Membership Application or Renewal Form

*Please print legibly. Use one form per member. Make photocopies for multiple registrations.*

### PAMPA Membership Renewal Instructions

#### GENERAL:

1. All Renewal / New membership applications received in November and December of the current year will be considered new and renewal memberships for the new year.
2. Dues structure will be as noted on the Membership Form.
3. If you are a 'com p' member (AMA Contest Board, HDF, etc.) please fill out and return the form, with the appropriate box checked. This is just to keep our records and mailing lists current!
4. Seasonal address changes (snowbirds / rainbirds) must notify the Membership Chairman of changes and dates; there are no automatic transfers of mailing addresses. (Both your addresses will be kept on file; you just have to let us know which one and when....it's up to you to be timely!)
5. Membership cards are optional, and are available for \$2 each. Funds go toward the expenses for the Junior World Team member.

#### RENEWALS:

1. For renewals to be considered timely, they must be **postmarked** by December 31st.
2. Renewals after January 1<sup>st</sup>, of the membership year, will be considered as late renewals.
3. Late renewals will **NOT** get back issues mailed to them; they are available on-line or by purchase.
4. Renewals for the current year, after October 1<sup>st</sup>, will get full credit for next years' membership. They will get the September/October and November/December Stunt news, but no other back issues.
5. If you have already renewed for the new year (or more!), please DO NOT renew again, unless you have some changes in your membership information. (address, phone number, email address, etc.)

To renew your PAMPA membership in short order, fill out the application blank, with all your pertinent information, including the type of Stunt News delivery you want, then do one of the following:

Fill out the application and mail it with a check or your credit card information.

Your first issue of Stunt News will arrive with the next issue.

Email me your scanned renewal form, to [pampamembership@geartekinc.com](mailto:pampamembership@geartekinc.com)

All members have full access to the website and all on-line back issues. These can be read or downloaded to your computer. You can file them, burn CD's or print them from the files.

#### **NEW FOR 2016!!**

If you were recruited by an existing member, be sure to put their name in the "Referred by" space. If you recruited a new member, be sure they enter your name. Each member who recruits a new member will receive a credit toward their 2017 membership, \$10 for the first and \$5 for more for each of the second, third and fourth (\$25 maximum).

Mike Strand  
PAMPA Membership Secretary  
Phone: 262-352-0645  
[pampamembership@geartekinc.com](mailto:pampamembership@geartekinc.com)



# PAMPA Membership Application or Renewal Form

Please print legibly. Use one form per member. Make photocopies for multiple registrations.

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City: \_\_\_\_\_ State: \_\_\_\_\_ Nation: \_\_\_\_\_

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E-Mail address: \_\_\_\_\_

Comp Member: check box: HOF  Other  Date: \_\_\_\_\_

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Signature: \_\_\_\_\_

Membership Card (Goes to Junior World Champs Team Fund)	\$2
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**Note:** ALL Memberships and Subscriptions are from January 1<sup>st</sup> through December 31<sup>st</sup>.

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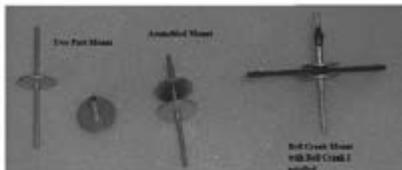
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## Control line forum

# Team Selection Contest 2017

by Frank Williams

## The Contest Director's Report



The USA F2B team members, Richard Oliver, Chris Rud, and Joe Gilbert, bested a field of the country's best fliers in tough wind conditions to earn a spot on the 2018 team.

**The Team Selection** contest to select the USA F2B team for the 2018 F2 World Championships in Landres, France, was held over the weekend of October 14, 15 in Dallas, at the Samuel Garland Hobby Park.

This venerable flying field was the home field for many notable fliers through the years: Bob Gieseke (Gieseke Nobler), Al Rabe (Sea Fury, Bearcat), Bill Rutherford (Mustang), Dick Mathis (Excalibur, Coyote), Jim Young (Bellanca, Roadrunner),

and many local legends. This field—a dedicated Control Line flying site—hosted for many years the Southwest Regionals, which were said to draw a bigger contestant count than the Nationals. Let me back up a little and explain how we wound up in Dallas as the selection site.

As far as dedicated Control Line flying sites go, Scobee Field in Houston is certainly one of the best sites in the country. Two years ago, Houston hosted the Team Selection contest to select



the team to represent USA in Australia. We had a perfect contest and selected not only the ultimate winning World Team, but also the individual World Champion, Orestes Hernandez.

We submitted a bid for the contest again and were awarded the sanction for the contest. Then, Mother Nature decided to insert herself into the equation. As hurricanes go, Harvey was a relatively small one, but it turned out to pack a big punch. Let me regress a moment ...

The Scobee Field flying site is located in a flood plain managed by the Corps of Engineers, and sometimes does fulfill its duty of holding back waters that would inundate downtown Houston. Harvey formed up in late August and did pose a threat to our hosting the trials later in October. But, as I said, it was a smallish hurricane.

If typical to past history, it should have come ashore south of Galveston and then quickly set a course for inland Texas and have been out of the way within a week or two. But noooooo. Harvey was a storm with very compact spiral rain bands, and once it approached the shoreline, it slowed and intensified somewhat.

When finally it came ashore, it moved inland a few miles and stalled. It then turned around and backed out into the Gulf for a second shot at land. It looped to the east a bit and made another slow pass through the area. The Houston/Galveston area didn't get the brunt of the wind. That was lower down the coast (Corpus Christi, Port Aransas, and Rockport were literally leveled by Harvey's winds), but the Houston area got the most of the rainfall.

If you haven't ever experienced a rain like that, it's hard to explain. Areas around town that had never flooded, did. My shop got about six inches of flood water from the bayou across the street, but luckily my



Samantha Hines will represent the US as the Junior member of the team, shown here with her Tempest. The crystal plaques were awarded to each team member.

Photos by the author and Gene Martine



The pilots' meeting was held nearby at a recreation center in Garland, Texas. Here, pilots await a weigh-in.



The team trials judges were a collection of the "who's who" of judges. Left to right, Keith Trostle, Bob Howard, Stan Powell, Doug Patterson, Mark Overmier, and Gary McClellan.



Above: The FAI jurist for the team selection contest was Bill Lee. The purpose of the jury at the contest is to certify to AMA that the contest was conducted in accordance to FAI standards. Here Bill and contest director Frank Williams go over the rules trying to decide who makes the call on wind conditions.



Left: The ladies of Houston and Dallas made certain the Saturday onsite lunch was available for the contestants and workers. Here Sally Williams, Alice Hildredth, Janice Stokey, and Sandra Lee taste test some of the dishes. Deserts were available at all times.

house is a few inches higher and didn't flood. However, many neighbors' homes did. I'm sure you saw the pictures of the devastation in Houston and other areas. Trust me, it was a mess.

Within several days of the hurricane, the flying field was under about 12 feet of water, and there weren't any signs of it abating quickly. It was at that point we decided that we had to fall back to "Plan B" for the team selection contest.

We contacted the Dallas Control Line club. The DMAA (Dallas Model Aircraft Association) was contacted via president Don Hutchinson, and key members Dale and Linda Gleason, and

Bill Lee, who was to serve as the jury for the Team Selection contest. They were happy to help us out in this situation and volunteered their field for the contest. Logistically, it wouldn't be too much of a hurdle to pull off, since the manpower for the contest was mostly located in or between Houston and Dallas.

But Mother Nature wasn't through with us yet. The weekend of the Team Trials turned out to be a rather windy couple of days for Dallas. Winds on Saturday weren't too awful—maybe 8 to 12 mph—and the temperature was moderate. There were sixteen entries in Senior and one Junior. The task of the qualification day was to cut the number of Senior fliers down to the top ten. Flying by everyone on Saturday was really pretty good overall. The patterns were suffering some due to the wind, but all in all, some



Frank McMillan launches the superbly finished and truly beautiful SV-22 of Kenny Stevens. Kenny, a previous team member, finished as the first alternate. His last flight was in some really strong winds.





Left: Bob McDonald prepares to “bump” his motor to clear the oil residue. Chris Rud holds. Bob builds some marvelous planes that are amazingly light weight, great construction and finishing skills.

Above right: Steve Moon of Dallas has just started his motor in preparation for a flight on Saturday. Chris Rud holds in a vertical position since the motor is a “sidewinder” mount.

Right: Darrell Harvin of Houston pull-tests his entry. It’s an electric powered Cavalier profile, and in lesser wind it’s a contender. Linda Gleason and Colleen Gilbert “man” the “Tulsa” pull-test machine.





Left: Prior to all rounds on Sunday, the head judge, the FAI jurist, a competitor in the finals, and the contest director all monitored the wind velocity to certify that the winds were less than the FAI maximum.

Below: John Hill, left, (head IT supervisor) and the contest director go over scoring procedures. John has many years of computer experience and is very adept at the contest management program developed by Howard Rush.



Below: The judges at work on finals day. Its just as hard for the judges in windy conditions as it is for the fliers. Well not quite... Left to right are Doug Patterson, Stan Powell Mark Overmier Gary McClellan, and Keith Trostle.





Above: Dave Tribble fuels up prior to a flight. His plane, Desperado, was recently featured in *Stunt News*. It's a really good-flying plane with great potential. Dave flew very well.



Left: Jose Modesto was able to make it to the team selection this year. His composite aircraft is an engineering marvel. It takes a tremendous of work to develop and execute a set of molds for a stunt ship.



Left: Wes Eakin fires up his PA .75-powered Katana for an official flight. Eric Taylor launches.

Below: Frank McMillan burps his PA .75 as John Hill holds. Frank ran into some problems on Saturday that lingered over to Sunday. Frank has great wind flying skills but was hampered with some structural problems.





Joe Gilbert (finished in third place) from Oklahoma poses in front of the two planes he entered; "Big Blue" a ROJett .67 powered pipe ship, and his large Ringmaster, which is an LA .46 powered ship. In FAI contests you can enter more than one plane as long as you process them. The Ringmaster performed well in the wind.

good flying was done by the contestants.

Finals day, Sunday, was a tough day to fly Stunt. The winds were projected to be high, and they were. The temperature dropped to the 60s. It was obvious it was going to be a real challenge for the fliers and judges alike.

Modifications to the contest procedure were discussed several times during the contest days, from the pilots' meeting to each morning before we flew. In all cases it was determined that the best and fairest action would be to continue on with the advertised contest format. Once a deviation is made, there are potentially too many unintended consequences that can arise.

We did allow the one

The top qualifier for the team, Chris Rud starts his PA .75-powered Peregrine for the winning flight. Bob McDonald holds. Chris flew extremely well all week and quite well in the high winds.





Left: The hardest-working people at the contest were Edie Oliver and Stella Hill. Here they are entering the individual flight scores into the computers for totaling and publishing. The FAI system utilizing K factors, take some extra computing.



Below left: Richard Oliver, finished in second place flying his ROJett .67 powered Blue Max. The plane is an all-composite take-apart model that is made by Kaz Minato. Richard says, "It's the best flying plane I've ever flown."

early start on their travel, since the next day was a school day for "Sammi" some 500 miles away.

Before we started each of the three rounds of the finals, I took a contestant, a judge, the jurist, and myself to the center of the circle and measured the wind speed. At all times the wind speeds met the FAI contest criteria of less than 9 meters per second (~20 mph), sustained for 30 seconds.

That's an easy statement to say, but in fact that's a whole bunch of wind. For the third round of flying, wind speeds would jump to 17 to 18 mph for a second and then fall back. It met the rules but wasn't something anyone would relish flying in. There were many passes, and only those with a shot at one of the three team positions chose to fly.

I had the very best of contest workers and judges. Judges Mark Overmier, Keith Trostle, Gary McClellan, Doug Patterson, Stan Powell, and Bob Howard performed a very difficult task of judging Stunt patterns under extreme conditions. My IT team was excellent. John Hill, Stella Hill, Edie Oliver, and Sheila Cranfill did an

Junior contestant to fly at the beginning of the round on Sunday. This was done to allow Samantha Hines and her dad, Steve, an

excellent job of getting scores published in very short time with papers being blown around by the severe winds.

Chris Rud holds aloft the Bob Baron Memorial high score trophy.



The pull test was handled by Linda Gleason, and pit boss Tom Fluker kept the fliers headed to the right spot at the right time. And once again, thanks to the many members of the Dallas club who provided field support and help during the contest.

I feel we selected a very good team to compete in Landres, France, next summer: Chris Rud, Richard Oliver, and Joe Gilbert for the Senior members, and Samantha "Sammi" Hines as the Junior contestant. Orestes Hernandez will compete for the US as the reigning World Champion. This team has shown the ability to fly in challenging conditions that are, I'm told, to be the norm for the 2018 World Championship site. Congratulations to the team. Go USA. *sw*

—Frank Williams



Above: Samantha Hines, is flanked by her father Steve (right) and Tom Neibhur (left). Tom presented "Sammi" a Blue Sky Models kit.



Left: The USA contingent to travel to France and compete in the 2018 F2B FAI World Championships. Left to right: Richard Oliver, Orestes Hernandez (reigning world champion) Chris Rud, and Joe Gilbert. Go USA.

## FAI Control Line Precision Aerobatics (F2B) US Team Selection, 2017

### Qualification Flights, Senior

Contestant	Round 1			Round 2			Round 3			Round 4			Total Score	Place
	Circle	Flight Order	Score	Circle	Flight Order	Score	Circle	Flight Order	Score	Circle	Flight Order	Score		
Wes Eaken	2	3	780.83	3	3	959.40	2	8	822.50	3	4	961.86	1784.36	14
Joe Gilbert	2	5	1020.16	3	8	1079.96	2	3	0	3	8	0	2100.12	Q
Darrell Harvin	3	2	954.46	2	6	885.79	3	5	954.59	2	2	0	1840.38	13
Robert McDonald	3	5	984.93	2	5	982.46	3	3	989.43	2	5	0	1971.89	Q
Sean McEntee	3	6	740.90	2	4	857.50	3	7	878.29	2	3	784.59	1735.79	15
Frank McMillan	2	2	926.63	3	7	1072.43	2	1	287.53	3	7	0	1999.06	Q
Jose Modesto	2	4	984.36	3	1	968.13	2	6	927.10	3	2	988.53	1972.89	Q
Steve Moon	2	7	969.89	3	5	1042.10	2	2	938.99	3	1	0	2011.98	Q
Richard Oliver	2	1	987.13	3	6	1116.39	2	4	996.23	3	5	0	2112.62	Q
Christ Rigotti	2	6	789.79	3	2	901.50	2	5	0	3	3	0	1691.29	16
Cris Rud	3	1	1079.93	2	7	1072.40	3	2	0	2	8	0	2152.33	Q
Howard Rush	3	4	1069.23	2	8	1001.73	3	8	0	2	6	0	2070.96	Q
Michael Scott	3	3	908.53	2	2	965.16	3	6	920.86	2	7	0	1886.02	12
Kenny Stevens	3	7	1047.39	2	1	1043.73	3	1	996.26	2	4	0	2091.12	Q
Eric Taylor	2	8	1006.06	3	4	1036.76	2	7	970.66	3	6	0	2042.82	Q
David Tribble	3	8	986.63	2	3	964.66	3	4	222.13	2	1	923.20	1951.29	11

# FAI Control Line Precision Aerobatics (F2B) US Team Selection, 2017

## Finals

	Flight 1		Flight 2		Flight 3		Total Score	Place
	Flight Order	Score	Flight Order	Score	Flight Order	Score		
<b>Seniors</b>								
Cris Rud		1047.23		959.26		0	2006.49	1
Richard Oliver		967.88		988.63		0	1956.51	2
Joe Gilbert		957.64		877.14		971.86	1929.50	3
Kenny Stevens		944.78		0		934.28	1879.06	4
Jose Modesto		492.85		0		0	492.85	5
Eric Taylor		267.38		0		0	267.38	6
Frank McMillan		79.43		0		0	79.43	7
Steve Moon		49.14		0		0	49.14	8
Robert McDonald		0		0		0	0.00	9
Howard Rush		0		0		0	0.00	9
<b>Juniors</b>								
Samantha Hines		48.48		0		0	48.48	1

# 2017 Precision Aerobatics

by Dave Tribble

## Team Trials

A contestant's perspective



Samantha Hines and her dad, Steve, doing some adjusting on Sammi's airplane. Turns out she used a backup.

The 2017 running of the US F2B Team Trials to select the team to travel to France and compete in the 2018 World Championships was held in Dallas, the weekend of October 14-15.

Dallas was a contingency location for the trials after hurricane Harvey made a mess of Houston, much of Texas, and Scobie field where the event was originally scheduled. As it turned out, the flying circles themselves were usable by the middle of October, but the surrounding grass was still soggy.

The circles were under 12 feet of water during the flood. It wouldn't have mattered much anyway because all of the local hotels that were able to do business were full of reconstruction and clean-up crews.

The Dallas Model Aircraft Association stepped up and made its facilities available to run the contest and volunteered a lot of manpower and other aid. The club needs to be greatly thanked for stepping up to the plate and making it all possible in the face of bleak choices. Sure, it could have gone to Muncie, Indiana, but the weather in mid-October could be anything including snow and cold.

This writer traveled to Dallas on the previous Tuesday. It was a pleasure to leave the 45° at home and travel to upper 70s and 80s and flyable practice weather. To avoid a hotel logjam because of a big game at the Cotton Bowl, I stayed the first two nights in McKinney, just north of the city, and commuted in to the field.

When I arrived on Wednesday, I found Darrel Harvin flying and Dale Gleason, one of the Dallas crew, using a weed eater to clean up the circles and put down something to help do away with the mounds of fire ants. He also put down marking flags to point out the ants so they could be avoided.



Frank Williams conducts the pilots' meeting on Friday of Team Trials week.

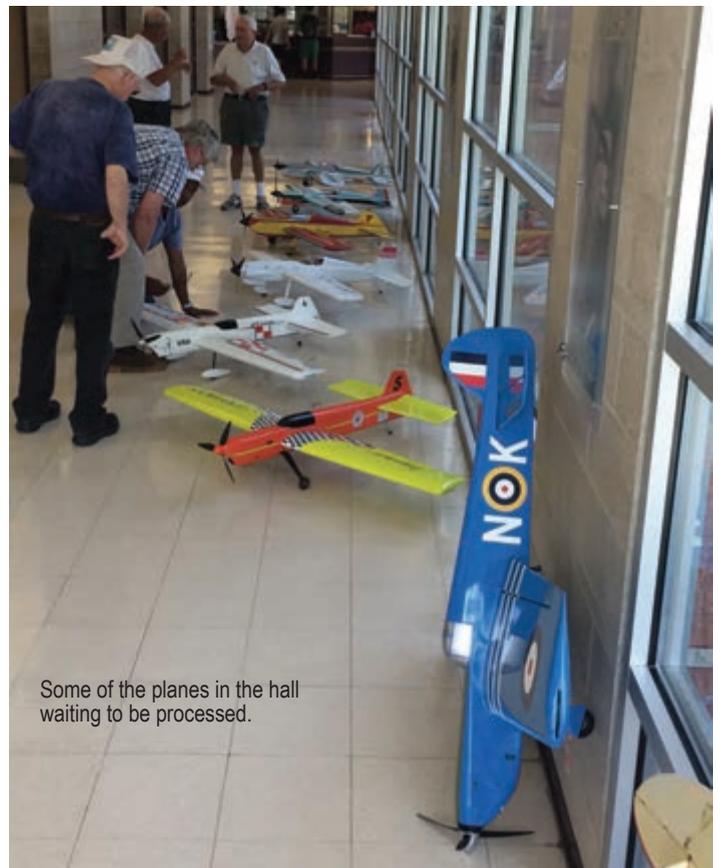
I know I got my hand into a little mound while fueling up once and the sensation on the hand wasn't pleasant. I grabbed the rubbing alcohol that I carry in my flight box and washed down. That solved the problem right away.

By Thursday afternoon, most of the usual suspects began to arrive and practice. Thursday and Friday morning were really pretty good weatherwise, so most got good flying in. Friday at



Here Andrew Stokey affixes the scales for the weigh-in on Steve Moon's airplane.

noon we all traveled down the road a few miles to the Fields Community Center for the official model weigh in and pilots' meeting. This went smoothly with Frank Williams and his helpers



Some of the planes in the hall waiting to be processed.

John Hill and Andrew Stokey working the scales and computers.

One main topic of the meeting was the weather forecast and ideas how we might proceed if really bad weather became an issue.

The Saturday forecast was for wind hovering around or slightly below the criteria for halting flying at times. The Sunday forecast was even worse with a dose of rain or thunderstorms thrown in. Things discussed ranged from allowing the contest to go into Monday if Sunday was just not workable. Other options were to fly just two qualifying rounds Saturday morning then the finals in the afternoon Saturday. The meeting adjourned without any definite plans made, pending the actual weather as it came.

Following the meeting and a timeout for chow and rest, we got back out to the field, but most were flying lawn chairs watching the wind blow. It had come up now to stay.



Wes Eakin and Eric Taylor in the pits await their turn on one of the practice circles.

2017 F2B Team Selection Qualification Flights								
<b>Group 1</b>			<b>Group 2</b>					
<b>Flight 1, Circle 2</b>	<b>Flight 2, Circle 3</b>	<b>Flight 3, Circle 2</b>	<b>Flight 1, Circle 3</b>	<b>Flight 2, Circle 2</b>	<b>Flight 3, Circle 3</b>			
1 Richard Oliver	1 Jose Modesto	1 Frank McMillan	1 Crist Rud	1 Kenny Stevens	1 Kenny Stevens			
2 Frank McMillan	2 Chris Rigotti	2 Steve Moon	2 Darrell Harvin	2 Michael Scott	2 Crist Rud			
3 Wes Eaken	3 Wes Eaken	3 Joe Gilbert	3 Michael Scott	3 David Tribble	3 Robert McDonald			
4 Jose Modesto	4 Eric Taylor	4 Richard Oliver	4 Howard Rush	4 Sean McEntee	4 David Tribble			
5 Joe Gilbert	5 Steve Moon	5 Chris Rigotti	5 Robert McDonald	5 Robert McDonald	5 Darrell Harvin			
6 Chris Rigotti	6 Richard Oliver	6 Jose Modesto	6 Sean McEntee	6 Darrell Harvin	6 Michael Scott			
7 Steve Moon	7 Frank McMillan	7 Eric Taylor	7 Kenny Stevens	7 Crist Rud	7 Sean McEntee			
8 Eric Taylor	8 Joe Gilbert	8 Wes Eaken	8 David Tribble	8 Howard Rush	8 Howard Rush			

The starting lineup and flight order.

### Saturday Qualifications Day

As the sun was coming up there were already airplanes in the

air as I got to the field. The conditions up to 9-9:30 were really very nice then the wind started to build. Those fortunate enough to draw early flights put up some nice scores. It turned out that this would be crucial in some cases as these leads became insurmountable.

Before the flying actually got started, Frank called a meeting of all hands to again discuss the weather and make some choices as to how the contest should proceed. The management seemed to be leaning in the direction of trying to do it all on Saturday with just two qualifying rounds and two final rounds.

The question was raised as to whether this could be done per FAI rules. It so happened that Bill Lee was on hand. Bill is an official FAI jurist who could make such decisions on the spot. He said he would agree to what the pilots wanted to do. The question was put up to a vote and at least 4-5 chose to go on with the full four-round program.

All it would take on this question was but one dissenting vote so the die was cast. The heat started to rise, and the wind could blow lawn chairs over by 11:00 or so.



A great lunch was served on the field. Here "Ol'Dad" Dale Gleason guards the desert table.

We were all treated to a great lunch on the field and our ladies auxiliary (aka the Motor Mouth Gang) formed a chow line and loaded up the plates with Subway sandwiches and endless homemade side dishes and desserts. Everyone enjoyed the food and the bull session over lunch.

On hand was Riley Wooten and Al Rabe with one of his Mustangs. He was so kind as to gift me one of his CDs and I'm sure a few others as well.



Bob McDonald's pretty Apogee out for practice.

The pilots began to add scores on the board and calculate whether they should pass on later flights. The odds that you could increase your score in the teeth of that wind became doubtful to most fliers. Those who did fly did some fancy dancing out in the circle center and performed some hair-raising pullouts in a few cases.



Dave Tribble takes a practice flight.

Personally I made an error in wanting to change to a more aggressive prop to punch through the wind for round three. That it did, but it so accelerated everything else in the breeze that I chose to bail on that flight and save the plane for round four on the other circle, where I really needed a better score anyway.

A really big treat was watching Doug Moon fly Bob Gieseke's "Bear" for the judges' warm-up flight. This was Bob's home field and this airplane has flown many patterns on this very circle by the legend himself.



Steve Moon flew Bob Gieseke's legendary Bear during a warm-up flight for the judges.



Doug and Steve crank up the Bear's engine.



Doug tops a loop with the Bear.

One accident in the high breeze on Saturday was an inverted pancake of Frank McMillan's gorgeous Stardust. He still made the finals, so next day he took off on his first official in mammoth winds and the airplane came apart in the air almost immediately. A very sad outcome this time for a fine gentleman, but there is always next time!



Frank McMillan's beautiful, but ill-fated, Stardust.

The wind increased during the day, making it nearly impossible to better the early morning scores, so you were either down by the count or passed and sat out the final round, riding your first-round score across the finish line.

FAI Control Line Precision Aerobatics (F2B)														
US Team Selection, 2017														
Qualification Flights, Senior														
Contestant	Round 1			Round 2			Round 3			Round 4			Total Score	Pl.
	Circle	Flight Order	Score											
Joe Gilbert	2	3	180.53	3	3	157.72	2	8	156.5	3	4	151.84	736.59	10
Robert McDonald	2	3	166.84	2	8	163.91	2	3	175.5	3	8	161.95	668.20	12
Frank McMillan	2	2	151.33	3	7	165.83	2	1	171.53	3	7	161.85	650.54	13
Jose Modesto	2	4	151.34	3	1	156.33	2	6	167.53	3	2	166.54	641.74	14
Steve Moon	2	7	151.57	3	6	164.7	2	2	165.49	3	1	155.3	637.05	15
Richard Oliver	2	1	151.75	3	6	166.08	2	4	166.28	3	5	165.4	617.51	16
Eric Taylor	2	8	151.79	3	2	161.5	2	5	166.55	3	3	165.5	614.39	17
Eric Taylor	2	9	152.06	3	4	160.34	2	7	170.14	3	6	165.5	608.04	18
Robert McDonald	3	2	144.56	2	6	155.29	3	5	166.29	2	2	163.5	630.13	19
Robert McDonald	3	5	135.95	2	5	161.24	3	3	169.74	2	5	165.5	632.48	20
Frank McMillan	3	6	130.7	2	4	157.5	3	7	161.29	2	6	161.29	610.78	21
Jose Modesto	3	1	127.85	2	7	162.9	3	6	165.5	2	4	165.5	611.8	22
Steve Moon	3	4	125.72	2	8	160.73	3	8	164.5	2	4	165.5	606.5	23
Richard Oliver	3	3	121.53	2	2	161.5	3	8	164.5	2	4	165.5	607.58	24
Eric Taylor	3	7	118.33	2	1	161.51	3	1	165.34	2	4	165.5	604.68	25
Eric Taylor	3	8	114.13	2	3	161.72	3	4	165.21	2	1	165.5	602.76	26

The board, the qualifiers, and those who will live to fly another day.

After the lineup was set for the Sunday event, everyone departed for someplace more comfortable. Later I traveled back to the field to see who might be practicing. It was abandoned with nobody interested in more wind for this day.

FAI Control Line Precision Aerobatics (F2B)								
US Team Selection, 2017								
Finals								
Seniors	Flight 1		Flight 2		Flight 3		Total Score	Place
	Flight Order	Score	Flight Order	Score	Flight Order	Score		
Joe Gilbert	6		4		5			
Robert McDonald	3		3		7			
Frank McMillan	2		6		8			
Jose Modesto	9		1		6			
Steve Moon	4		10		2			
Richard Oliver	7		9		9			
Crist Rud	1		2		3			
Howard Rush	5		8		10			
Kenny Stevens	8		5		4			
Eric Taylor	10		7		1			
Juniors								
Smantha Hines	11		11		11			

Here are the results of the draw for flight order for the Finals.

### Sunday Finals Day

As I was preparing to pack and leave the hotel on Sunday morning, the power went out because of a passing storm. Fortunately, I had already put my contact lenses in, made the coffee, and was mostly packed. That was a good thing because the only light to get out of the hotel was the light from my cellphone.

That sure left questions in my mind as to what would happen out at the field. One thing for sure, the wind was already howling and it was much colder than the 92° we had the day before. I was glad I had brought a jacket and long sleeves because they would be needed.

I had mixed feelings because I wished I was flying, but was a little relieved that I wasn't. Being 11<sup>th</sup> the day before, I had the honored duty to fly the judges' warm-up flight that morning. I knew all I really had to do was get the bird up and down in one piece, so I thought I could manage that.

The wind at this point was around 15 mph with gusts to about 25. The FAI rules state that the criteria to stop flying is 9 meters per second for a 30 second sustained period. That's 20 mph for us common folk. Like the AMA rules (IMHO), that is ridiculously

high. You are through flying long before that.



One last time a meeting was called to poll the fliers about whether to proceed. It was determined that we'd go.



A bundled up tabulation crew await the first scores.



Linda Bob Gleason staffs her post at the pull test machine.

I got the Desperado out of the car and on the line ready for warm-up duty. Mark Overmier and Frank Williams approached me and said the judges didn't want a warm-up flight and just wanted to get on with it. Far be it from me to be in the way ...



Looking over Frank McMillan's shoulder during a "low ebb" in the wind. It read 11.7 mph, but it felt like 20.

We started out the day with two scratches. Bob McDonald decided to take his airplane home in one piece, and so passed on all rounds. Howard Rush had the misfortune to forget his toolbox at the field on Saturday.

When he returned, the box, which contained his special solid lines and favorite handle, had been taken. It was assumed that perhaps some of the homeless who were living around and in the park had made off with it. No attempt was made at that late time to rig up a replacement, so Howard sat this trip to the finals out. A sad commentary.



Steve Moon's Discovery Retro .76-powered Furias.

Jose Modesto had been flying very strong in practice all week. When his flight was due on Sunday he had an admirable, but challenging, go of it in the heavy wind. He had to run around in backward circles the whole flight to keep his Shark out on the lines even in level flight upwind. Upon landing, the airplane turned promptly into the wind, directly at Jose as if to seek revenge for having to endure that flight.

The standard practice for this day was to have about eight guys surround the circle after each flight to catch the airplane as it rolled around to prevent it from flipping over in the wind. One such "catcher" got to Jose's Shark in time.



It was so windy that all of the planes in the pits had to be held down to prevent them going airborne.

**Stunt News 28**

Samantha Hines, our Junior representative on the team, heroically got her flight in. Just to explain, all of the adult fliers in FAI are called Senior and those under 19 are called Junior. This is not the same as AMA age groups. This writer judged her in her first Nats appearance a few years ago and it's been a pleasure to see her grow as a flier and as a nice young lady.



Samantha Hines flies before the judges.

The winds just gave nobody a break on this day. Steve Moon got as far as one square loop, uttered a couple of choice words, then leveled it out to circle until landing with a big grin on his face. The eventual winner this day, Chris Rud, had his airplane in full free flight *five* times during the Overhead Eights on his last flight. He was able to catch and reel it in each time.

Joe Gilbert flew his regular PAMPA ship on his first round flight, but switched to his sort-of Ringmaster for the finishing flights. Each time the judges got up for a break their chairs became flying objects, turning over with the breeze.



One of "The Three" who will represent the U.S. next year is Richard Oliver. Here is his Kaz Minato-designed Blue Max take-apart airplane.



Our first-place finisher at the trials is Chris Rud. The machine is his Geo-XL-based Peregrine.

The Team Trials is the most challenging of Stunt contests because of its pace and intensity, not to mention the goal for the contestants. This time it was done in the most challenging flying



Two of the three team members are here: Joe Gilbert, Richard, and Joe's better half, Colleen.

conditions this author has ever attempted to fly in for the 50-plus years of my involvement. Hats off to our team, but also to all my fellow contestants for the battle you fought in these short days.

We will have a strong team going to France and we will support their efforts fully. One way is to contribute financially to the team effort. They are given a small amount from the AMA and PAMPA, but it still falls short of the actual costs, which must come from the contestants' own pocket. Consider a donation to the AMA earmarked for the CL Aerobatics Team or "Blue Fund."

Congratulations to our winners: Chris, Richard, Joe, and Sammi. Also good luck to our reigning World F2B Champion, Orestes Hernandez, who will attend to defend his title. Go get 'em!

—Dave

The finals board.

FAI Control Line Precision Aerobatics (F2B)								
US Team Selection, 2017								
Finals								
Seniors	Flight 1		Flight 2		Flight 3		Total Score	Place
	Flight Order	Score	Flight Order	Score	Flight Order	Score		
Joe Gilbert	6	957.14	4	877.14	5	971.81	1929.50	3 <sup>rd</sup>
Robert McDonald	3	PASS	3	PASS	7	PASS	PASS	9
Frank McMillan	2	79.43	6	PASS	8	PASS	79.43	7
Jose Modesto	9	492.8	1	PASS	6	PASS	492.85	5
Steve Moon	4	49.14	10	PASS	2	PASS	49.14	8
Richard Oliver	7	967.88	9	988.63	9	PASS	1956.51	2
Crist Rud	1	1047.23	2	959.26	3	PASS	2006.49	1 <sup>st</sup>
Howard Rush	5	PASS	8	PASS	10	PASS	PASS	9
Kenny Stevens	8	944.78	5	920.10	4	934.28	1879.06	4
Eric Taylor	10	267.38	7	PASS	1	PASS	267.38	6
Juniors								
Smantha Hines	11	54	11	PASS	11	PASS		

# A Salute to Wynn Paul

by Bob Hunt

Most veteran PAMPA members know the name Wynn Paul, but many of you newcomers to the organization may not. The SIG (Special Interest Group) that we call PAMPA was in large part Wynn's brainchild.

Keith Trostle and Wynn discussed the possibility of forming such an organization in 1972. Wynn published the not-yet-formed organization's first newsletter prior to the 1973 Nats with the name *Prop Wash*. That newsletter was sent out to 43 people. It was printed on a Spirit Duplicator machine, which was the predecessor to the mimeograph.

During the 1973 Nats (on Friday, August 11, 1973) a meeting was held in front of the work hangar at the EAA facility in Oshkosh, Wisconsin, with approximately 45 people in attendance. At that meeting, the organization, which would eventually become known as



Wynn Paul and the Pampawagon VIII at the 1995 FAI Team Trials. Photo by Allen Brickhaus.

Wynn Paul placed sixth with this version of the Pampawagon at the 1980 Nationals. Photo by Gene Martine.



PAMPA (Precision Aerobatics Model Pilots Association), was formed. The name originally adopted was Precision Aerobatics Pilots Association (PAPA), but that was later amended to include the word "Model" at the FAI Team Trials later that year. Another tongue-in-cheek suggested organization name by Wynn was the American Society of Stunt (A.S.S.). But Wynn said in a recent interview that "No one seemed to like that one."

Keith Trostle, who was not in attendance at Oshkosh, was voted in as the Director by acclamation, as he had previously volunteered to be available to fill that position. Les McDonald was elected in as Vice President; Wynn Paul was elected as Secretary/Treasurer; Gene Shaffer and Al Rabe volunteered to be the two remaining members of the executive council. Of note is

that for years afterward Les McDonald claimed that the only reason he was elected as Vice President was because he had a driver's license and a telephone! Of course this was years before he won three F2B World Championship crowns and the Walker Trophy!

In the first newsletter, Wynn listed 14 objectives for the new organization, one of which was to send publicity releases about Stunt to such magazines as *Sports Illustrated* and *Playboy*. The most important objectives listed for PAMPA were to establish a monthly newsletter, administer the Nats and the FAI Team Trials, establish a judges' corps, become a voice to the AMA for Stunt rules and issues, and encourage more novice-type competition. Also in that first newsletter was the suggestion that Stunt fliers at the upcoming Nats should have a meeting to discuss the idea of a CL Stunt association.

The second issue of the organizations newsletter—by that point named *Stunt News* by Wynn—was published in late August of 1973 and contained seven pages. The method of printing was upgraded to mimeograph for that issue. In the December, 1973 issue of *Stunt News*, Wynn devoted a full page to the subject of establishing skill classes for Stunt competition. Wynn suggested the following categories: Novice, Beginner, Advanced, Expert, and Masters. Wynn eventually published 92 issues of *Stunt News* through 1983!

Wynn authored the "CL Stunt" column for *Model Aviation* from 1975 to 1983. Wynn also served as the Chairman of the FAI Team Selection committee from 1995 to 2014.

Wynn also had a long and distinguished career as a top-caliber CL Stunt competitor. He competed in 15 US Nationals, placing in the top ten 11 times and in the top five four times. He competed in 13 FAI Team Trials, placing in the top ten seven times. In 1979 Wynn qualified for the 1980 United States FAI F2B Team, and he flew to a tenth place finish in Poland. That placing helped the team capture the Team Gold Medal at that World Championships!



Wynn Paul waiting out the results of the Top Five Finals at the 1977 Nationals in California. Wynn finished in fifth place. This is Helen Paul's favorite photo of her husband! Photo by Randy Hancock.



The top three winners at the 1979 USA FAI Team Trials: left to right are Wynn Paul (second), Les McDonald (first), and Bob Gieseke (third). Hancock photo.



The World Championship Control Line Precision Aerobatics Team in 1980. In the back row left to right are Bill Werwage (third), Bob Hunt (flying as an independent defending World Champion), and Wynn Paul (10th). That's Les McDonald kneeling, and he won his second World Championship title that year. Photo by Dave Elias.



Above: The Top Five winners at the 1982 USA Nationals were (left to right) Bob Gieseke (second), Wynn Paul (fourth), Ted Fancher (first), Jim Casale (fifth), and Bill Werwage (third). Brickhaus photo.

Right: Wynn Paul and his Mirage at the 1971 FAI Team Trials in Cleveland. Wynn flew to ninth place in his first Nationals appearance with this Mirage. Photo by Keith Trostle.



In 1976 Wynn began collecting information about the history of the Stunt event, realizing that no such compilation existed at that time. From 1976 to 2000 Wynn was able to collect much information directly from the pioneers of the event, such as George Aldrich, Johnny Clemens, Roy Mayes, Bob Palmer, J.C. “Madman” Yates, Davis “Davy” Slagle, Don Still, Dave Cook, Charles Mackey, John Lederman, Leon Shulman, Jean Paillet, John Miske, Henry Bourgeois, John Worth, Larry Scarinzi, Hal deBolt, and many others. Many of these legendary modelers are no longer with us, and it is a blessing that Wynn was able to talk with them and get their stories firsthand.

Those of us who know Wynn well are certainly aware of the huge amount of work that he has done to bring all this CL Stunt history together. Many of us have contributed photographs from our personal files to Wynn’s project as well as personal accounts of known history events that relate to the project.

Wynn’s quest to bring this vast CL Stunt history to fruition is now nearing an end. The result of his work is a two-volume set of coffee-table-size books entitled *Stunt History—The Story of Model Aircraft Control Line Precision Aerobatics* by Wynn Paul. The two volumes total 960 pages, including an appendix of 52 pages which lists brief descriptions of CL Stunt planes from 1937 through 2014.

There are 1,550 photographs in the combined two volumes. The first chapter in Volume 1 contains a brief history of model aeronautics up to 1945. Thereafter, each year from 1945 to 2014 is represented by a separate chapter for a total of 71 chapters! I asked Wynn how many hours have been invested in his project and he replied, “Good God, I have no idea!” I’m quite certain it has to be in the thousands.

Wynn had hoped to have his landmark two-



Wynn Paul and his Mirage at the 1971 FAI Team Trials in Cleveland. Wynn flew to ninth place in his first Nationals appearance with this Mirage. Photo by Keith Trostle.



Tom Dixon handing Wynn the first-place trophy at the PAMPA District V Championships in Atlanta, in May of 1976. Photo by Randy Smith.

book set finished and ready for distribution by this Christmas season, but some last-minute details have prevented that. It should be ready to distribute by very early in 2018.

The above tells a bit of the history of Wynn Paul and his association with the various aspects of CL Stunt, and of his quest to preserve the history of our event. It does not convey much of the spirit of the man himself, nor does it list anywhere near all his accomplishments in, and contributions to, the field of CL Precision Aerobatics.

I've known Wynn since 1973, when we first competed against each other at the Oshkosh Nats in Wisconsin. Wynn and I were "next level down" competitors from the very top pilots, and we immediately became friends and brothers in our quest to crack that top echelon together. I realized very quickly that, like me, Wynn had a strong desire to succeed and a great reverence for the event and its history. No one that I can think of has done as much as Wynn has to ensure that our beloved hobby/sport will be remembered.

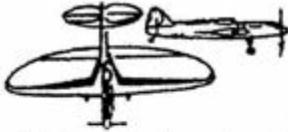
Wynn's definitive history of the CL Stunt event is something that every CL Stunt flier and aficionado needs to have in his or her library. It is a living history of all those who came before and paved the way with innovation, talent, and dedication.

I'm getting two sets of the *Stunt History—The Story of Model Aircraft Control Line Precision Aerobatics*—one for me and one for my son, Robby. As proud as I am to have been part of that history, I'm even more proud that my son wrote his own part of that history.

I'd like to take this opportunity to thank Wynn Paul on behalf of the entire CLStunt community for his many, many years of research and writing in a quest to ensure that the history of our hobby/sport will forever be remembered. *SN*

—Bob Hunt

*Editor's note: Wynn's two volume history of Stunt should be available for purchase as, or shortly after, you read this. Please keep checking on the PAMPA website for pricing and availability.*



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# Control Line Activities During Joe Nall Week

by Mark Weiss



David Fitzgerald (L) and Derek Barry chat a bit before taking on coaching duties at the Stunt Camp portion of the Joe Nall festivities.

## *It's Never Too Late to Go to Camp!*

**A few months ago**—May to be exact—marked the sixth consecutive year the Green Hat Gang invaded the fabled Triple Tree Aerodrome in Woodruff, South Carolina. And in that eight-day span, we continued our flight training for several hundred more new pilots and had our third annual Stunt Championships.

It's what happened between these two activities that caught a lot of attention in South Carolina and throughout the Stunt community.

### **Stunt Camp**

Will Davis and I stay in touch year-round to talk about a bunch of things, including the two events we share directing: the week at Triple Tree and the Brodak Fly-In a few weeks later.

Several months before Joe Nall Week we talked about our upcoming training and contest at Triple Tree. For whatever

reason, I wanted to add something new that our experienced pilots might enjoy.

Being someone who likes to learn and improve my own skills, I entertained the idea of a Stunt Camp. I had a vague idea of what this might look like, but knew we needed someone with the credentials to consider running this camp at the Nall. Randy Smith's name came to mind, and I called Randy. I knew he was familiar with coaching top-shelf Stunt pilots and thought he was the right guy.

He liked the idea and agreed to be the CD. Randy said he would need a full day, and I decided upon Thursday, May 18. With our two-day Stunt contest taking up Friday and Saturday, Thursday seemed to be the perfect day. It was.

Randy needed three assistants who would all share with him the coaching of the "campers." The group turned out to be Randy, Ronnie Farmer, Derek Barry, and David Fitzgerald! Derek and



Randy helped convince David to make the trip, not just for Stunt camp and the contest but also for the entire Triple Tree/Joe Nall week experience. And fortunately, David was able to juggle his work and family obligations. Thank you, David.

So, what exactly is Stunt Camp? Pilots who want to participate must be able to fly the entire PA pattern at a level of an Advanced Pilot, at a minimum. Randy's camp was not the venue to teach someone how to fly, but rather how to fine-tune maneuvers and earn higher scores. He developed an excellent scoring and review sheet, which depicted each part of every maneuver. The coach would then trace in red ink the actual flight path superimposed

Left: David Fitzgerald gives some tips to Wes Eakin during the Stunt Camp. The ability to work one-on-one with such accomplished fliers as David is invaluable.

Below: Hidden behind his clipboard is our Stunt Camp leader, Randy Smith, watching and recording notes on the flight of Vinnie Langella. Randy developed an excellent tracking sheet for each judge to use and then share with their pilots.





Left: Derek Barry also volunteered his time all day Thursday to help with Stunt Camp. Here Derek is reviewing the flight of Jim Smith, one of the famous Smith Brothers Stunt Team. Not too shabby having two of your four judges being Nats Top 5 pilots!

Below: Randy brought along smooth-talking Ronnie Farmer to be one of the four judges. Ronnie is reviewing the flight just put in by Eric Taylor. Ronnie was also excellent in providing great feedback to the pilots.



over the ideal maneuver throughout the pattern and jot down notes along the way.

In practice, each student had a morning flight/review and an afternoon flight/review. As a pilot entered one of the two reserved circles, the designated coach would signal him/her to begin, and that coach watched and scored that flight. As soon as the flight was over and the airplane was off the circle, the student and the coach met off the circle where the coach reviewed each part of each maneuver with the camper.

These coaching sessions sometimes lasted 30 minutes each. These sessions were to 1) review what the coach saw during the flight, and 2) discuss what the student needed to do to improve his/her skills.

The long lunch hour was purposely designed to permit all the students to get back into the circles and try what they had just learned. In the afternoon round, students met with a different coach.

The feedback from our students was overwhelming! They loved the experience and particularly the time with their coaches. It was such a hit that Randy has already agreed to run Stunt Camp #2 next May at Triple Tree! Reserve your spot now! "Camper" slots are limited.

Stunt Camp worked so well because it was well thought out by Randy, had some of the very best pilots and coaches anywhere (Ronnie, Derek, and David), and had students who wanted to

improve their flying skills. Oh yeah, and it didn't hurt that the circles at Triple Tree are the finest you will ever see.

So, what did we do with those pilots who wanted to attend Stunt Camp but did not have the credentials? Will Davis took the group to the third circle and worked with them on improving their maneuvers. And that evening? Will ran an excellent Judging Camp. Thank you, my friend.



Here are the Beginner Precision Aerobatics winners. (L-R) Charles Sabatka (third place), Sandro Lobo (first place), and Len Bechtold (second place).



The Intermediate Precision Aerobatics winners were (L-R) Mitchell Lastig (third place), Rusty Knowlton (first place), and Ray Copeland (third place).

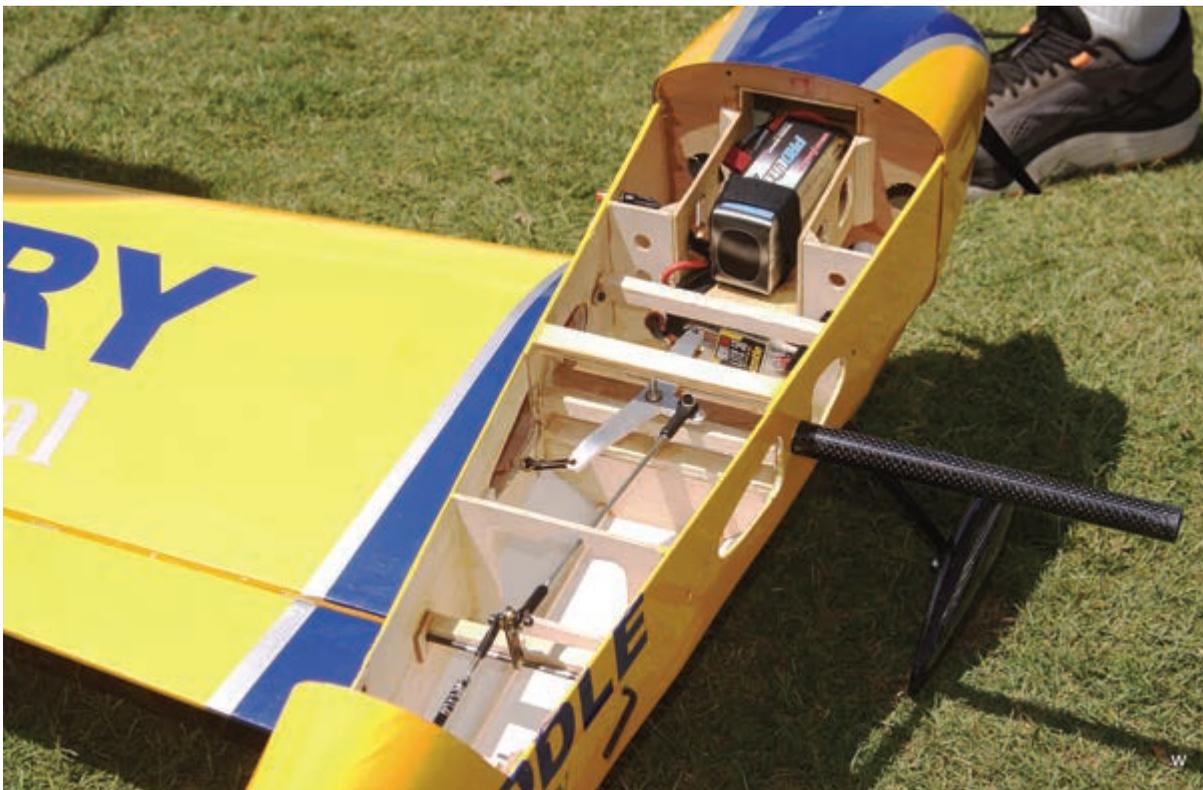
The Advanced Precision Aerobatics winners were Allen Perrett (third place), Rick Huff (first place), and Bruce Jennings (third place).



The winners in Profile Stunt were Wayne Smith (third place), Eric Taylor (first place), and Mike Waldron (second place).



The winners in Classic Stunt were Allan Perrett ( second place), John Simpson (first place), and Wes Eakin (third place).



Luiz Dutra came all the way from São Paulo, Brazil, to compete with this take-apart electric Precision Aerobatics model.



Joe Nall Week is all about family and here is one of the very best anywhere. Here's Mark's partner, Will Smith alongside grandson Wesley, Wesley's dad David Smith, little Conner Smith, and Sarah Smith, Will's daughter. Missing is Melissa Davis, who always lends a great hand each year at Triple Tree.

### Third Annual Triple Tree (Bob Shaw) Stunt Championship

Our formula from 2016 seemed to work well so we repeated it in 2017: Profile and Classic on Friday with PA by skill class on Saturday. Between the two Saturday rounds, we would provide a hot lunch prepared by Will, and following the contest we would have our annual Awards Ceremony.

Some of our contestants came early in the week, while the majority arrived on Wednesday, May 17. From the opening day of Joe Nall Week on Saturday, May 13, through Wednesday, there was open flying in two circles and our student training on our little and durable Stevens Aero RingRats. By Wednesday, it became clear to me that I was running out of circles for Thursday.

I jumped on Bruce Jennings four-wheeler and drove up to the main flightline to find one of the big boys, founder Pat Hartness or Event Director Mike Gregory. I saw Pat and asked him a very simple question: "Pat, do you think you could send a couple of mowers down to our area and cut a fourth circle for our student training?" He asked if I had laid out that circle, and I said I had.

Two hours later, we had our fourth circle smooth enough for our RingRats to take off and land. What a great place!

On Friday, we ran two circles for Profile and Classic. On Saturday, we left the middle circle open for the laying out of lines and airplanes and combined Intermediate and Advanced on one circle with Beginner and Expert on the other.

Thanks to the contest staff, our pilots, and our terrific judges, all went extremely well. A special "Thank You" goes out to Howard Shenton for making everything run smoothly for the contest, and to Saramarie Huff for doing the tabulating. And "Thank You" to my partner, Will Davis, for preparing another great and hot Saturday lunch for everyone.

### The Goodies

Thanks to the wonderful generosity of Bob Shaw, we were able to provide each contestant with a special T-shirt, and we even had enough shirts for spouses, as well! The winners in each category received a beautiful award. The top three in Classic and



Here are the Expert winners. (L-R) Mike Waldron (third), David Fitzgerald (first), and Derek Barry (second). They put on quite a show!

Profile each won an award, while the top three in each skill class on Saturday also received their awards.

Near the end of the awards' ceremony, I asked each participant to grab an extra T-shirt and give it to someone who would really enjoy attending the Joe Nall Week next year and fly Control Line.

It was so fitting that when David Fitzgerald was presented with his first-place award for PA, he addressed the group, thanking us for the invitation and experience while suggesting that Triple Tree could easily host some of the major CL events in the world. Thank you, David.

### Our Supporters

The team that manages Triple Tree are the rain-makers, from Pat Hartness and Mike Gregory, to Mark Davidson and all the volunteers; to Bob Shaw for making the dream become a reality, and to our sponsors who make it possible for us to have provided over 2,300 training flights so far. The following is a list of our supporters:

Stevens Aero	Thunderpower	AMA District IV
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### In Closing

When you have two of the Nats "Top 5" (including the winner) at your event, good things are going to happen. When you add to that the 2016 Nats Advanced Winner at your event, good things are going to happen. When you have a Randy Smith organize and run a Stunt Camp, good things are going to happen. And when you have a great group of pilots and helpers who support the event each year, good things are going to happen.

Add some hard work, a little creative thinking, a bunch of volunteers, an incredible facility, the Green Hat Gang, and a great partner in Will Davis, great things are going to happen. They did. Join us next year! *sw*

—Mark



The competitors, their families, and the spectators await the awards ceremony in the fantastic pavilion that was built at the CL site.



# Motor Mount Crutch and Front-End Assembly

by Bob Hunt

Photos by the author



Bob Hunt's original-design, and Classic Stunt-legal, Caprice serves as the example model for this how-to.



1



**90**It will no doubt surprise many that I'm writing a how-to piece on glow model motor mount crutch and front-end assembly techniques. After all, I'm an electric guy, right?

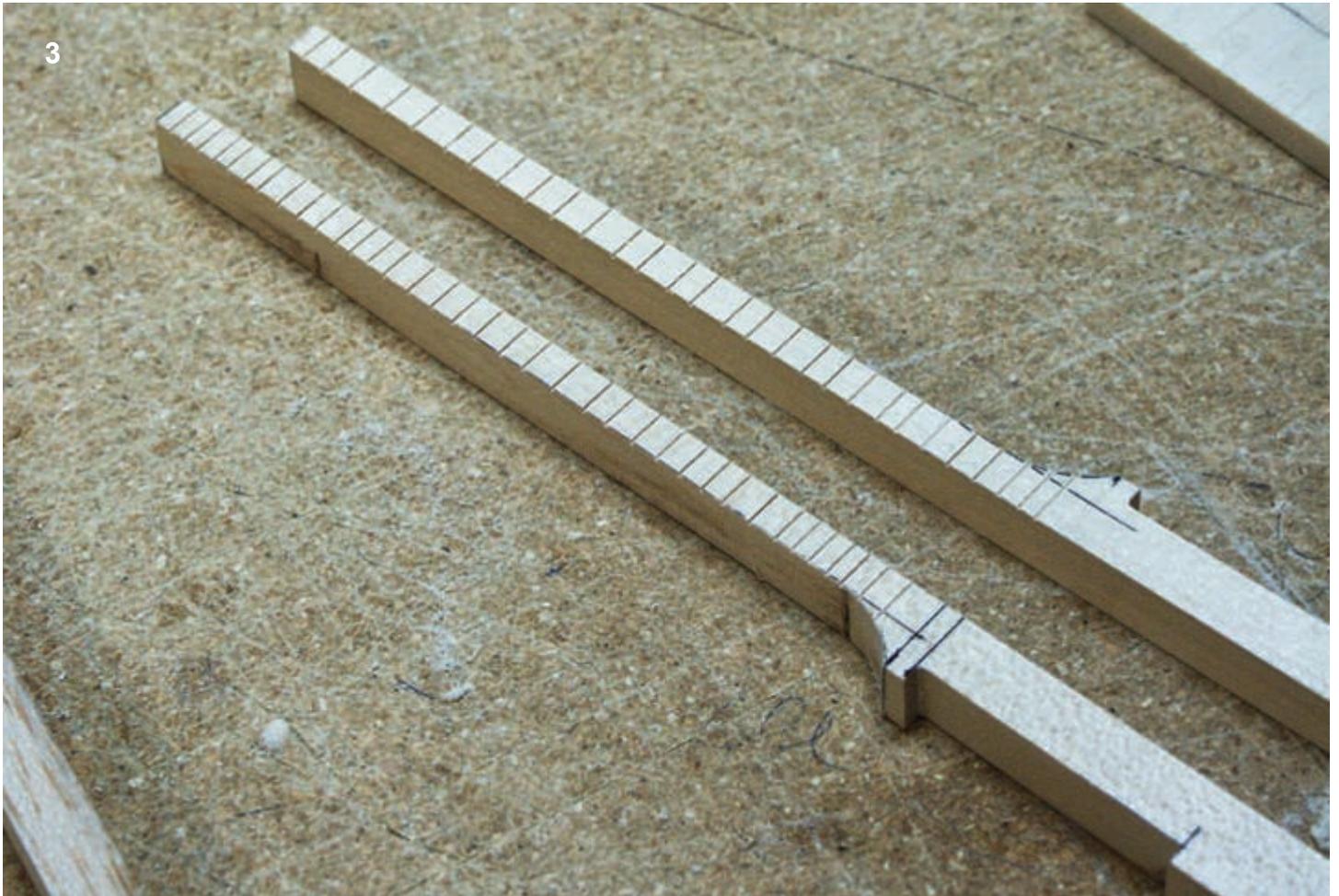
Well, not always. I have built a number of Classic Stunt models for use with glow engines, and I also do a lot of custom building for other modelers, and a lot of that work is for glow models.

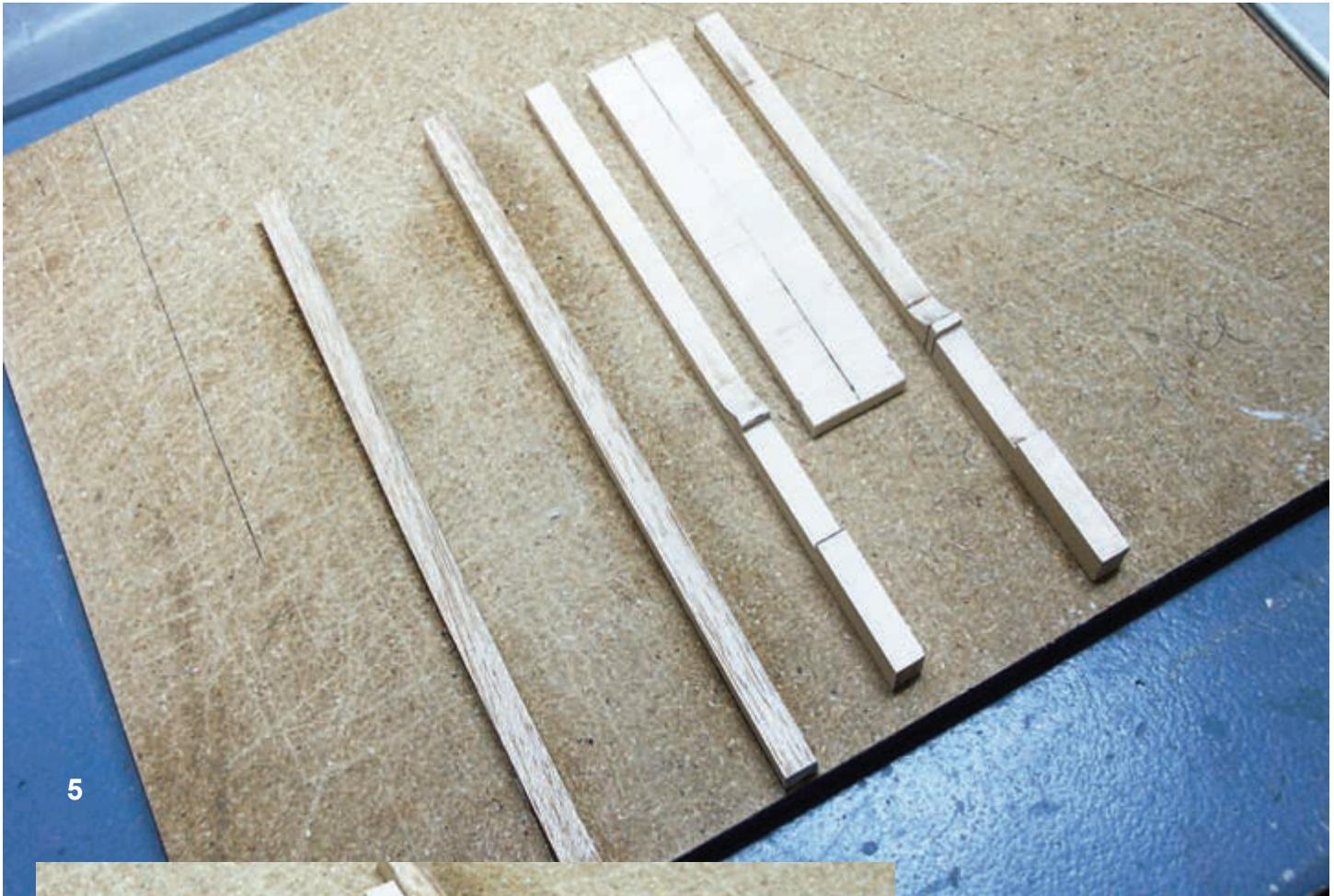
In particular, I get to build a lot of Caprice components. The Caprice is a model that I designed back in 1967 and reprised several years ago at the request of Dennis Choate. He wanted to build one of my designs and asked me to send him plans. I redrew the plans using the original model's templates and sent them to Dennis, but I also decided to build another one for myself. That was back in 2001.

The resulting Caprice replica was very successful for me, winning



2



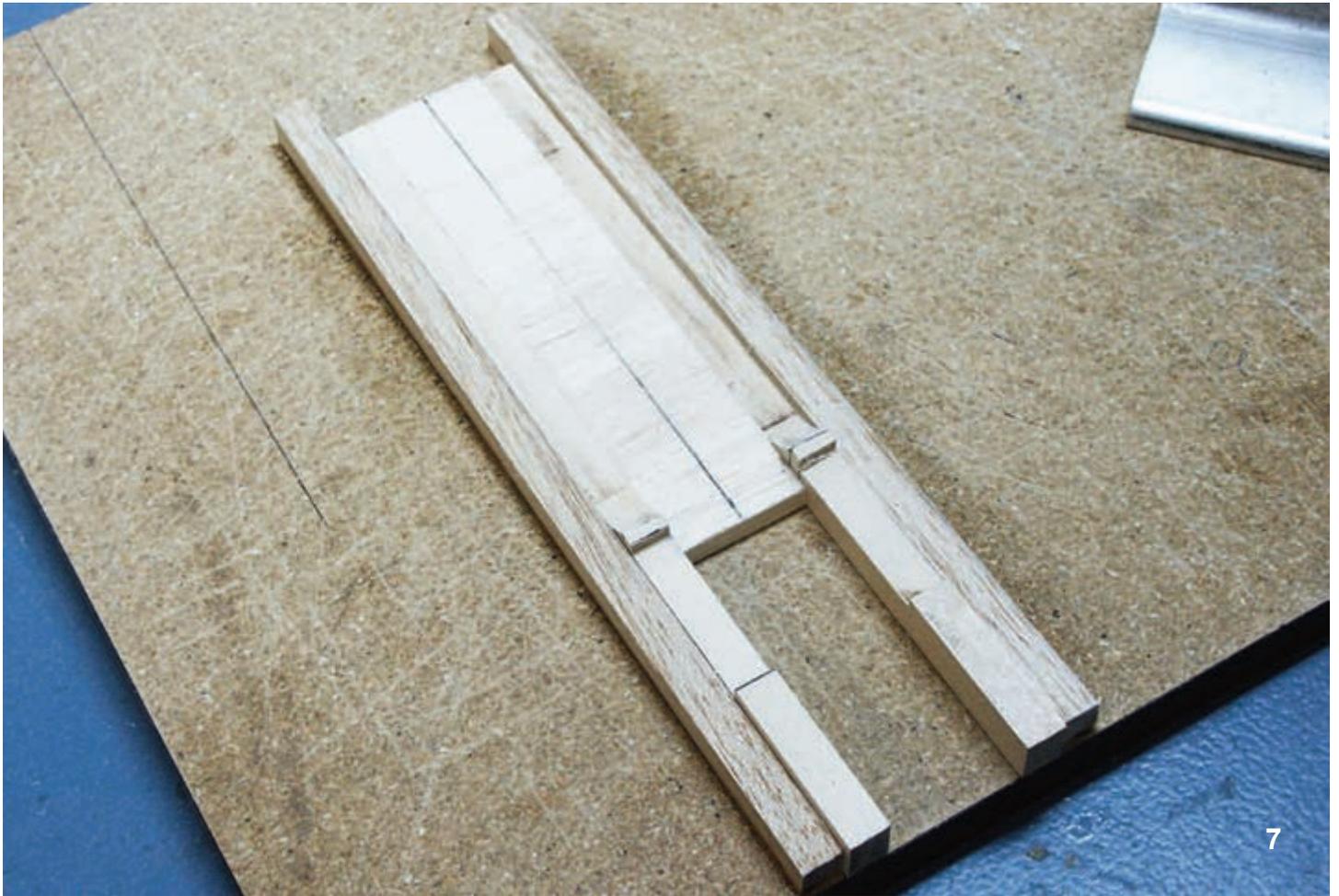


three National Classic Stunt crowns in a row, and five VSC Classic Stunt Championships in a row. I guess that got some people's attention, and I started getting orders for the various components for the Caprice that I offer through my Robin's View Productions company.

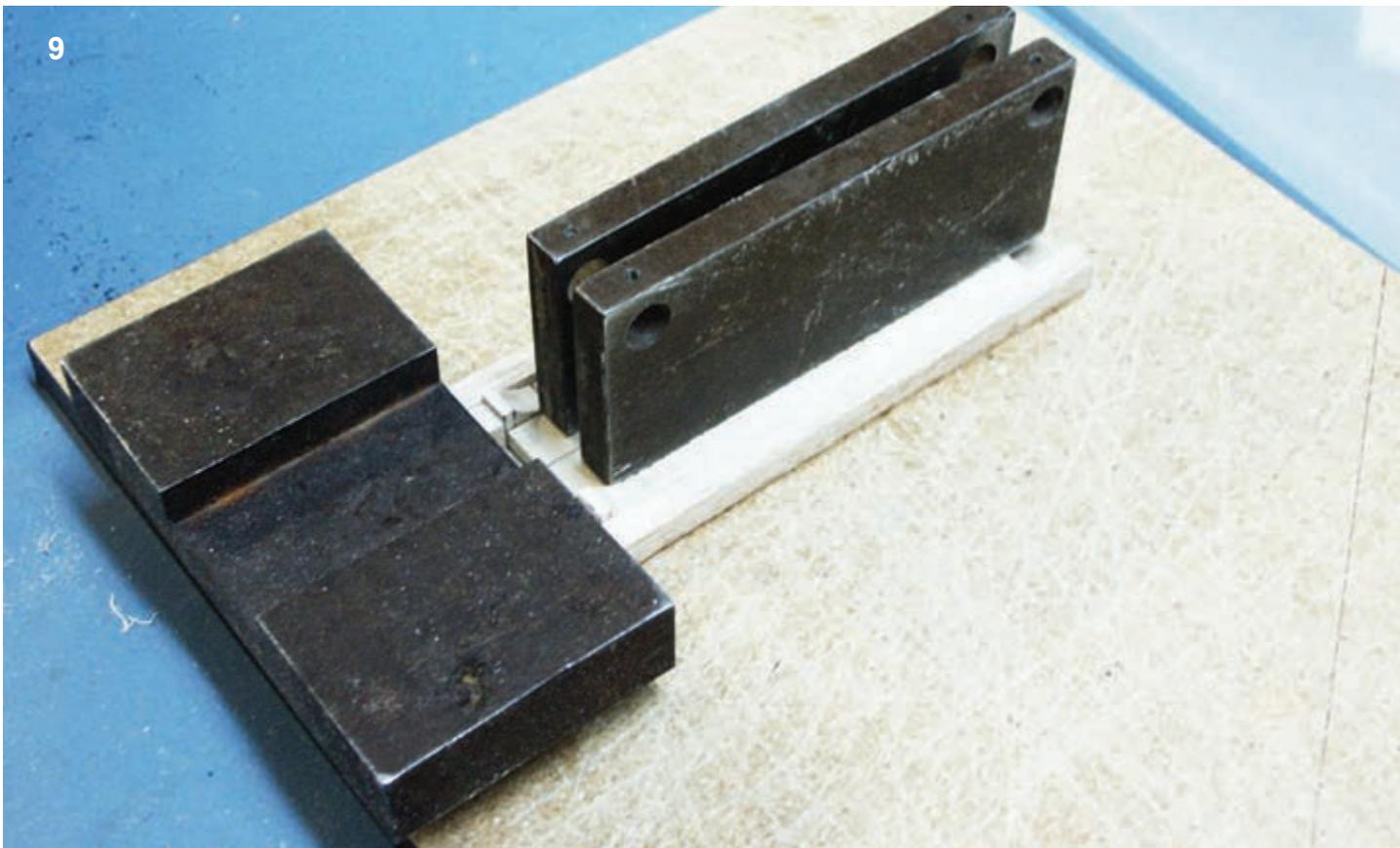
I like to take lots of photos as I work, to not only document what I've done for my own files, but also to have images with which to illustrate how-to articles. Such is the case here. These photos were taken several years ago, but the techniques and procedures are just as valid today, especially for a Classic Stunt model.

Hopefully the photos will speak for themselves as a virtual step-by-step instruction manual, but I'll go ahead and throw in some written instructions and tips as well.

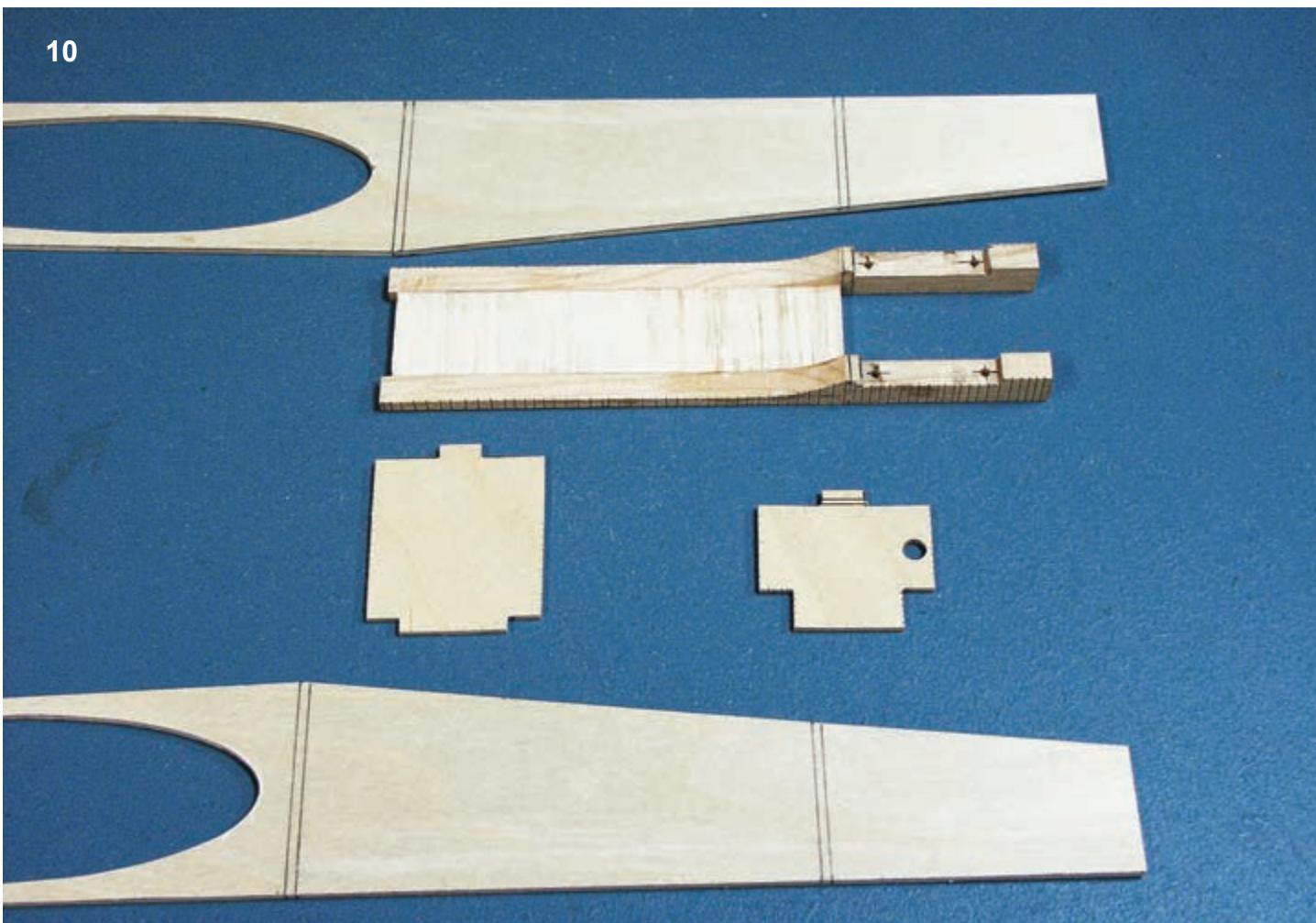
The motor mounts for the Caprice are made from  $\frac{1}{2} \times \frac{3}{8}$ -inch rock-hard maple. You can usually find rock-hard maple at a well-stocked hobby shop, but if you have trouble finding it, check the exotic wood section at Lowes. I have found some outstanding rock-hard maple there. Of course you will have to have it

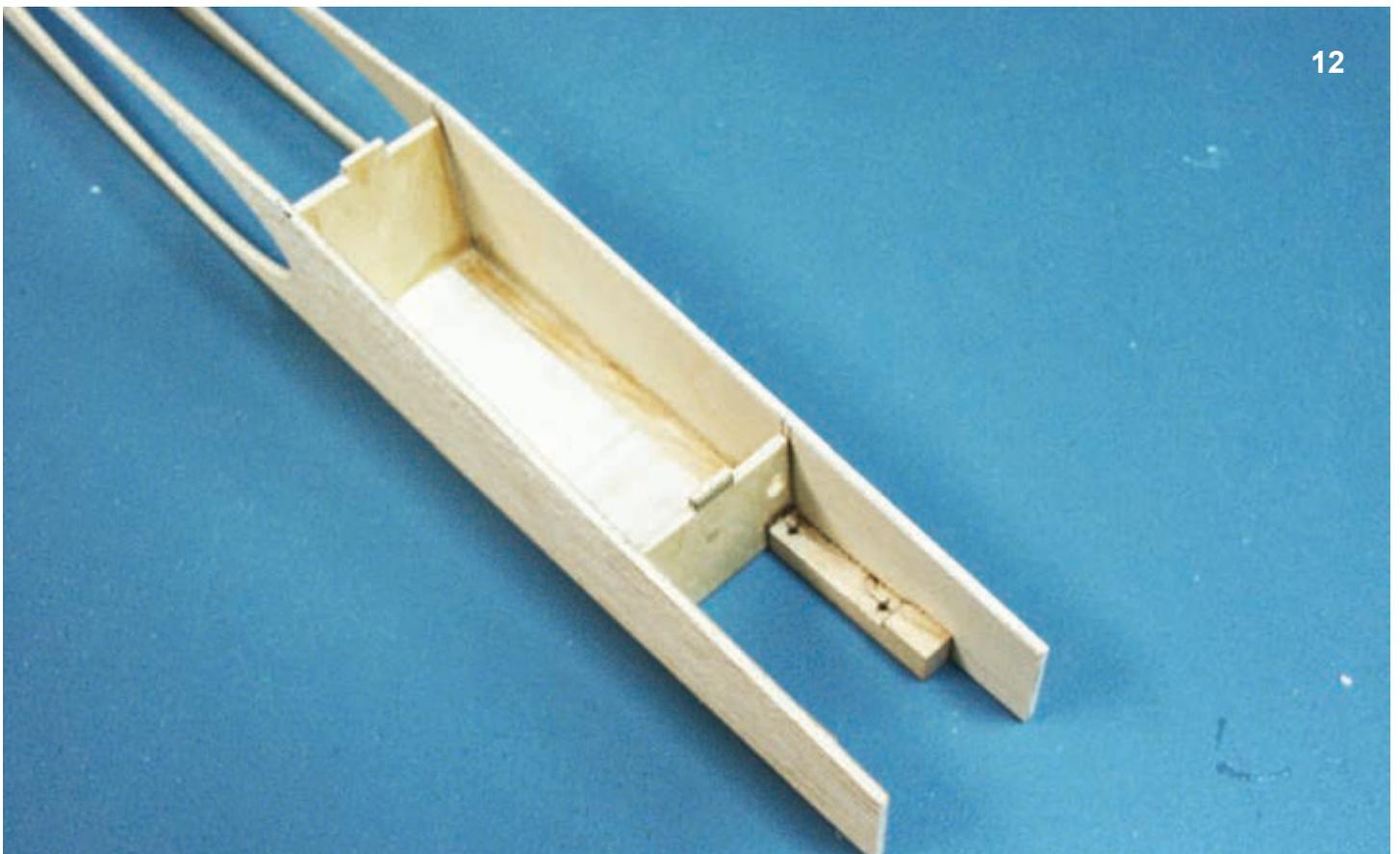
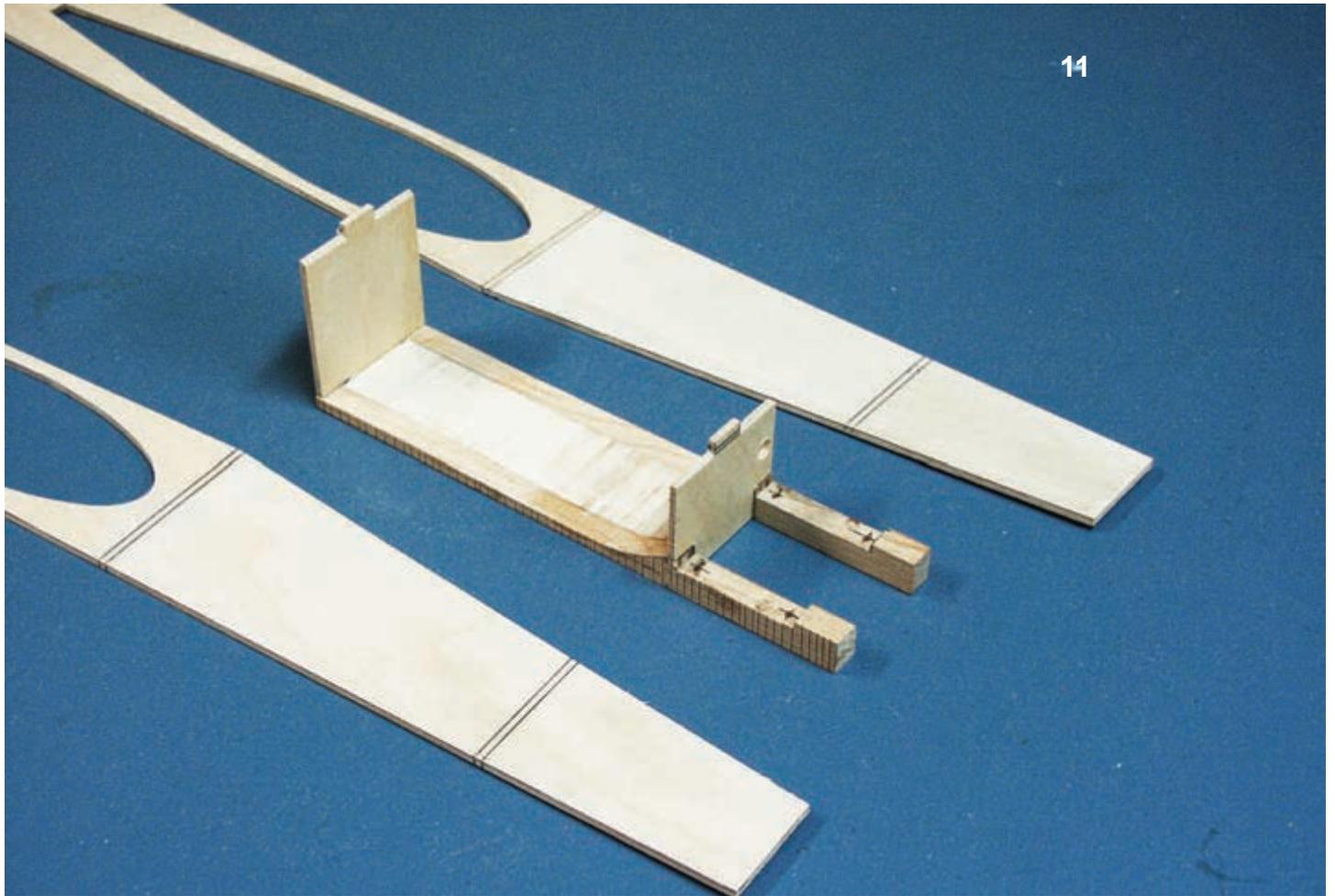


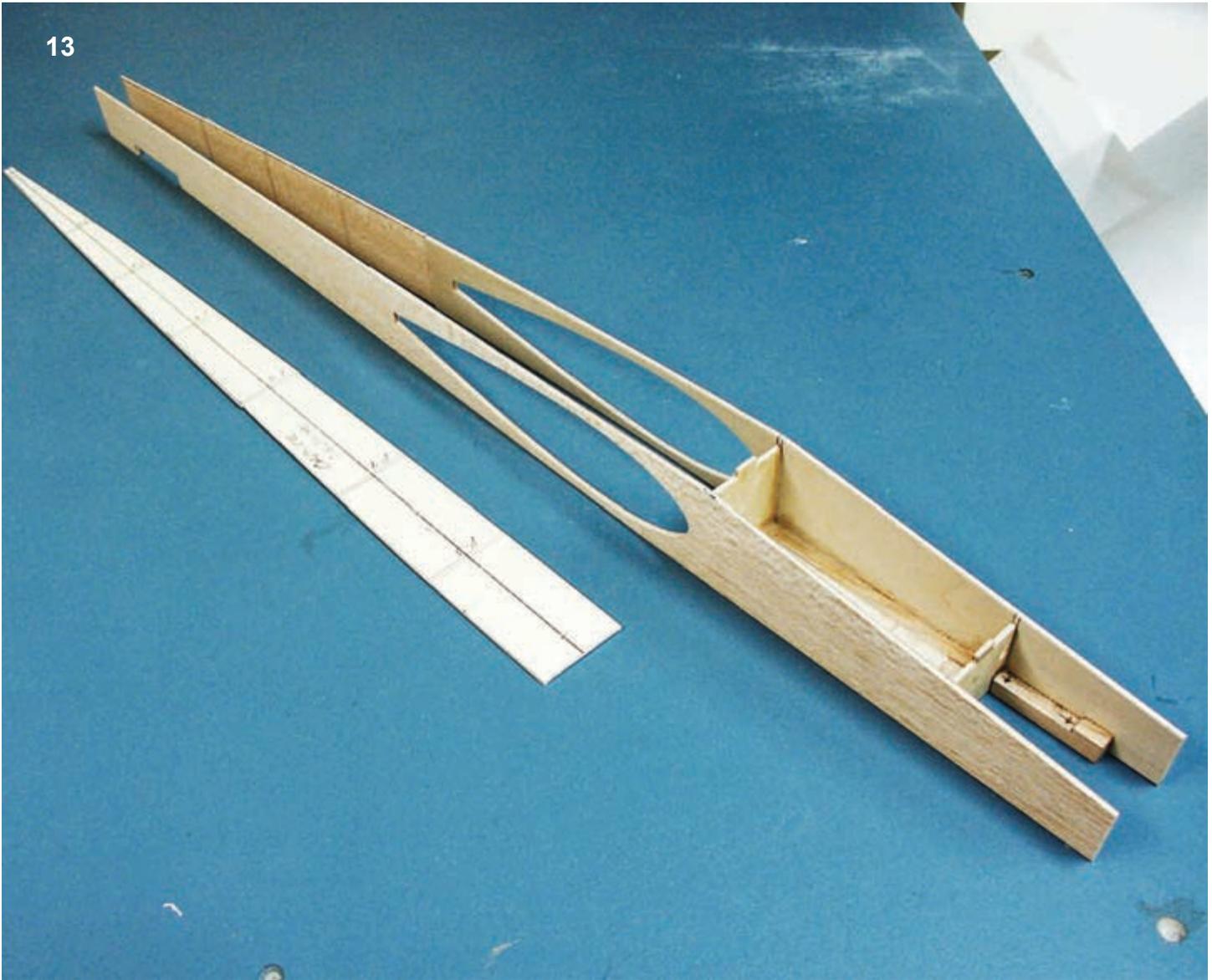
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10







cut and sanded to size if you don't have equipment in your shop to do that ...

Start by making the motor mount pieces as per the plans of the model you are building. For the Caprice, the mounts have to be relieved aft of the motor mount area to allow for tank height adjustment. I use square plastic tanks and they are a bit deeper top to bottom than most metal tanks. It's a good idea to allow for some vertical adjustment even with a 1-inch deep tank.

I prefer to mount my glow engines on metal plates, and that means the mount pieces have to be inletted to accept the plates. The plates I use are  $\frac{1}{8}$ -inch thick, and so a  $\frac{1}{8}$ -inch recess has to be made in the maple mount pieces. I mark out the area to be recessed and then make a starter cut on my band saw that is not quite as deep as required to make the plate sit flush with the face of the maple mounts.

Because I don't have a milling machine, I use a  $\frac{1}{8}$ -inch thick flat file to finish the recess to a perfect depth. I clamp the file to my bench and then run the maple mount back and forth over the file until the  $\frac{1}{8}$ -inch depth has been reached. See photos #1 and #2.

I also make shallow band saw cuts on the sides of the maple mounts that will later face up against the fuselage sides. This allows for more gluing surface and makes a much stronger bond

between the mount and the sides. See photo #3.

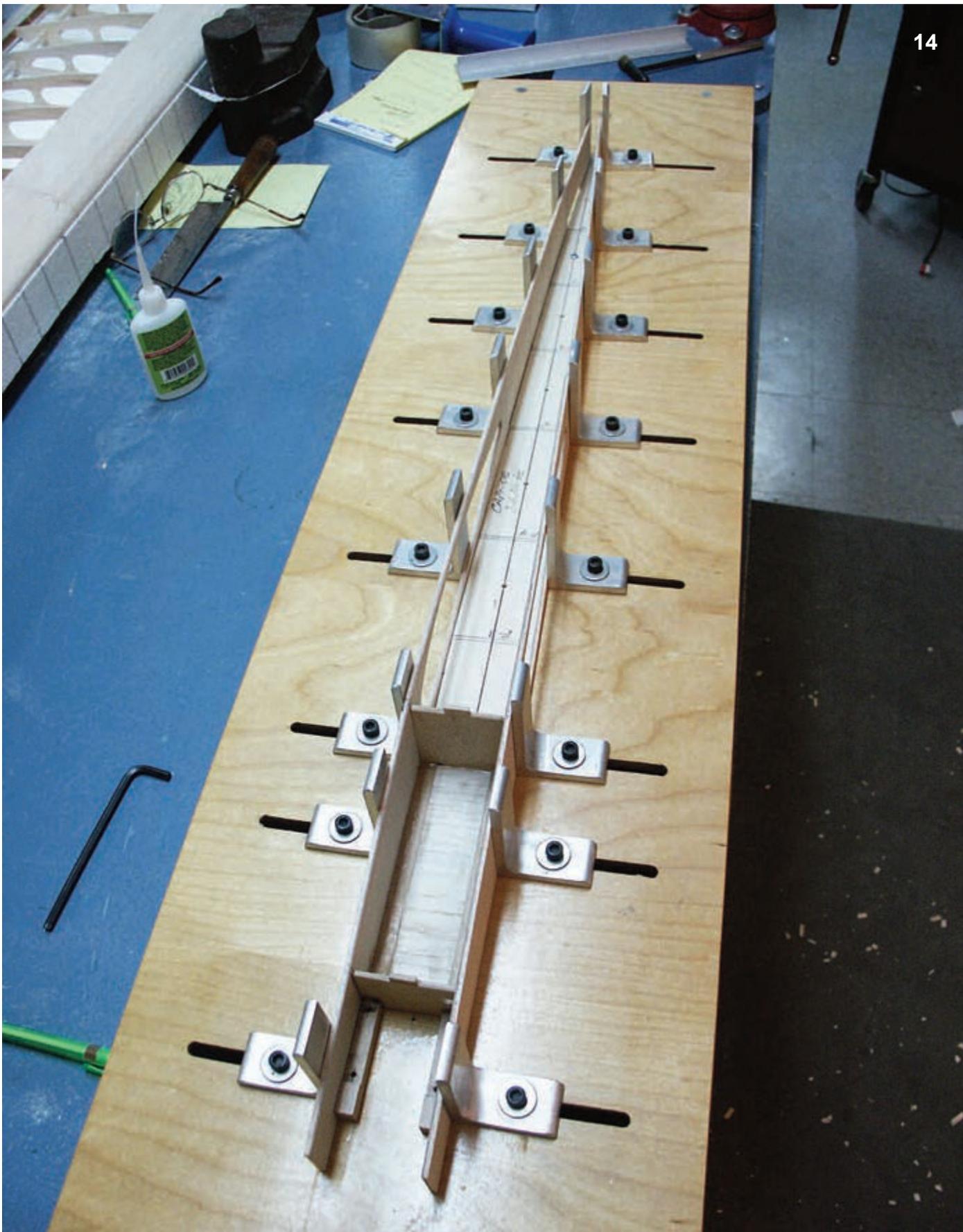
Next I measure the total width of the desired engine mount crutch assembly and make a fixture from two pieces of  $\frac{1}{2}$ -inch square stock. These pieces of square stock are glued to a very flat board, aligned with a combination square, and clamped in place securely until the glue has cured. See photo #4.

The next step is to make a mount center spacer from cross-grain hard balsa. This piece must be a *press fit* between the mount pieces when everything is aligned in the fixture. See photos #5, #6, and #7.

After you are totally satisfied with the fit of the parts in the fixture, remove the parts and place a piece of waxed paper in the fixture to prevent the upcoming gluing process from gluing the parts to the fixture! See photo #8.

Mix up some 30-minute epoxy and add a good slug of microballoons to the mixture to ensure good gap penetration. Coat the sides of the balsa center spacer and then assemble all of the parts in the fixture. Carefully check the alignment and make sure all the parts are pressed snugly down against the base of the fixture. Place some weights on top of the assembly to hold everything in place until the epoxy cures thoroughly. See photo #9.

The next group of photos shows how the mount crutch, the

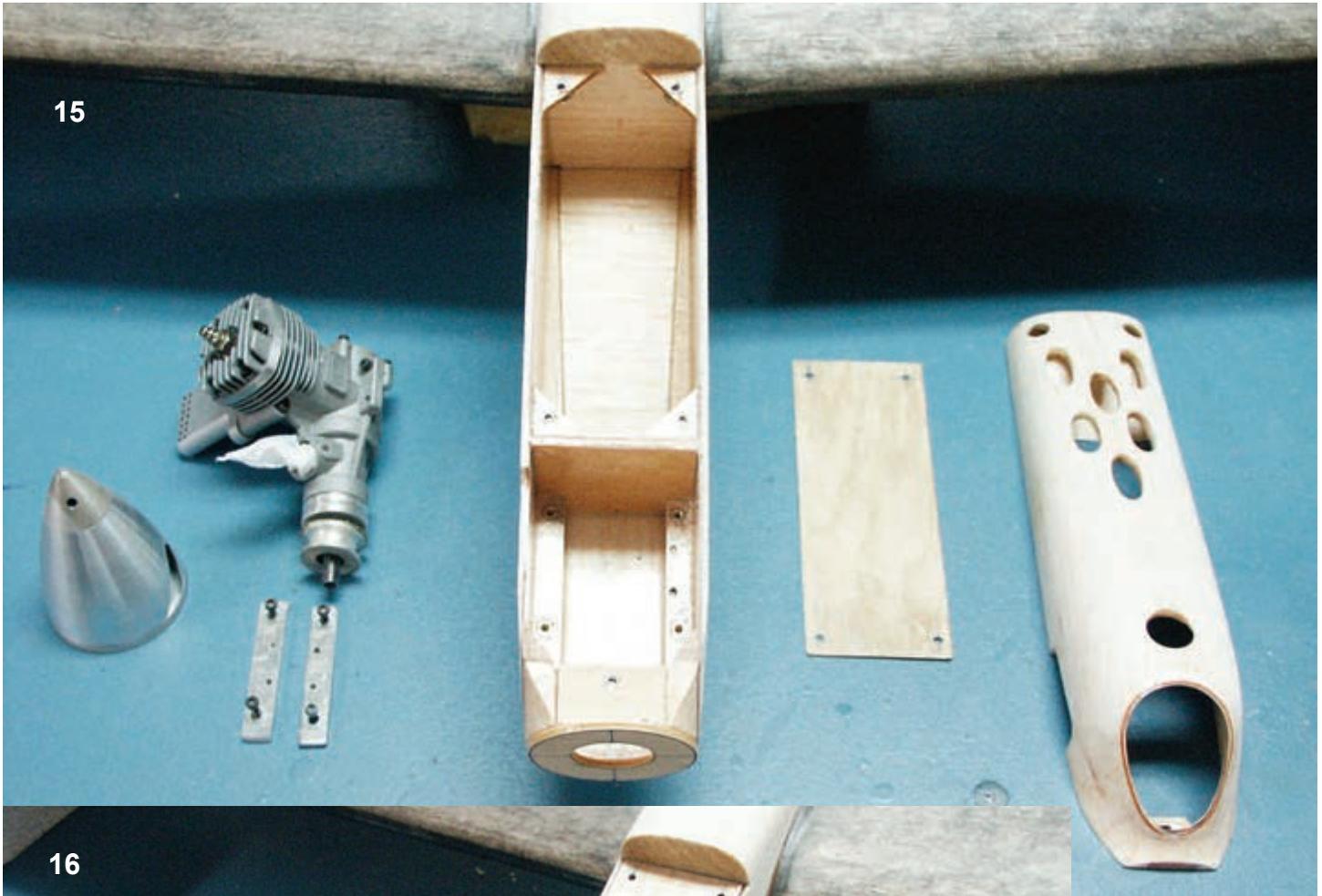


fuselage sides, the plywood firewall, and the cross-grain F-2 former are assembled. See photos #10, #11, and #12.

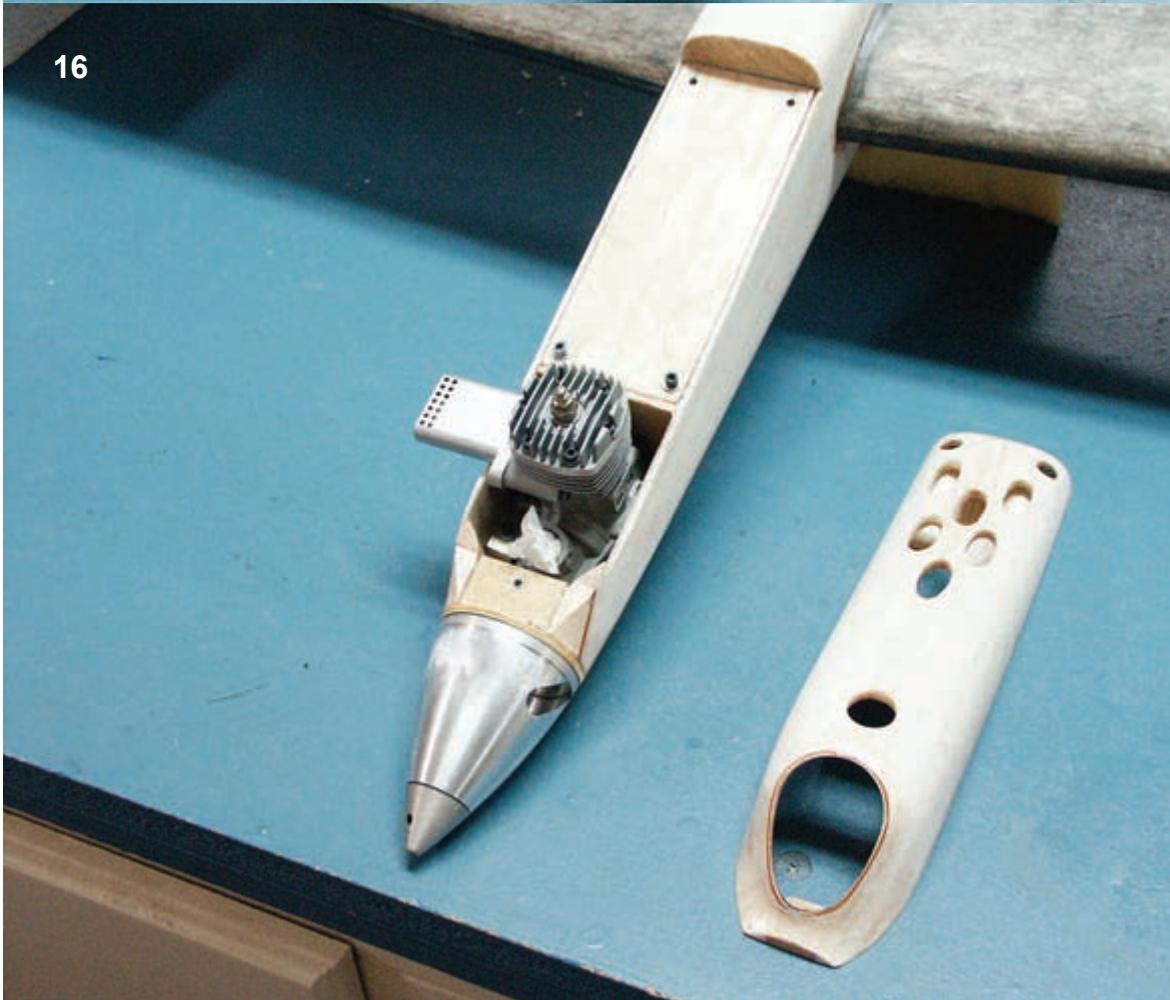
I like to assemble my fuselages around a plywood baseplate

that has the exact shape of the fuselage's inner perimeter. See photos #13 and #14. (This process is well explained in words and photos in my *Tru-Fit Fuselage Construction Manual*. That

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manual is free for the asking. Just send me an email requesting the PDF manual and I'll promptly send it to you. My email address is [robinhunt@rcn.com](mailto:robinhunt@rcn.com)).

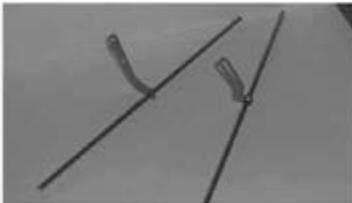
The final two photos show the completed nose for a Caprice model. Note the plywood piece that bolts in after the tank has been mounted. This plywood piece completes a "torque box" and adds tremendous rigidity to the nose of the plane. See photos #15 and #16.

May all your noses be accurate, and rigid, and never have the runs or sniffles!

—Bob Hunt



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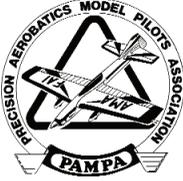


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# PAMPA News & Reports

## Vice President's Report

by Matt Neumann



**This issue** will be the last issue under the guidance of Bob Hunt. Bob has decided to step down as the *Stunt News* Editor after several years of great service to PAMPA. I want to wish him well in his “retirement” and hope he is able to catch up on things that he was unable to do while he was editor.

“Now what?” you ask. That is a very good question. What we are gearing toward is a smaller in page count issue of *SN*.

“What?” You say, “I like my 100-page issue every two months.”

Well don't worry. We are still hoping to have some great content in the paper issue plus more on the web to make up for the loss of pages. What we are planning on is no longer putting in the district reports for starters. This will cut down on the number of actual paper pages, therefore, cutting down on costs which will be passed on to you, the membership.

What will be in the 30-page issues are the feature articles that are the most popular. We are still searching, however, for someone to put this much smaller issue together. Since it won't be as large, we are hoping it will be easier on the next person to assemble and it won't be such a time burden on them, causing less burnout. (*Editor's note: That person may have been found just as this issue is being put to bed.*)

District reports will be available on the PAMPA website in the form of blogs. If the district representative has something of value, he can then post it on the website at any time, and the information will be current and up to date—not several months old as it is now with the printed newsletter.

This should be better for members who want to keep up with the activities in their district and be easier on the reps because they won't have the deadline we have now and we always have to come up with something every two months. Sometimes a lot happens and it is easy. Then there are times when things get slow,

and that is where the fun begins to even think of something to write about.

With a blog, when something happens, even if it is a small something, the rep can post it immediately. This should be good communication.

**News Flash:** We have just now received word that we have an Event Director, or as I like to call him, “The Boss,” for the 2018 Nats. He is Darrell Harvin. Also, he has gotten an assistant director in Mark Troutman.

You may remember seeing Mark's name in these pages as a District VIII rep. Both people know the ropes and will do an excellent job.

I have just started a resolution that looks as though it is going to pass the EC. That is to do a fundraiser of some sort, probably in the form of a Go Fund Me-type campaign. The purpose of this campaign is to raise money for the volunteers at the Nats.

At the moment we are going to shoot for a goal of \$3,500. The first \$700 will be given to the next Event Director. What is left will be divided among the volunteers, namely the judges, pit bosses and tabulators. Right now they are woefully under-compensated.

We have asked people in the past if they would like to help, but got a reply that they would like to help out but cannot due to financial difficulties. If we can help at least a little, maybe we can get some more volunteers. That is the ultimate goal. Right now the goal is to start it up on or as near as possible to February 14, 2018. Look on the PAMPA website and various forums around the net at that time to find out how you can contribute.

On a similar subject, there has been a lot of talk of the membership getting older and that we are literally just fading away in the sunset, so to speak. Many think this is the biggest threat to PAMPA and the hobby in general.

While the growing average age of the membership is a threat, I believe that there is a bigger and nearer threat that threatens the hobby. That is the lack of volunteers. More and more things are getting to be the responsibility of fewer and fewer people. And those people are getting burned out.

It is getting harder and harder to fill positions in PAMPA, especially with qualified personnel. You would think that as large as PAMPA is that we could find people to rotate around so people don't get burned out.

Now if you have helped out with the Nats, PAMPA, or at your local contests, you have my thanks. It is because of people like you we have survived for so long. However, we need more help. If we do not get it, then there will be no Nats, no PAMPA, or even no hobby. So please, if at all possible, help out. Take over an EC position for a term or two. Volunteer at the Nats, for PAMPA, or at local contests. How many contests have folded in recent times because of the lack of volunteers? Way too many!

Okay, that's the end of my soapbox speech. Before I go I would like to mention one thing I would like to share with you, and that is a new product (to me at least) that some of you may or may not have heard about. It is a line of masking tape products from a company called Tamiya.

I sort of heard about these products for a little while through my plastic model connections, but never really tried them. Well,

guess what? I finally did. And, you know, I wish I would have tried them a lot sooner. The tape comes in a couple of basic varieties, much like the 3M tape most of us are used to. There are the flexible and the nonflexible types.

The nonflexible type, which is good for straight lines, comes in a several widths: 6mm, 10mm, 18mm, and 40mm. It is also available in reusable dispensers, although I have tried a dispenser and found I usually just cut off the tape with a pair of scissors anyway. The dispenser does have the advantage of leaving a little “tail” sticking out to make it easier to find the end that needs to be pulled.

What makes this tape special is that it is extremely thin, and I do mean *extremely*! This is much better than the thicker varieties that have a tendency to build up an edge that must be knocked off later on. A thinner edge means a lot less to knock off later on. It also has an extremely low tack surface, even less than the 3M tape, so it is less likely to peel up the paint that you are trying to mask off.

The other version of tape is the flexible tape. This is good for making curves. It comes in 2mm, 3mm, and 5mm widths. For the comparable width to the normal 3M fine-line tape, it is more flexible, making it possible to go around smaller radius curves for a given size of tape.

The 2mm, which is slightly under  $\frac{1}{8}$  inch, can really turn on a dime without bunching up as the 3M blue fine-line tape can. It also has a low-tack surface to help prevent the dreaded pull ups of lower layers of paint.

Where do you get it? Squadron mail order has it. They can be

reached at 1-877-414-0434 or online at [www.squadron.com](http://www.squadron.com). Product numbers for the non flexible version in the dispenser is TM87030 for 6mm (about  $\frac{1}{4}$ -inch), TM87031 for the 10mm (just under  $\frac{1}{2}$ -inch), and TM87032 for 18mm (just under  $\frac{3}{4}$ -inch). Refills, or if you prefer to just have a roll sitting around, are TM87033 for 6mm, TM87034 for 10mm, TM87035 for 18mm and TM87063 for 40mm widths. The flexible tape stock numbers are TM87177 for 2mm (just under  $\frac{1}{8}$ -inch), TM87178 for 3mm (about  $\frac{1}{8}$ -inch), and TM87179 for 5mm (about  $\frac{3}{16}$ -inch).

What about cost? Well, you don't get as much per roll as you would the 3M equivalent. These originally had the plastic modeler in mind who does not use as much tape. But when you figure out the per-foot cost, it is about the same as the 3M variety from the local auto body store. Just plan accordingly and figure on getting a couple more rolls than what you normally would figure with the other stuff.

Other places to get them could be your local hobby shop. Look in the plastic model section. They may also be able to order the tapes for you. However, it may cost more, since a lot of hobby shops sell at full retail—not all, but a lot.

I noticed that a Hobbytown hobby shop near my parents' house has the tape in stock and it does discount at least a little. Another place to get them, which is where I got mine, is Ebay. Look around to get the best price. Just be aware some of the best prices shipped come from overseas, so there may be a delay in getting the tape. Be aware of this when ordering and plan accordingly. *SN*

—Matt

Get inspired!

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Note: this order form may be photocopied or downloaded from the PAMPA website.

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

# District I

by Rick Huff

This year's Mitch Lilly Memorial competition was very well attended and we had near-perfect weather. Temperatures were in the mid- to upper-70s with lots of sun and light winds. Of course, the winds were blowing right at the sun (as always!), but that didn't detract from a great weekend.

We had fliers from Massachusetts, Vermont, New Hampshire, Maine, Connecticut, New York, and New Jersey, all vying for the Mass Cup. We even had spectators!

The flying fields, thanks to the work of Warren Dillman and Paul Busheme, were in great shape, although Jose Modesto might not agree (I'll get to that later)!

Dick Carville and I both flew Old Time Stunt at Brodak's this year and really enjoyed it. We got to talking and wondered if we could fly OTS on Saturday before the Mitch Lilly Memorial competition. Dick was able to put it together, and we held a "fun" OTS contest. I call it a "fun" OTS contest because we relaxed the rules as to what qualifies as an OTS plane in order to encourage a few of "the guys" to try it out.

Several fliers did try OTS for the first time and I think they all enjoyed themselves. With perfect weather and either a caller seated next to the pilot or a pattern card in hand, they proceeded to fly their first Old Time patterns.



Guerry Byers calls out the OTS pattern for Linheart Smith

There were a lot of smiles to go around and some decent scores. Dan Fish flew his ST .60-powered, 140% sized Ringmaster, which flies amazingly well, to third place. Special thanks to Leon Bowen and Rick Clark for judging, especially since I know they'd have loved to have competed. When it was all over, Dick Carville had beaten me again (!), this time with a Ringmaster, and took first place. Just wait till next year!



New OTS flier Dan Fish and his Giant Ringmaster.

On Sunday, there was time for a practice flight for those who wanted one prior to the pilot's meeting. The CD, Dick Carville, went over the rules and we were ready to start. The beginners and intermediates flew on Circle Two and were judged by Rick Clark and Linheart Smith. The advanced and experts flew on Circle One and were judged by Leon Bowen and Guerry Byers.

In the Beginner's circle, Joseph Daly held a pretty good lead over his brother Steven after the first round. (Both boys are flying the wingover, insides loops, and the square loops.) Saramarie Huff, who took time off from tabulating, was third after the first round. She's able to fly the wingover and the inside loops.

Don Coe, who can fly the whole pattern, got a little too low on the inside squares and pancaked his Vector 40. A week before, he rescued this plane from the dumpster, so he wasn't all that familiar with it yet. He decided to try the new Vector, and in his one flight with it before the contest, he said it flew so well he had to fly it for the Mitch Lilly Memorial. Fortunately, the damage to the Vector was minimal and we should see it flying again soon.

In the second round, Steven Daly put up a great flight and came from behind to beat his brother by 1.5 points to win Beginner.

In the Intermediate circle, Damian Sheehy cruised to a victory over Pete Huff. Pete just moved up to Intermediate and flew his first complete pattern at the competition, so it was a bit of a win-win for Damian and Pete. Damian also provided lunch, and his chicken quesadillas were superb and a big hit.

At the Advanced level, I watched Linheart Smith put up the best patterns I've ever seen him fly. He'd made a few trim changes on his A2Z that really made a difference. Only some inspired flying by Norm Liversidge kept Linheart off the podium. Norm was flying an SV-11 that was built by Rick Campbell for the 1992 season.

Damian Sheehy was also flying a plane built by Campbell, so Rick had two of his planes in the winner's circle at this year's contest.

The competition for the Experts was the best and most hotly contested in years. We had 10 fliers in Expert, and the top three fliers were separated by only 1 point!



Dick Carville and Saramarie Huff triple-checking the very close scores.

Steve Yampolsky started the day in Las Vegas but took the “red eye” to arrive in Boston in time to drive to the field. He did stop at his house to pick up his plane and was ready to fly. His first flight was a good one but only put him in 5<sup>th</sup> place after the first round.

Rick Campbell, Bill Suarez, and Jose Modesto all put up great flights and were in 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place, respectively. First and second place were separated by a mere half a point.

Joe Daly put up a good flight with his new High Voltage. Unfortunately, Jim Damerell had the battery hatch fall off his Sky Writer during his first flight, but the judges were busy writing down his score so they didn’t see it. In a gesture of true sportsmanship, Jim disqualified himself.

Neal Thompson returned, after a long hiatus, to the competition circle and flew a full-fuselage Cavalier that Linheart Smith had recently given him. It’s great to have Neal back at the Mitch Lilly Memorial.

The winds picked up a bit for the second round and the scores were generally lower. Steve Yampolsky, however, flew better than his first round and took the lead from Rick Campbell by ½ point. Jose Modesto was up next and put in a fantastic flight... well, up until the landing.

His plane touched down, rolled 10 feet or so, then jumped back up 5 feet into the air. His second “landing” was much better, but the damage was done.

Rick Campbell was unable to best his first round score, so Steve’s “red eye special” was totally worthwhile, as he won Expert by ½ point over Rick Campbell. Bill Suarez finished 3<sup>rd</sup>, only ½ point behind Rick. Jose Modesto finished in 4<sup>th</sup> place, only two points behind first place, so that bounced landing most likely cost him the win. Jose thinks his plane must have hit a bump in the field.

The fly-off for the Mass Cup pits the winners of Beginner, Intermediate, Advanced, and Expert against their own scores. The flier who increases his or her score the most wins the cup. This year, Steven Daly, Damian Sheehy, Norm Liversidge, and Steve Yampolsky flew for the cup and, in an extremely close finish, Norm Liversidge won the cup! Norm is such a great guy, and I couldn’t be happier for him.



Guerry Byers presents Norm Liversidge with the Mitch Lilly Memorial Trophy.



A beautiful day in Wrentham.

Earlier, I mentioned that Don Coe rescued a plane from the dumpster. He and Ara Dedekian obtained several planes from longtime NEST member, Bob Robertshaw. Bob was moving into a smaller apartment and didn’t have room for all his airplanes, or time to find a new home for them.

One of the planes that they received from Bob was a Jimmy Casale-built Columbia. The plane has “United States National Precision Aerobatics Team 1988” on the wing. Jim flew a Columbia at the 1988 Worlds, but he built several Columbias, so who’s to know which one this is.

The plane was in rough shape, but Don thought it should find a home somewhere. He brought it to the field and Joe Daly immediately said he’d take it. I’m glad it found a home, and I look forward to seeing it fly.



Jimmy Casale's 1988 Columbia was rescued from the dumpster.

The competition season is now over for us in the Northeast. It's been a great year, but I'm looking forward to the building season (winter). I plan to start building another Saturn and to help -Samarie build a new Shark 4D-2 and an RD1. What are you planning on building? *sv*

—Rick

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## New Jersey, New York

## District II

by Joe Daly

As the **Stunt** season comes to an end, it's time to reflect on how it went. For me it was very good. I learned a lot of things and began to really be able to fly well.

One of my goals this year was to make the Top 20 at the Nats, but I fell just short. I missed qualifying by four points. That was a little disappointing; however, I learned a lot that week and gained valuable experience. As for my two oldest boys, they really had a good year and really developed into fine young men. I couldn't have been more proud than on the Juniors' final day when Joseph and Steven were competing against each other, and they worked as a team and they cheered each other on. Unfortunately, one had to win and one came in second. For me it was special moment in time.

Times are changing, as this is the last *Stunt News* issue in this format. A special thank you to Bob Hunt, Liz Helms, and Chuck Holtzapple for putting together such a great magazine. I know this is an end of an era for Stunt.

I would really like to personally thank Bobby Hunt for his dedication not only to *Stunt News* but also to this entire event. No one has paid it forward more than Bobby has. I met Bobby for the first time at a contest a couple of years ago. He was judging and I was flying in Advanced.

That was my first real contest flying in Advanced and I knew no one there. After a practice flight Bob came over to me and said, "You need a little more tip weight," and proceeded to give me some pointers. This was a National and World Champion

coming over to me just because he wanted to help.

I was taken back by the help and support and thought this was a great sport where people help people just to see them succeed. After the contest Bob offered his help in any way, which again I just couldn't believe. So of course I took him up on his offer, and without his help I would not have improved as much as I have. So, Bobby, I truly want to thank you for all that you have done for me and the Stunt event. *(Thanks, Joe, from myself and from the entire SN crew. It has been a privilege and an honor.—Bob Hunt)*

On September 1, the New York Control Line Stunt Team held the Gene Schaffer Memorial Contest. The weather was fantastic and the turnout was very good. The one goal I had in mind when I was running this contest was that I wanted to bring back memories of past contests at Flushing, even if for just one more day, and I think we accomplished that.

This was the Flushing *Field of Dreams*, and "If we hold it, they will come." After the contest I spoke to a few of the old timers who flew at Flushing in the golden years, and they were thanking us for bringing this back and for how it reminded them of years past. At the contest, Bobby Lampione told us stories and his memories of the Golden Age of Stunt. These stories were absolutely priceless to me.

The contest went off without a snag. I was pleased about that, as this was my first contest as a Contest Director. We did a couple of things differently at this contest. One is we used Howard

Rush's contest program and were able to print out sheets and have the tabulation done all on the computer, and it worked very well.



Bob Lampione (left in photo) presents the "Bob Champione Lampione Concourse de Elegance Award" to Tom Luciano for his gorgeous "Drop-Nose" Crossfire at the NYCLST contest in Flushing Meadows, New York.



Jim Vigani prepares to launch Tom Luciano's Bob Hunt-designed "Drop-Nose" Crossfire for an official flight at Flushing.



Joseph Daly puts in a flight with his electric-powered Prowler.



The three oldest Daly boys working the NYCLST contest. Right to left are Steven, Joseph and Alex Daly.



Here are the top five placers in the Expert event at Flushing. Right to left in the back row are Will DeMauro, Rick Huff, and Jose Modesto. Kneeling right to left are Joe Daly, and Mike Chiodo.



Saramarie Huff signals for an official flight while her husband, Rick does the launching duties.

Special thanks to my wife Margaret Daly and Jose’s wife Atina Modesto for doing an excellent job with all of the administrative and tabulation work. The second thing was the format for Expert. Typically, the winner is decided by best flight. We wanted to do something a little different for the Gene Schaffer Memorial Cup. We decided to have both official flights count and be added together to determine the Top 5 Fly-off for the cup. Then the Top 5 would have one flight to determine the winner. I thought it worked well, and others commented that it was a fitting way to crown the Gene Schaffer Memorial Cup Champion.



Jose Modesto grooves his electric-powered Yatsenko Shark through the Inverted Flight maneuver during an official flight at NYCLST. Care to guess how many flights Jose has made at this field over the past 45 or so years?



Rich Turello guides his plane through an outside maneuver during an official Flight at NYCLST.



Pit Boss Joseph Daly hard at work at the NYCLST meet.



Atina Modesto and Margaret Daly (right to left) hard at work tabulating scores.



Here is the Gene Schaffer Memorial Trophy, and the plaques that were awarded at the NYCLST meet.



Will DeMauro on an official flight with his original-design Voltron. With a name like that you just know it's electric powered...



Rick Huff puts in an official flight with his Saturn Special. This ship is based on Bob Hunt's Saturn design, but it features a swept-forward trailing edge, and is electric powered.

The weather was nice with a little overcast and some light wind. We had 16 fliers in total: four in Beginner, five in Intermediate, and seven in Expert. I would have liked to see a few more, but all in all it was a decent turnout. The competition

was good in all of the classes, and Intermediate had a good battle for first and second. Only 4.5 points separated the two, and in the end Joe Jawawski edged out Tom Huff.

It was also nice to see Beginner with four fliers. Frank Donnelly came in first and Steven Daly placed second. In Expert the top five in order were Jose Modesto, Joe Daly (me), Rick Huff, Mike Chiodo, and Will DeMauro. We picked the flight order by choice of qualifying position, and of course Jose chose last flight!



Andy Lee and Jose Modesto (right to left) reminiscing about days gone by at the famous Flushing Meadows field. They were there for most of them!



The Top 5 pilots at the awards ceremony. Right to left are Will DeMauro, Rick Huff, Joe Daly, Jose Modesto, and Mike Chiodo.

We had the best conditions of the day for the Top 5 Fly-off, and when all of the flights were over, I was crowned the Gene Schaffer Memorial Cup Champion. What a way to end the contest season! I put up my best flight of the day and probably best flight ever. I said to myself before the flight, "Just go out and

enjoy the flight and paint pretty shapes in the sky.” (Thanks to Bobby Hunt for that one!)

A special thanks to all who have supported this contest and to the judges Ron Heckler, John Passalacqua, Kevin DeMauro, and Jimmy Damerell; the tabulators, Margaret Daly and Atina Modesto; the score sheet runner, Alex Daly; field set-up, Steven Daly; *Stunt News* photographer, Jean DeMauro; and pit boss, Joseph Daly (future CD!) Without their help none of this would be possible.



Steven Daly, the reigning Junior National Champion, flew his Dick Mathis-designed Coyote at the NYCLST contest.



Tom Luciano's award-winning Crossfire (at top in photo) and Jim Vigani's original-design Stalker await their turn on the circle.



Mike Chiodo puts in his official flight in the Top 5 Fly Off.



Tom Luciano's "Drop-Nose" Crossfire looks great in the air with its U.S Air Force Thunderbirds paint scheme.



The Huff brothers! Right to left are Rick, Pete, and Tom. They are a very active group and support each other very well.

As I say in every report, we need to support local contests. For many reasons, this is what Stunt is and was. So if we want to continue, we are at a place where we need all of the help we can



Here's Tommy Tucker with his original-design Patty II at the NYCLST contest.

get. Contests are a way for a moment to bring back what was once great.

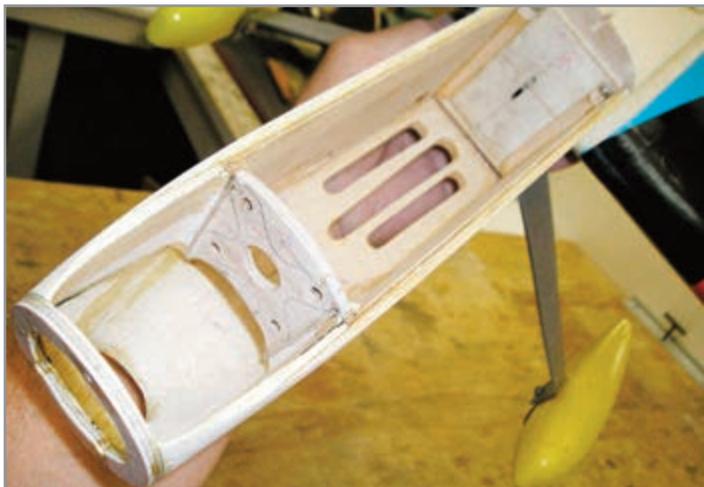
What else would you rather be doing on a weekend day than flying Stunt, swapping stories, eating, and seeing friends? That is what a contest really is. Sure, there is competition; that is what makes it interesting. So I ask all of you to go out and support a local contest, fly in it, help out, and have fun. That's what this event is about. *sv*

—Joe

## District III

by Bob Hudak

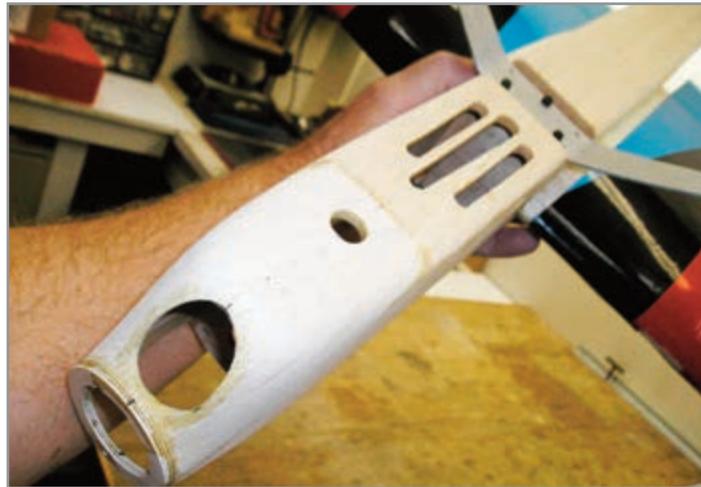
**Building season** is in full swing in District III. I got a couple members who shared some pictures and information of what they are working on this winter. Joe Adamusko sent in some pics of (Philly Flier Club member) Steve Dinerman's fuel-soaked Vector



Here's the electronics bay and motor mount in Steve Dinerman's converted Vector. Very neat work, Steve!

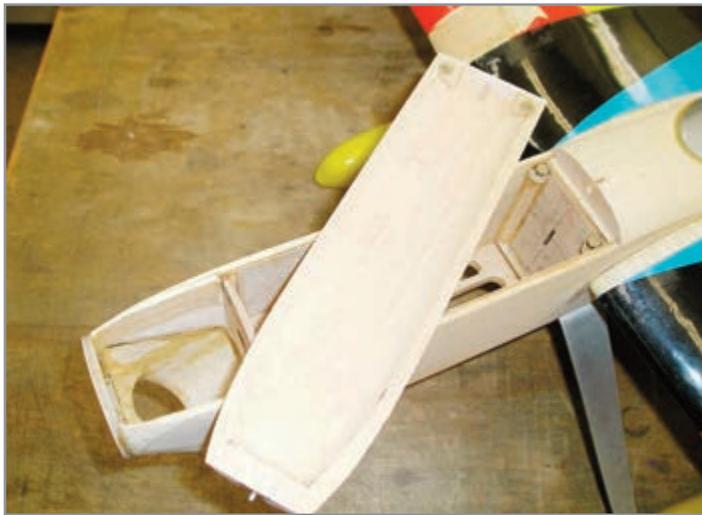
### Ohio, Pennsylvania, West Virginia

40 ARF that he is going to repair and convert to electric power. According to Joe, Steve has started the restoration by stripping the old fuselage from the existing wing and tail, and building a new electric fuselage.



The lower cowl block on Steve's Vector conversion shows some great thinking on air intake and exhaust design.

The new power system will utilize an E-flite Power 15 motor, a 2,700 mAh four-cell Lipo battery, and a Hubin timer. Steve plans to use a left-hand ASP 11 x 5.5 propeller. The new fuselage will be finished with traditional silkspan and butyrate dope.



The top battery-access hatch on Steve's Vector utilizes a pin at the front and mated at the rear.



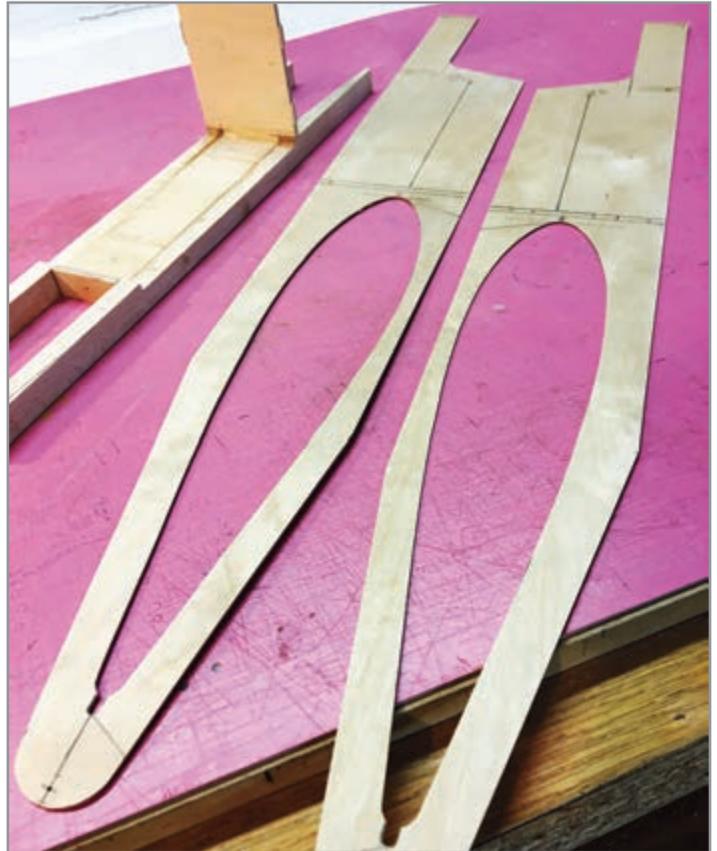
This front view of Steve's Vector shows the motor mount plate to good effect. He's using a rear-mount motor scheme.



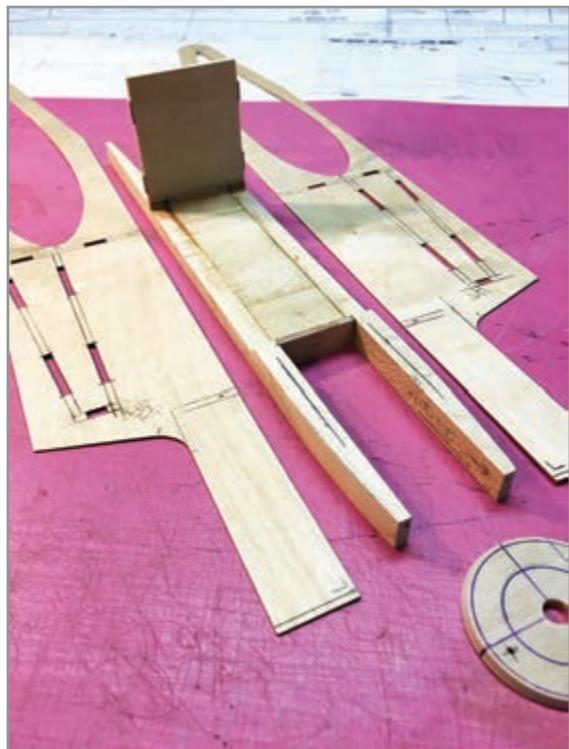
All that's left now is to put some finish on the fuselage and go fly! Good luck with it, Steve!

Thanks for the story and the photos, Joe, and thanks also to Steve.

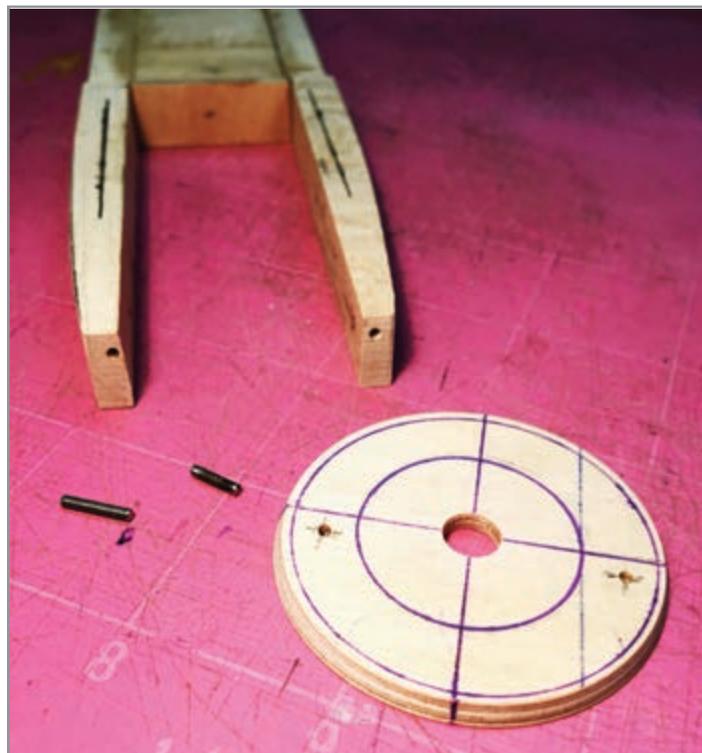
North Coast Control Liner, Dave Heinzman's winter project is a Chizler. Here are a series of photos he sent in showing where he is so far with this project.



Here are the 1/32-inch thick plywood doublers for Dave Heinzman's Chizler winter project plane.



In this photo we see that the plywood doublers and the engine crutch are complete and ready for assembly.

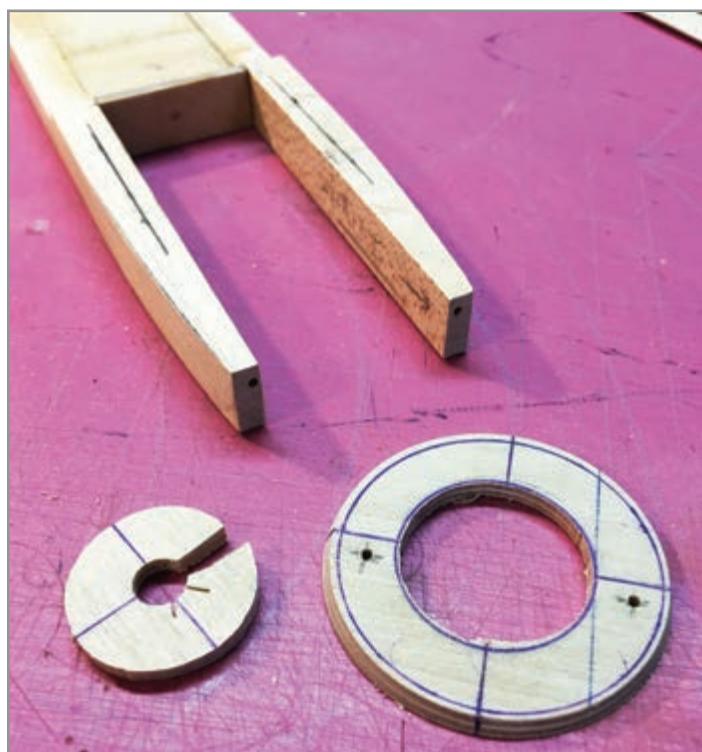


This nose ring shot shows Dave's technique for keeping the nose ring centered on the motor mounts with locating pins.

The result of Dave's work is a light and strong nose crutch assembly.



The Chizler was fitted with a mighty Double Star .54.



Here's another view of the nose ring detail on Dave's Chizler.

Dave will keep us informed on the progress with the Chizler, and I'll put out some pics of his progress as I get them, so stay tuned ...

Send pictures of your winter build so I can showcase them in *Stunt News* District III's column. I like looking at the stuff I get from you guys (everybody else does, too). It's inspiring, to say the least. Until next time.. *sw*

—Bob

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

**District IV**  
by Scott Richlen

In this report, we have a bunch of pictures from Will Davis and Tony Ohnimus of North Carolina. But first, I ran across this the other day going through my old “stuff.” I guess I have been a member for a long time (except for a duration of college and early work days). I was in Junior High and flying the little block-and-slab Scientific kits. Cox BabyBee powered, of course.

The art teacher at Gaithersburg Junior High School, Mr. Washington, started an after-school “science club.” Some people were worried about STEM back in ’62! We mostly focused on model airplanes and rockets. I think that is how I got introduced to the AMA and joined.



Here's my AMA card from way back when... Do you still have your original AMA card?

Will Davis sent me a picture report on the Huntersville Spring Contest:



OTS: First place: Charlie Reeves, Super Luper, Forster 29; Second place: Tom Luper, Ringmaster, O.S. .25; Third place: Bill Mandakis, Viking, ST 46. Photo by Will Davis.



Profile: First place: Mike Waldron, Original, E-flite 25; Second place: Don Ogren, E-flite 25; Third place: Tom Weedman, Twister 60, PA 65. Davis photo.



N-30: First place: Tom Dixon, Don Still Stuka, Fox 29; Second place: Gerry Glier, Colossus, PA 51. Davis photo.



Basic Flight: First place: Sam Londke, Gotcha Streak, K&B 28; Second place: Kyle Anderson, Flite Streak, Veco 19 bb; Third place: Wesley Smith, Flite Streak, Veco 19 bb. Davis photo.



Beginner: First place: Rick Osborn, Jamison, LA 46; Second place: Charles Sabatka, Nobler, LA 46; Third place: Bill Gray, TM-P 40, LA 46. Davis photo.



Intermediate: First place: Mike Londke, Brodak P-40, LA 46; Second place: Rusty Knowlton, Tutor, Thunder Tiger 36; Third place: Mike Lindler, Time Machine, LA 46. Davis photo.



Advanced: First place: Don Jenkins, Scorpio, LA 46; Second place: Ron Waldron, SV11, E-flite 32; Third place: Artie Jessup, Legacy, ST 60. Davis photo.



Expert: First place: Derek Barry, Dreadnought 2, PA 75; Second place: Gene Martine, SV11, PA 75; Third place: Mike Waldron, SV11, E-flite 32. Davis photo.

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Here is the report from Tony Ohnimus about the Golden Triad Model Masters club and their activities. Take it away, Tony!

“Hello. My name is Tony Ohnimus and I fly with a group in Winston Salem, North Carolina (Golden Triad Model Masters). I have been asked by Terry McDowell to keep you abreast of our activities at Hobby Park.

“We have a regular group of 7 to 9 modelers who fly on a weekly basis. They are Terry McDowell; Bill Mandakis; Tommy Luper; James Vance; Tony Ohnimus; Johnny Recker; Phillip Bailey; David ???; Richard ???.

“We have a good mix of guys who fly for fun, some who fly in the Old Time Stunt event, some who fly in the PAMPA events, and even some scale fliers. We have two paved circles, and one grass circle. We invite anyone to come out and fly.”

*Tony*



Golden Triad Model Masters at the club's field. Photo by Tony Ohnimus.



Zoom in—hey I thought that looked like my buddy Terry McDowell! Ohnimus photo.

Now let's hear from Will Davis who has a report for us on Ringmaster Day:

"The weather was perfect for Ringmaster Day. I had planned to just 'hangar fly' and even brought my 40-year-old Ringmaster parts to work on in Duck's shop. Light wind, no sun, no changing direction at all, super day at the Duckworth Farm.



Will and the gang on Ringmaster day. Photo by Will Davis.

"Kyle Anderson put in the most flights of anyone, with 13 on his Ringmaster, and that didn't count the 10 or so stunt trainer flights on a Flight Streak. He did three lazy eights on his own,

law darted a couple times, but is improving fast. There will be a video to come later after editing.

"I was flying a stock Brodak ARF Ringmaster with 25 motor. It brought a smile to my face to feel how well it flies. We had lots of fun."

—Will Davis



Will's results for Ringmaster Day. Davis photo.

Well, that wraps up this report. I thought it was appropriate to include Ringmaster Day at the end since it is such a fun time. Our own club, NVCL, made a day of it with one of our members, Paul G., bringing out his grill and cooking "dogs" for the fliers. Hard to beat that! *sw*

—Scott

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

## District V by T Michael Jennings

**Builders, pilots, and crashers:** Eagle-eye Dave Gardner of Renton, Washington, commented about the spelling of Bob Whitney's Ilyushin IL-2 model. There are several spellings of the name of this aircraft. My *Jane's Encyclopedia of Aviation* spelling is; SHTURMOVIK. This spelling is in conflict with Bob Whitney, Brian Malin, and Wikipedia's spelling. Stick with Jane's.

I have two Control Line friends in Australia: Paul Anders of the Sydney area (east), and Peter White of the Perth area (west). Lo and behold, Peter White is a PAMPA member. Because there are no PAMPA districts in Perth, District V adopts Peter.

As for flying ability, Peter's Australian Nats results are as follows: one first place, three second places, and one third place. Also, he has 18 Vic State Championships. Safe to say he is an Expert pilot.

Peter flies with the Thornlie and Regions Model Aircraft Club. He is a scratch-builder and sells Control Line plans over the internet at: [ps://sites.google.com/site/fullcircleflyers/home/plans](http://ps://sites.google.com/site/fullcircleflyers/home/plans)). That is where we initially became acquaintances.

Peter flies 8 to 10 times a month and focuses on practice, flying the compete CL pattern. At each flying session he gets in five or six patterns.



Peter White and his CY-2008 built GEO-XL. This aircraft sports a Stalker .76 power source. Notice his eight decals, especially the PAMPA decal. Photo by Peter White.

Peter's primary mount is a Bill Werwage-designed GEO-XL. His GEO-XL models have had 54-inch, 56-inch, and four with 60-inch wingspans. The latest models use the Stalker .76 (earlier ones used the Stalker .61) and the models weigh 58 to 62 ounces. Peter says it takes him about eight months to build a GEO-XL.

That is a lot of sweat effort in each of his scratch-built ships. His finish is sprayed enamel with stick-on decals. According to Peter, his GEO-XL models are easy to fly and are very predictable, although he is still making trim changes after 10 years of flying them.

Peter recommends the following changes: 1) lengthen the nose by 0.75 inch; 2) raise the stab by 0.75 inch; and 3) build a conventional wing. The key to building them is to keep them straight and light.



Peter White and his award-winning Aldrich Nobler. This CY-2001 built Nobler is powered by Veco .35. White photo.

Peter also sent along a photo of his George Aldrich-designed Nobler, which was built pretty much to the GMA plans except for equalizing the flap chords and shortening the nose by  $\frac{3}{8}$ -inch to balance the Veco .35, which is slightly heavier than the Fox. The Nobler weighs 41½ ounces. Peter reports that eighteen months prior to building that Nobler, he'd built a 40½-ounce version for a Fox .35 that flew extremely well and was slightly better than this latest one. Peter also reports that the first Nobler was lost due to a pushrod failure—sad day!

Improvements? It's a Nobler! Peter figures George knew more about Stunt design than he ever will. He hasn't even contemplated changing anything—and if it was altered, it wouldn't really be a Nobler.

Peter's other pastime is being a guitar picker of mostly country music. Sorta close to my heart living in Tennessee. Guitar picking seems to be a prime hobby of Control Line pilots.

Jim Lynch of Memphis, Tennessee, is another diverse District V Contest Director (CD) with 20 or more contests under his belt. Jim performs CD duties for both CL and RC events. He is also a co-CD at the Western Kentucky/Southern Illinois Stunt Championship (Paducah) contest and CD at several Memphis contests. Plus, he was a judge at the recent

FAI F2B Team Selection contest in Texas.

Jim's perspective of the CD duties is different than many of us think. Jim writes, "A CD is a contest director and is not there to run the event. A CD is there to make sure all AMA contest and safety standards are met. Sometimes we forget that and become a jack-of-all-trades."

Thanks, Jim, for that excellent clarification of the CD duties.

Last year at the Paducah contest (CY-2016), the Profile event had 18 aircraft and the event became seriously behind schedule. Jim arrived, got out the bullwhip, and turned the event around. This must be one of Jim's jack-of-all-tasks. Good job, Jim.

Being a CD requires 30-40 hours of preparation, on-field work, and post-contest paperwork for each event. There is a continuing struggle to get qualified personnel to tabulate scores, judge the events, and perform other technical tasks, although most can run the scores.

So there is at least one task you can fill. Many times a contest will financially break even. It is great for everyone to have a good time, but it is also important for the sponsoring club to turn a profit, especially if the club is a predominant RC club. Profit is not a bad word; it is an incentive to continue the CL contest.

Jim had been involved in a contest that was discontinued. He believes that more communication, better advertisement, and going to other contests are the driving forces for others to come to your contest. Again, the CD job is not primarily to run the event; it takes a team to put together and lead the effort. It is not a one-man event.



This beautiful 53-1/8-inch, 556-square inch, Jim Lynch-design Volunteer is relatively easy to build and is a winner for the Nostalgia 30 event. Photo by Jo Ann Lynch.

The plane in the above photo is Jim's original-design Volunteer from 1972. He flew it at the Nats in 1974. His memory is that it qualified in the top 10 that year. This is the sixth Volunteer built and he continues to fly it. It is a great flier and is kitted by Walter Umland. This prototype kit fit together without

any modification. Jim recommends the Volunteer Umland kit.



Jim Lynch's GEO XL is a sight to behold. Notice the panel line and checkerboard paint details on this aircraft. Jim won the Concours Award at the 2015 Charles Melanson Memorial Stunt Championship contest with this GEO XL. Jennings photo.

Jim started modeling at 6 years of age with hand-launched gliders, rubber models, and towline gliders. At age 12, he began his power modeling and it became a lifetime commitment. At 73 years young, Jim states that modeling has transformed his life over the years.

The discipline of model building has made him a better person, and the Lord has blessed him over the years.

Jim is a U.S. Air Force veteran. Thanks for your service to our country, Jim.

**T Michael's Testimonial:** *Hindsight is the world's most exact science.*

**My contact info** is on the PAMPA Trustee page in the front of this *Stunt News*.

Smoke 'em if you got 'em; drink 'em if you brought 'em. *sv*

—T Michael Jennings

## Illinois, Indiana, Kentucky, Missouri

## District VI by Larry Fruits

**First**, I want to thank Bob Hunt, Liz Helms, and Chuck Holtzapple for all the dedicated hard work they have put in the last several years working on *Stunt News* for all of us to enjoy. As I understand, this will be the last issue of *Stunt News* that Bob, Liz, and Chuck will produce.

I am sure there were many times they thought it a thankless and unending task to produce the premier newsletter of all the AMA Special Interest Groups (SIGs). Thanks to them, we have enjoyed many issues and hours of perusing *Stunt News*. Whatever direction their new interests take them, I wish them as much or more success and enjoyment as they have had producing *Stunt News*. They have certainly earned it. Thank you Bob, Liz, and Chuck for a job well done.

The 29<sup>th</sup> Annual Broken Arrow contest, sponsored by the Lafayette Esquadrielle, was held the weekend of September 17-18, 2016, at Buder Park in Valley Park, Missouri. The weather was near-perfect Stunt heaven for both days of the competition, and a fair turnout of pilots was on hand.

Saturday had three pilots entering the Classic/Nostalgia 30 event, with Old Time having two entries. The Profile event had seven entries. Sunday had one entry in both Basic and Beginner, and Intermediate had three entries. Advanced had no entries, while seven pilots signed up for the Expert class.

Bob Arata handled the CD duties, with Steve Smith and John Garret serving as judges. Randy Ross took care of the sign-up and tabulation chores. Larry Fruits filled in as score sheet runner.

One of the interesting things that the Lafayette Esquadrielle does for awards is to have club members make them. They are unique, to say the least, but very well done and happily accepted by all. Each recipient is given a small engraved plate which can be attached to the award chosen, indicating his/her placing for an event, and then given the opportunity to select the award of his/her choice.

Some have a hard time selecting an award, because

there are so many and unique items from which to choose. Time limits for selecting an award have been suggested for a few contestants; however, it is all in fun. It is difficult to choose what one wants.

If you haven't attended or have been away for a while, you are missing a great contest. Dust off a plane and come on out and enjoy the fun, or come out and watch. Everyone is welcomed. Hope to see you at the next one.

Here are a few photos from Saturday's and Sunday's events. Final results can be viewed on the Lafayette Esquadrielle website: <https://lafayetteesquadriellecl.wordpress.com/lafayette-esquadrielle-cl/control-line-contest-st-louis/control-line-stunt-pampa-scale-broken-arrow-st-l>.



Welcome to the 2016 Broken Arrow Contest. Photo by Larry Fruits.



Busy time, as sign-up is underway. Fruits photo.



Sign-up man and tabulator, Randy Ross. Watching Randy work a 10-key is a treat. Fruits photo.



Trophies and awards made by Lafayette Esquadriile club members. Fruits photo.



Judges John Garrett, left, and Steve Smith. Fruits photo.



Club President John Garrett (L) and CD Bob Arata. Fruits photo.



The Illinois Connection (left to right): Mike Schmitt, Rick Bollinger, and Dennis Vander Kuur. Are they plotting against the rest of the entries? Hmmm. Fruits photo.



Matt Bollinger and his Flite Streak Trainer, which sports an LA .15 for power. Fruits photo.



Mike Schmitt with his LA .46-powered Wildcat. Fruits photo.



Tom Creasey with his LA .46-powered Brodak Hurricane. Fruits photo.



John Garrett holding his O.S. .32-powered Primary Force. Fruits photo.



Rick Bollinger and his LA .46-powered Brodak P-40. Fruits photo.



Jared Hays and his ST .46-powered Brodak Cardinal. Fruits photo.



Dennis Vander Kuur testing the strength of the bellcrank installation in his Brodak P-40. Fruits photo.



Bob "Sparky" Storick and his Concours-award-winning, ST .60-powered Junar XL. Fruits photo.



James Mills with his Triumph, the last design from the late Allen Brickhaus. It's electric-powered. Fruits photo.



Mark Hughes with his original-design Macch, powered by a PA .65. Fruits photo.



Jared Hays with his modified Strega. He added a belly scoop and enlarged the fin and rudder. Fruits photo.



Dennis Vander Kuur with his Impact. Fruits photo.

That's it for this issue, so don't forget to purchase your PAMPA hat and shirt from PAMPA Products. Let's help keep PAMPA financially sound. Thanks.

As a reminder, please send me items, tips, hints, stories, or what you are building or flying, to include in your column. It is greatly needed and appreciated. My contact info is in the PAMPA Trustees page towards the front of this newsletter. Thanks.

Until next issue, build straight and light, and fly stunt. *SN*

—Larry

Another couple months have passed and the competition flying season has finally wound down in this area. I hope that everyone in District VII has had as much fun as I have had this year. The list of events I laid out last time all played out as planned. The Nats, then a small break, and then five weekends in a row of contests—which seemed like a lot while I was doing it—but it sure got over quickly. Let's go over what



There was a great turnout at the Nats for OTS this year. Photo by John Paris.



Bob Brookins flew his Vum in the Classic Stunt event. After fighting some tank issues at Brodak's, Bob had much better success at the Nats. Paris photo.

happened at each of the events.

First up was the big event for the US, the AMA Nationals. Vince Bodde and I stayed at the Super 8 this year and found that the air conditioning, beds, and running water really made our experience enjoyable.

We both started out by helping Bob Brookins with the Intermediate event on Sunday. The weather cooperated for a while, but a little breeze came up to blow away turbulence. Dick Imhoff from north of Grand Rapids, Michigan, and Terry Bentley and Paul Barbour from the greater Lansing, Michigan, area, represented District VII in the event. Terry had a bit of bad luck with a component failure that resulted in a meeting with the ground that ended his flying day.

Paul fared better and got both of his flights in, but the gold for the district was captured by Dick. I saw John Park over in the Beginner's circle. I believe that the wind got the better of his Oriental, and he had an unscheduled meeting with the ground. Not too bad, but never a good option.

It is good to see these events continue as a launching point for new fliers. Hats off to Mike Stinson and Bob Brookins, along with their support crew, for keeping these events alive. A round of thanks needs to go to the AMA and Yolanda Jones, as well, for sponsoring Dick Imhoff to the Advanced circles after his win in Intermediate.

I would also like to thank the people who donate for the Beginner's event. Having come up through there myself, as well as both of my kids, I know that receiving some equipment to help move you along to the next level is well appreciated. I plan on being out there again giving a hand in the Intermediate circle next year.

Since I had agreed to help Dennis out this year, I did not fly in the main event, but I did fly OTS with my Barnstormer and debuted the electric Profile Oriental (ePO) in N-30, which was an addition to the OTS/Classic event that Doug and Kathleen Patterson direct. It was good to be out there flying on the L-pad with decent winds. It was warm as usual but manageable. Staying hydrated and cool at night (remember the motel room?) was key.

Other notable District VII members flying in Classic/N-30 were Bob

Brookins with his Vum, Dick Imhoff with his Gladiator, and Vince Bodde flying his Shark 35. On the other circle flying OTS were Vince Bodde flying his Barnstormer and Bob Brookins flying his Humongous. Word is that we will be on the grass circles for next year. The circles were in pretty good shape this year, but some work is needed for the centers. I heard a number of people talking about this and some plans being worked out. We will see what is there for next year.



It was good to see an old friend's name on the AMA brick walk. I miss flying with Jim, but I'm glad for the time that we were able to fly together. Paris photo.

I thought that the Nats went well despite the occasional issues we had with weather. Dennis did a great job of getting things ready for the event and getting through the pilots' meeting, as did the weigh-in and appearance team for the processing of the models.



Another photo of Bob Brookins with his Airbender. Paris photo.

The tabulation team was busy as usual with a large volume of score sheets coming in on the initial days. That was greatly aided by Howard Rush's tabulation program. Subsequent days saw reductions in volumes which helped the days become a little shorter but still pretty busy.

The judging teams worked long hours out on the L-pad in the heat of the day, along with the Motor Mouth Gang running sheets to the tabulation trailer. It was eye-opening for me to see the amount of work it takes to put on such an event, and I was glad to have been a part of it this year.



Dick Imhoff with his Advanced Entry. Dick flew this airplane for the gold in Intermediate. Paris photo.



Vince Bodde displays his new PA .51-powered stunter for this year. It's modeled after a 1930s Italian racer and flies very well. Paris photo.



Here's Samantha Hines with her new Tempest for this year. It has a PA .40 for power. Paris photo.



I think I will wind up with a reminder to everyone that nothing lasts forever. I had a set of lines break on a pull test at Brodak's this year. They went with a pretty light pull, so I was glad that it happened on the ground. I also noted that I had another set with two strands broken as I was rolling them out.

Point is to look at your lines every time you roll them out and replace them if something doesn't look good. Also, be sure to use the right size and proper terminations. I watched a friend's new airplane crash into a tree at my place when his lines let loose on a lean run.

Another set of lines to look at are the ones in your handle. I check mine from time to time and finally found one that needed to be replaced. Not that hard to do; not that expensive to do, either. Remember, these are the items that attach us to our airplanes. Take the time to make sure that you will only need to wipe off the airplane after your next flight.



Be sure to check your equipment from time to time for serviceability. Paris photo.

Be safe and have fun. *sv*

—John

Left: Bob McDonald's new airplane for this year featured a PA .75 for power. It's a handful to hold for whoever is launching it! Ask Bob about his flaps ... Paris photo.

## Arkansas, Louisiana, New Mexico, Oklahoma, Texas

I was sitting in the middle of the circle the other day, rolling up my lines after a good practice morning. It's peaceful out at Scobee field at 7:30 in the morning, and often at the tree line there are a couple of deer grazing in the distance. It's cool and calm and just right for thinking about what's important.

My wife is very ill. Her condition is deteriorating way too rapidly for the diagnoses we have been given. I have just been told by my sister-in-law, who is a leading expert in geriatric illnesses, that we may be facing a combination of Alzheimer and a form of ALS-type neurological degradation. It just doesn't get much worse having lost her father and mother to Alzheimer's who we took care of.

I have to go home and take care of business, which is why I

## District VIII

by Mark Troutman

am stepping down as the District VIII representative a year before my official term is up. I won't be going to contests any more until I see this through. I'm okay with all that.

In my 54 years of modeling, I have been to hundreds of contests, and I have written and said enough BS about modeling for more than one lifetime. I'm going back to where I belong, which is where I started: sport flying for the sheer joy of building and flying a model just for the fun of trying to make it the best I can and flying with fellow modelers who are there for the same reason.

Scobee field is where we still have fun and don't take it too seriously. We cheer for our winners, laugh at our losers, and help each other on every flight. It's modeling at its finest. We host

World Team selections and Ringmaster Roundups a week apart, and both are the epitome of what Control Line should be—the best and the most fun, and I’m not sure which is better to host, because it’s the people who count and not the scoreboard.

Two days later I am out flying with Troy Martin, a retard who will be an up-and-comer soon. We are done, it’s hot and humid as only Houston can be in July, and we have both flown hard all morning. Just as we are rolling up, Richard Straight drives in with a model he flew 25 years ago that he just rebuilt. He has a story about flying with his kids at a contest in Dallas 25 years ago, and to make sure the kids had a good contest, he finished their models but didn’t get time to finish this one or practice, so he crashed in his first attempt, and it sat all these years.

The old Magician looked good and Richard was beaming to try to fly it. Troy and I put our stuff down and headed back to the circle. The old Fox .35 didn’t need any help to start, as four flips later she was running pretty well. (Richard is not young and flies somewhere between Beginner and Intermediate with surges in both directions during any one flight.) The old Magician was airborne and the wings were straight; it was doing its thing. Richard was like a kid in a candy store, as you could tell by the way he was moving. We were having a reliving-of-his-youth moment.

Troy and I got to laughing, as each maneuver was a little more daring and a little less under control than the last one. After two flights, and with a still intact model, Richard was exhausted but happy and proud. Insults and lies were being exchanged and all was right with the world. That’s why everything is going to be all right. If you need me I’ll be a Scobee field 0700-0900 in the mornings when I can and I will be just fine.



Richard Straight and his Fox .35-powered Magician 35 after its successful return to the circle after a 25-year wait. Photo by Mark Troutman.

The US F2B Team Trials were to be held at Scobee field this October. I am sure there will be ample coverage, but as I pondered my own personal situation, an idea formed that gave me something to fly for.

I helped run the last team election, and it was a week of pure modeling education to see and hear the best in this country’s ideas and flying styles emerge. I came away inspired to improve my own flying with the hope of making it to Expert in spite of some pretty serious physical limitations.

The inspiration and work paid off, and at the Memorial Day contest both Joe Gilbert and Doug Patterson said it was time for me to move up.

I had hoped to move up using a new model that incorporated much of what I had seen at the team selection, but also incorporating some old Free Flight tricks to keep it very light; after having seen Chris Rud fly the Junar, I was sold on light works best.

The result is this Shoestring 2000 designed by Bob Whitley, but modified into an electric using a Pletenburg Orbit 20 motor and a Jetty spin ESC with a five-cell battery. Its all-up weight is 58 ounces at 660 square inches of wing area.

To achieve that we covered it completely with the Amazon “doctor’s office” silkspan Frank Williams has talked about, and trimmed it in Japanese tissue, using five coats of thinned nitrate dope on top and then one coat of clear varnish to make it shine.

Color trimming this way is not for the beginner, as the blue is actually regular tissue paper but it’s very visible, different, and very light. This was a team effort, as Darrell Harvin did the majority of the woodwork with me doing the final assembly and finishing.

Sadly, Hurricane Henry ended my quest to fly it at the Team Trials, but hopefully, when my situation changes and Scobee field reemerges from the water depths, the Shoestring will make its appearance at a contest.



Mark Troutman’s Shoestring 2000 with a Pletenburg motor, Jetty/Hubin electric installation, and silkspan with Japanese tissue trim. Troutman photo.



The real and seldom- photographed Mark Troutman happy with his new Shoestring electric after its first flights, which went very well. "If I do make it back to the contest circuit, this will be coming with me." Darrell Harvin photo.

It's September 2 as I am writing this part of my column, and Hurricane Henry has just gone through Houston. Flood waters have reached an all-time high. For those who have been to, or have seen pictures of, the USA 2015 Team Trials, the Memorial Day contest, or the Ringmaster Roundup held here at Scobee, the circles we use are currently 11 feet under water to put it in perspective.

The clubhouse, restrooms, and everything else are all under water and all roads to the field are under water for miles. The Ringmaster Roundup, the Dallas Summer Heat contest, and the USA Team Trials have to be canceled and moved, and they estimate it will be 3-4 months until we can get back to the field. Sad news but trivial compared to the 100,000 homes just in Houston that have been damaged or destroyed by this flood.

What you may not realize is Houston was not the worse hit area, just the most publicized. If you draw a line 50-75 miles inland from the Gulf of Mexico starting at Corpus Christi and extending well into Louisiana marshland, and consider every town/city and farm from the coast to the line 50 miles inland, all are damaged or destroyed, and that is many hundreds of miles.

Then you begin to realize the extent of what just happen here. Everyone is affected, even if you don't have direct damage, as fuel, food, and basic utilities/sewage are disrupted, and in some cases power will be out for weeks/months. Some of our local fliers have damaged homes, and I just received five models to store while one of our regulars rebuilds his downstairs and shops.

Some, like me, came within 1/4 mile of being flooded and have neighbors in terrible situations, as schools and thousands of businesses have been flooded or destroyed, as well. It's bad, but it will be fixed. Down here we just assess the damage, roll up our sleeves, and get to work.

Nine years ago, Hurricane Ike destroyed my home in Galveston; it's the price you pay to live on the water, and hurricanes are a fact of life and it's nothing new. We thank

everyone who has called emailed and just sent their love, support, offers to help, and deep concerns. Your thoughts and prayers are deeply appreciated. As bad as it is, it has actually brought the communities closer together. We don't have time or need to question anyone willing to lift a shovel, a mop, or bring a small boat to pull folks out of harm's way. We are in it together and we will fix it together. As Hank Williams Jr. put it so well in song, "A country boy can survive."

Epilogue: It's now 23 September, and today, after hand removing 300 pounds of silt and dirt from the circle, we flew for the first time at Scobee field after the flood. The Corps of Engineers has drained the reservoir down much faster than ever imagined, so a little piece of normalcy has returned to the area fliers. The next two pictures show Darrell Harvin and Dale Jones (who did yeoman work with me to get the circle clean) flying Dale's new electric Sakitumi from a Walter Umland kit. We are still very wet, as the background shows, but we are back.



Dale Jones and Darrell Harvin are getting ready for the first flight at Scobee field since the flood. They are preparing to fly Dale's new electric-powered Sakitumi. Troutman photo.



The Dale Jones Sakitumi is airborne making its first inverted pass, and Scobee field is back online. Thanks to all who sent concerns, prayers, and well-wishes. Troutman photo.

One thing the hurricane did is allow everyone a month of building time, if you were not fixing your house. I had good fortune this time and had been given a 70-year-old original Berkeley Super Zilch kit on the promise that I had to try to build it.

The wood was really bad, but the more I played with it, the more I figured, "What the heck!" I was not going anywhere anyway, as even the roads were flooded for two weeks. So here is what happens when the biggest flood in the history of the United States hits your town and you have glue.

It's 90% original wood, including the redwood cowling sides. The finish is blue dope with some Japanese tissue checkerboard left over from my Shoestring project that is also at least 50 years old. I also finished up an All American in Japanese tissue, as well. There is an O.S. .35 in this one, so my Old Time fleet has been significantly upgraded.



Mark Troutman's hurricane project: a 1947 Super Zilch built from the remains of the original kit. Troutman photo.

And last but not least, no one has yet stepped up to take my place as the District VIII PAMPA Director. Someone will have to take over or District VIII will go without representation, and that would be a shame with as much activity as we have here. Whoever does take it up will need input from everyone active.



Here's Mark's All America, done in Japanese tissue, with an O.S. .35. Troutman photo.

I have struggled to put variety into the report, as I have received only one input for the whole year. Your director's report is only as good as the input he gets, so if it seems like the last year has had a lot of Houston (my stuff) in it, it's because that's all I have. Good luck to the next man/woman up. I will continue to help, but my time is over.

For now, that's it for me. As this attests, I have things to do and people to help and take care of. To the whole Stunt community that I have enjoyed so much since my return five years ago, a big thanks for making an old Free Flyer feel welcome. God willing, I will be back. Until then, take care. *SN*  
—Mark

#### Editor's note

Shortly after this report was submitted, we received the sad news that Pamela Troutman passed away on October 27 from a six-year battle with Alzheimer's. Mark and Pamela had been married 43 years. She was a successful author, editor for numerous international computer publications, and a glass bead and ceramic artist. She is survived by their son James, who was on the USA Junior Free Flight team (1990-1992-1994) and was part of the World Championship winning FIC Power team of 1990. He still holds the Junior and Senior FIC national records.

## District IX

by Dave Tribble

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

I hope this finds you in good health and spirits as we head into the holiday season. For us in our district, flying is about done for the year except for those rare warm days when winter takes a break. Now we begin to get the workshops sorted and make plans for building the fleet for next year.

I reached out to a couple of the local guys to see what is going on in their workshops. Doc Holliday sent over a few shots of what's been keeping him up at nights.

First, the DOC Special: I don't think the name was bestowed by John, but instead by its British designer—name unknown. It is in the final painting stage and I assume is a classic design. Looks as though it will fly well, to my eye.

This is the DOC Special. Actually, it's a British design. Photo by Doc Holliday.





The MiG design by Marcus Cordeiro. Holliday photo.

The next thing for Doc is the profile MiG designed by Marcus Cordeiro. Doc got the plans from Marcus and both were building the airplanes when Marcus suddenly passed away. John finished his, but he doesn't think Marcus ever got his copy in the air before he passed. Now it holds special meaning for Doc.



Doc's better-known Ringmaster Canard. Holliday photo.

Doc's Ringmaster Canard has had a rough start getting landing gear placement and control throws figured out, but is now coming on as a good flyer and is fun to watch.

Doc says his to-do list is to include an enlarged Sterling P-38 and a profile Guardian for Brodak's contest next year. These should be fun projects, and I look forward to seeing them at the field next spring.



A wounded Shameless getting a rework by Kevin Prier. Photo by Kevin Prier.

Kevin Prier is rebuilding an old Shameless that had the nose knocked off. This should be seen on the profile circuit come spring.



These ships were designed and built by Ted Snow and now belong to Kevin Prier. Prier photo.



Here is another view of the Ted Snow planes that Kevin has. Prier photo.

Kevin acquired a pair of airplanes that were built and flown by Ted Snow, designer of the famous Humongous Old Timer. They're very nice-looking ships with historical significance. He has not flown them yet, but I'm sure he will.

Jared Hayes from Omaha sent some info and pictures. Here's what Jared had to say:

"We had our weather-postponed George Lieb Memorial

Contest in October. We had a small-but-fun turnout. Jim Lee took top honors in Expert Stunt; Ray Nyce from Colorado took first in Old Time Stunt and Advanced Stunt; and I finished first in Profile Stunt.

"I custom-made plaques for the event that were once again a big hit. I modeled the Old Time awards after the profile of George Lieb's design, the Triumphant. Jim Lee flew his Triumphant in the contest and also won the Concourse award with it. Scott Molck finished second in Expert, flying an SV-11. He has a Strega nearing completion that he intends on flying next season.

"I bought a house last winter, and with moving and fixing the house up, I didn't get much accomplished on my intended winter projects. Hopefully, I can get to work on a few of them this year. I need to repair motor mounts in my Shark .45, recover/refinish my profile Cardinal, and finish my Magnum. My dad (longtime Stunt flier Gary Hayes) injured himself twice this last year, tearing his rotator cuff. Then, while recovering from surgery, he ruptured his quad muscle and tore tendons loose from his knee. Needless to say, much of the year left him in no shape to be able to work on refinishing his Strega/Stiletto hybrid.

"Our club is setting up a display in Swanson Public Library in Omaha for the month of December to try to generate interest (good for you, columnist) and show off some of our models. Our club's Christmas party will be on December 13 at Fernandos Restaurant in Omaha at 6:30 p.m. Our other big winter event will again be the display and flight demo at the SAC Museum in Ashland, Nebraska, on Saturday, January 13.

"A guy inquired about purchasing one of our Control Line models just for the purpose of displaying it in his man cave. We sold him a giant MagJet that belonged to my dad and grandfather that we don't really fly anymore. It was scratch-built in the early 80s, blown up from the original MagJet kit."

—Jared Hayes



A group shot from the Omaha October contest. L to R is Ray Nyce, Kevin Prier, Scott Molck, Jared Hayes, Gary Hayes, and Tom Egbert. In front is Jim Lee. Hayes photo.



Jim Lee and the George Lieb-designed Triumphant. Hayes photo.



The Giant MagJet and Gary. Photo by Jared Hayes.



An assortment of the handmade trophy plaques. Hayes photo.

As for me, I have somewhat scaled back building plans for the year. I need to move my shop to a smaller area and make some living space for some family moving back in with me. I also have about everything I need for the near future and little storage space left for more airplanes.

What I do have new is another take-apart Desperado I started with hopes of going to France next year, and it's about 80% completed. I will finish that, and I am refinishing Duke. This is its third finish. I flew Duke at the Nats this year in a very bland paint scheme that got little attention and few points. I am going back to the trademark paint job done with the blue this time instead of the green.

I had issues with my Rouge version Desperado since it was new, getting it reliably trimmed out. It just fought me all the way, unlike the rest of the fleet. Finally, I found the problem.



This photo shows the negative stab incidence on Dave's unruly Desperado Rouge. Photo by Dave Tribble.



Rouge after the repair. Tribble photo.

I am diligent to use the Robart incidence meter to get all the major assemblies aligned. Hence, I gave little thought to the idea that the airplane could have major boo-boos in alignment. I finally decided to look for stab misalignment. Lo and behold, I found the stab had negative incidence. You can see this in the photo. The paint stripes down the fuselage are very close to

parallel with the thrustline. The wood slats on the stab show the terrible lack of alignment. I don't know how this happened, but it sure had to be fixed.

I removed the rear part of the top block, dorsal, and rudder. I carefully cut the stab loose from the fuselage. I then lifted the leading edge to about 1/2 degree positive and rejoined it to the fuselage. I then rebuilt and refinished the rear end. I cut the rudder back to the R1 version. I just like the look of it better in the air, plus I keep damaging the dorsal fin in my burping stand.

This ship now has been flown once since the work, but it acts just like all the rest of the fleet when new and out of trim. I feel it's been reclaimed to the fleet.



A newly refinished Kid Sheleen. Tribble photo.

Finally, I also stripped and refinished the Kid. It had a thin and rough finish, as I was trying for light weight and was not worried about appearance points. I felt as though FAI was its sole job, where there are no appearance points judged. When events told me the ship might never be needed for that duty, I thought to improve the finish so it might be used in PAMPA Stunt.

After it was finished, it was on the edge of competitive weight and found to be *really* tail heavy. The last thing I wanted to do was add lead to the nose, so I stripped the stab/elevator. I recovered them with Japanese tissue and a scant amount of dope. I took off the larger R2 rudder and dorsal and took the Dremel hand tool to anything found that I could part with in the rear cavity.

The result was a total reduction of 1 1/2 ounces. This would be equivalent to more than 3 ounces of lead in the nose, which I think would have doomed the ship. I flew it once before the weather got bad. It feels pretty good and will trim out I'm sure now. Pulled another one back from the brink!

That's most all I have to report this time. At this point we are not sure about the fate of this great newsletter and whether we will continue more on paper or in electronic form. In any case we are and will be here and plan for a continued strong presence for our sport. Please reach out and help in these transition efforts going forward.

**Build 'em; Fly 'em; Enjoy 'em. SN**

—Dave

# District X

by Jim Hoffman

Arizona, California, Guam, Hawaii,  
Nevada, Utah

**Carter Fickes** has designed and built a beautiful P-61 Black Widow semiscale Stunter. Carter brought the model to the Woodland Davis Aeromodelers Annual Stuntfest on June 24-25, 2017. Fred Constantine was on hand and provided some nice photos and some technical details.



Carter Fickes and his most impressive P-61 Black Widow semiscale Stunter at the Woodland Davis Aeromodelers Stuntfest. Photo by Fred Constantine.



Clint Ormosen takes Carter Fickes' P-61 Black Widow through some maneuvers. Clint has the full attention of the crowd. Constantine photo.

The P-61 is an original design by Carter specifically for Stunt and is derived from photos of the full-scale P-61. This is a large model with a wingspan of 72 inches and wing area of 879 square

inches. The flying weight (dry) is 120 ounces. The P-61 is powered by two O.S. .40 LA's with 5-ounce-capacity fuel tanks, and is flown on 70-foot x .021 braided cable lines.

Maneuvers so far have been limited to inside and outside loops, wingovers, inverted flight, and lazy eights. It wasn't entered in the contest, but after the competition, Clint Ormosen put up a demo flight. Everyone stopped to watch as Clint put the beast through some safe stunts while hanging on for all he was worth.

## Delta Force E-powered Stunter

My latest project is an E-powered version of a model designed by Mike Pratt in 2006. He built and flew an O.S. .40 LA-powered prototype when he lived in Phoenix. Mike's Delta Force performed better than one might expect. Mike later drew up an E-powered version, and I know at least one prototype of the E-powered version was built and flown in Minnesota by a friend of Mike's.

The E-powered version added wingtips to add some wing area to help carry the expected added weight associated with an E-powered configuration. The E-power design has a wing area of 840 square inches. My model was completed in August 2017, and the finished weight of the model was 53.2 ounces, ready to fly, including 5S 2,700 mAh battery. The CG was within 1/4 inch of Mike's recommended CG.



Jim Hoffman's electric-powered rendition of Mike Pratt's Delta Force flying wing has 840 square inches of wing area and weighs in at 53.2 ounces. Photo by Jim Hoffman.

My Delta Force was built using Mike's plans as a guide; the aerodynamics are exactly per his drawings. The fuselage was built to incorporate the necessary hard points for mounting the various electronic devices. The motor is front-mounted, the mount being a three-layer lamination of G-10/Plywood/G-10. All three layers are 1/16-inch thick. The motor mount technique was developed by Bob Hunt.

Two mockups were built to develop the integration plan before the actual model was built. The profile fuse is made of two pieces of 1/4-inch sheet balsa, laminated together with carbon mat in the middle. The carbon serves as a sanding guide and offers little added stiffness, since it's exactly on the neutral axis.

The lamination of the balsa does increase stiffness over a single 1/2-inch piece. My theory is that the grain of the lamination is not

100% identical on either side. The fuse has 1/16-inch plywood doublers on both sides and a 3/8-inch-thick tripler on the inboard side. A part of the tripler is removable and hides the Hubin timer.

The start switch is on the timer board and accessed through a removable hatch. The removable hatch is keyed and located with a steel pin and restrained with tiny rare-earth magnets. The ESC mount and an arming plug adaptor are integrated into the fuse and exposed.



Jim's Delta Force is covered with Polyspan and is finished with Randolph dope, followed with a clear urethane top coat. Jim reports that the initial flight tests have gone well. Hoffman photo.

The wing ribs for the Delta Force were laser cut by Eric Rule. The wing is built with traditional C-tube construction. The innermost rib bay on the outboard side was reinforced to hold the battery internally. A battery mounting structure is inside the bay, and it also has a hinged access door on the top side immediately aft of the leading edge.

A large exhaust hole is on the belly side of the rib bay, aft of the battery, to ensure adequate cooling air flow for the battery. The flaps are made from 1/4-inch sheet balsa and are covered with carbon-fiber mat. The flaps are flat with a full-radius leading edge and trailing edge. A handy-dandy radius tool developed by my pal Dave Riggs was most helpful to make these flaps uniform and accurate.

My Delta Force is finished in Randolph's dope with a two-part urethane top clear coat. The entire model is covered with .005 CF mat and the wing open bay area is covered with Polyspan.

Initial flight tests validated that the power train is working nicely as installed, battery and all electronics are getting adequate cooling, and the landing gear placement is correct. Further testing

has been delayed due to my personal schedule. More work is needed to get a better corner. Stay tuned.

Brief column this month due to lack of input, but I do have a couple of photos of John Callentine's finished Dry Heat model, which is based on David Fitzgerald's Thundergazer. *SN*

—Jim Hoffman  
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480-329-3316 (cell)  
windswept4@cox.net



John Callentine's new Dry Heat—a Thundergazer-based design—in Arizona theme paint. It weighs 61 ounces ready to fly, including the 5S 2,700 mAh battery. It features a built-up wing and tail, Polyspan covering, automotive colors, and top clear coat over a butyrate dope base. Photo by John Callentine.



Here's the business end of John Callentine's new Dry Heat. A top-loading hatch makes battery changes very easy. The model has provisions for the Igor Burger Tri-Axis accelerometer control system. Initial test hops have proven very successful. Callentine photo.

**Alaska, Idaho, Montana, Oregon,  
Washington**

**District XI**  
by Mark Scarborough

No report this time *SN*

—Mark

# Contests

# Contest Calendar

For up-to-date listings on a cool map, see

<https://drive.google.com/open?id=1sW3Bu1EMy8ZxSaQD8DpTIJNlpdE&usp=sharing>. For up-to-date, but maybe not accurate, listings see the AMA Web site: [modelaircraft.org/events/calendar.aspx](http://modelaircraft.org/events/calendar.aspx). Be sure to confirm contest existence with the CD before going to a contest. Please submit new listings and contest results to Howard Rush, [hmrush@comcast.net](mailto:hmrush@comcast.net).

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

## 2018 Contests

February 17-18

Charles Ash Memorial Greater Southwestern Championships and Presidents' Day Contest

Garland Hobby Park,

E. Northwest Highway and Garland Rd., Dallas, TX

Saturday: Old Time, Classic, Profile\*

Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)

Contact: Dale Gleason, (940) 637-2169, [n42222@ntin.net](mailto:n42222@ntin.net)

[www.dmaa-1902.org](http://www.dmaa-1902.org)

February 25

Ice-O-Lated Stunt Contest

Buder Park, 200 Valley Park Rd., Valley Park, MO

Take exit 272 north from I-44, turn right at Meramec St.

Basic Flight\*, Profile\*,

Precision Aerobatics (Beginner, Intermediate, Adv., Exp.)

CD: Fred Cronenwett, [clscale@rocketmail.com](mailto:clscale@rocketmail.com)

<https://lafayettesquadrielle.wordpress.com/lafayette-esquadrielle-cl/control-line-contest-st-louis/>

March 13-17

Vintage Stunt Championships 30

Christopher Columbus Park,

4600 N. Silverbell Rd, Tucson, AZ

Tuesday-Wednesday: Old Time

Thursday: Ignition Old Time, Ringmaster Old Time

Friday-Saturday: Classic & Super 70s\*

Entry deadline: March 2, 2018

CD: Jim Hoffman,

2658 W Montgomery Dr, Chandler, AZ 85224,

(480) 897-0630, (480) 329-3316, [windswept4@cox.net](mailto:windswept4@cox.net)

[www.ccmaconline.org](http://www.ccmaconline.org)

May 5-6

Carolina Classic, Waymer Field, 15401 Holbrooks Rd.,

Huntersville, NC. Take exit 23 east from I-77, turn right on

Old Statesville Rd., turn left on Holbrooks.

Saturday: Basic Flight\*, Old Time, Nostalgia 30, Profile\*

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

CD: Will Davis, (704) 860-1079, [willddavis@msn.com](mailto:willddavis@msn.com)

May 5-6

John Gunn Open Invitational Stunt Contest,

MASA Field, 736 Industrial Rd., El Dorado, AR,

N33.20825, W92.61626. Take Hwy 63 east of El Dorado,

turn right on Industrial Rd. Field is ½ mile on right.

Saturday: Profile\* (Beginner, Intermediate, Advanced, Expert), Classic, Warbird\*

Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)

CDs: Doug Patterson, (225) 270-2181,

[jd3patterson@gmail.com](mailto:jd3patterson@gmail.com),

Jason Cunningham, (870) 226-6509, (870) 814-6005,

[jcunningham50@hotmail.com](mailto:jcunningham50@hotmail.com)

May 18-19

Triple Tree Stunt Championships, Joe Nall Week  
Triple Tree Aerodrome, 330 Mary Hanna Rd. Woodruff, SC  
Friday: Classic, Profile \*  
Saturday: Precision Aerobatics (Beginner, Int., Adv., Exp.)  
CD: Mark Weiss, (302) 547-4917, [ama82824@yahoo.com](mailto:ama82824@yahoo.com)  
<http://www.tripletreeaerodrome.com/joe-nall-week.php>

June 3

Toronto & District Championships, 58th Anniversary  
Centennial Park, Toronto, Ontario  
Profile, MAAC  
<http://www.balsabeavers.com>

June 3

Wisconsin State Stunt and Scale Championships  
Mukwonago High School, Mukwonago, WI  
Take I-43 to WI Hwy 83, then north 2 miles to  
County Hwy NN, then west ½ mile to Mukwonago HS.  
Classic, 1/2A\* (Beginner pattern), Profile\*  
Precision Aerobatics\* (Beginner, Intermediate, Adv., Exp.)  
CD: Peter Mick, [pmick82541@aol.com](mailto:pmick82541@aol.com)

June 30-July 1

Jennifer P. Fedorick Memorial  
NEVRC Field, Hubie Dr., Sugarloaf, PA,  
N 41.01273, W 76.13457  
Take exit 256 south from I-80, turn R on T-429 Pecora Rd.  
Take Pecora Rd. for several miles, turn R on Red Rock Rd.,  
pass over I-80, turn R on Cabin Ln./Hubie Dr.  
Saturday: Profile\*, Old Time  
Sunday: Precision Aerobatics\*  
(Beginner, Intermediate, Adv., Exp.)  
CD: Bernie Suhamksi, 570-574-6894

August 4-5

North Georgia Sky Rebels  
Etowah River Park, Brown Industrial Parkway,  
Canton, GA, N34.245, W84.477  
Saturday: Nostalgia 30 (Beginner, Int., Adv., Exp.),  
Profile\*, War Bird\*, Old Time  
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)  
CD: Doug Patterson, (225) 270-2181, [jd3patterson@gmail.com](mailto:jd3patterson@gmail.com)  
Assistant CD: Tom Dixon, (770) 714-3988

August 11-12

Southern Ontario Control Line Championships  
The Bean Field, 30167 Esterville Rd.,  
Dresden, Ontario, N42° 37.533' W082° 08.639'  
Saturday: Limited\*  
Sunday: Profile\*, MAAC  
<http://www.balsabeavers.com>

September 15-16

Broken Arrow 31 Stunt and Scale Contest,  
Buder Park, 200 Valley Park Rd, Valley Park, MO  
Take exit 272 north from I-44, turn right at Meramec St.  
Saturday: Old Time, Profile\*, Classic, Nostalgia 30  
Sunday: Basic Flight (Junior-Senior)\*,  
Precision Aerobatics (Beginner, Intermediate, Adv., Expert)  
CD: Steve Smith, [steven.smith2112@gmail.com](mailto:steven.smith2112@gmail.com)  
<https://lafayettesquadrielle.wordpress.com/lafayette-esquadrielle-cl/control-line-contest-st-louis/>

September 15-16

Cleveland Area Stunt Championship  
Cuyahoga Co Fairgrounds,  
19201 East Bagley Road, Middleburg Heights, OH  
Saturday: Old Time, Classic, Nostalgia 30, ARF/ARC\*,  
Profile\*  
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)  
CD: David Heinzman, (440) 734-6491, [dheinz6746@cs.com](mailto:dheinz6746@cs.com)

September 22

Balsa Beavers Anniversary Event  
Centennial Park, Toronto, Ontario  
Old Time, Limited\*  
<http://www.balsabeavers.com>

October 20-21

40<sup>th</sup> Golden State Stunt Championships,  
Madera Airport, Madera, CA, <http://g.co/maps/deq47>  
Saturday: Old Time, Classic  
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)  
CD: Brian Massey (559) 645.8018, [bjmassey2@gmail.com](mailto:bjmassey2@gmail.com)  
<http://www.californiacarclubs.com/gssc.htm>

October 20-21

Carolina Criterium,  
Waymer Field, 15401 Holbrooks Rd., Huntersville, NC.  
Take exit 23 east from I-77, turn right on Old Statesville Rd.,  
turn left on Holbrooks.  
Saturday: Basic Flight\*, Old Time, Nostalgia 30\*, Profile\*  
Sunday: Precision Aerobatics (Beginner, Int., Adv., Exp.)  
CD: Will Davis, (704) 860-1079, [wilddavis@msn.com](mailto:wilddavis@msn.com)

# Contest Results

## Southeast Stunt 'N Fun

November 4-5, 2017, Palmetto, FL  
Results from Wayne Smith, CD

### Expert

Judges: Jim Smith, Rich Peabody

1	Mike Waldron	565	SV-11	E-flite 32
4	Eric Viglione	558	Katana	PA .75
3	Will Moore	552.5	Shark	Electric
5	James Lee	549.5	Gee Bee "Y"	EVO .60

### Advanced

Judges: Jim Smith, Rich Peabody

1	Don Jenkins	540	Scorpio II	OS .46LA
2	Don Ogren	531	Jaguar	E-flite 32
3	Sam Niebel	521	e-Tracer	Cobra
4	Dave Hallas	506	Scorpio	Plett.
5	Ron Waldron	498.5	Sv-11	Electric
6	Bob Whitney	484.5	Formula E	Electric

### Beginner

Judges: Brian Cook, Phil Bayly

1	James Carter	300.5	Big Tiger	Fox .40
2	Rick Osborn	289	Nobler	E-25
3	Len Bechtold	285.5	Ringmaster	OS .75
4	Joe Llanos	269.5	All American	Fox .35
5	Larry Helphinstine	209	Ballerina	OS .40

### Old Time

Judges: Dale Josephson, Jim Smith

1	Jim Lee	317.5	Humongous	Fox .59
2	Dennis Toth	304.75	El Diablo	Fox .35
3	Bob Whitney	300	Big Job	Supertigre .60
4	Wayne Smith	291.5	Ringmaster	Electric
5	Rick Osborn	191.5	Nobler	E-25
6	Joe Llanos	152	All American	Fox .35

### Nostalgia 30

Judges: Dale Josephson, Jim Smith

1	James Lee	567	Nobler	Fox .35
2	Dave Hallas	511	Cavalier	Electric
3	Bob Whitney	457.5	Cavalier	Electric
4	Eric Viglione	352	Illusion	Supertigre .46

### Profile

Judges: Phil Bayly, Brian Cook

1	Mike Waldron	577.5	Spare Parts	E-flite 32
2	Don Ogren	545.5	Zero	E-flite 32
3	Ron Waldron	540.5	Pathfinder	E-flite 32
4	Wayne Smith	533	Cavalier	Tiger .36
5	Dave Hallas	519	Cavalier	Electric
6	Bob Whitney	504	Cavalier	Electric
7	Rich Peabody	489.5	P-40	OS .40
8	Rick Osborne	316.5	Magician	LA .25

### Perpetual Trophy Expert Flyoff

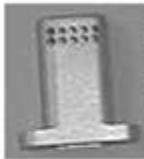
Judges: Bob Whitney, Dave Hallas, Wayne Smith

1	Will Moore	574.7	Shark	Electric
2	Eric Viglione	572.7	Katana	PA .75
3	Mike Waldron	565.3	SV-11	E-flite 32

Registration: Kathy Smith, Debra Niebel  
Weigh-in, Pull Test: Brian Cook, Wayne Smith  
Runners: Kathy Smith, Debra Niebel, Luna Tyner, Michael Tyner  
Photographers: Jim Smith, Luna Tyner  
Tabulators: Debra Niebel, Patti Nasrallah, Kathy Smith  
Awards: Rich Peabody, Jim Smith, Patti Nasrallah

Support Crew of MCRC volunteers for grounds, concession, music, and sound system

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**SMITH BROTHERS STUNT**

### South Arkansas Stunt Championship

November 4-5, 2017, El Dorado AR

Results from Dan Berry

#### Expert

1	Joe Gilbert	578
2	Don Cranfill	568
3	Dale Gleason	555.5
4	John Hill	554.5
5	Perry Rose	522
6	Mike Greb	509.5

#### Advanced

1	Dan Berry	490
2	John Blanchard	487
3	Jim Svitko	460
4	Andrew Stokey	435.5
5	Joe Hildreth	423
6	Tim Tipton	404.5

#### Intermediate

1	Courtney Tanner	474
2	Ty Marcucci	458

#### Beginner

1	James Holford	238.5
2	Al Eggabroad	219.5

#### Classic

1	Don Cranfill	583
2	Allan Perret	563.5
3	Perry Rose	558
4	Dan Berry	544
5	Joe Hildreth	519
6	Tim Tipton	482
7	Courtney Tanner	476.5
8	Ty Marcucci	411

#### Old Time

1	Dale Gleason	243.5
2	Mike Greb	209.5

#### War Bird

1	Don Cranfill	591
2	John Hill	576.5
3	Perry Rose	541
4	Dan Berry	537

#### Profile Expert

1	Joe Gilbert	588
2	Don Cranfill	572.5
3	Perry Rose	563.5
4	John Hill	556.5

#### Profile Advanced

1	John Blanchard	550
2	Dan Berry	528
3	Joe Hildreth	511
4	Andrew Stokey	488.5
5	Tim Tipton	481

#### Profile Intermediate

1	Courtney Tanner	504.5
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#### Profile Beginner

1	James Holford	256.5
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CD: Norm Faith, Jr.

### Las Vegas Stunt Challenge

December 9-10, 2017, Ivanpah Dry Lake, CA

Results from Dane Martin, CD

#### Expert

Judges: Paul Taylor, Dennis Coleman

1	Bob Harness	580.75	50/50
2	Leroy Black	572.75	Jerseyan
3	Jim Rhoades	559.75	Apteryx
4	Jose Modesto	552.75	Intrepid

#### Advanced

Judges: Leroy Black, Dennis Coleman

1	Gary Gingerich	503	Hawker Hunter
2	Steven MacBride	423.5	Intrepid
3	Paul Taylor	328.5	Magnum

#### Intermediate

Judges: Paul Taylor, Dennis Coleman

1	Joey Mathison	450.5	Legacy
2	Dane Martin	414	Ringmaster 1000

#### Classic

1	Bob Harness	559.5	Thunderbird
3	Jim Rhoades	555	Apteryx
2	Leroy Black	554.25	Jerseyan

#### Old Time

Judges: Jim Rhoades, Steven MacBride

1	Bob Harness	314	Ringmaster
2	Leroy Black	308	Jamison Special
3	Joey Mathison	247.1	Smoothie

Event Director: Reuben MacBride

Pull Test, Tabulator: Dan Mosley

Catering: Grill-master Michael Rumbaugh

**King Orange International**  
 December 9-10, 2017, Glen St. Mary, FL  
 Results from Gene Martine, CD

**Expert**

Judges: Dave Wenzel, Bob Zambelli

1	Mike Waldron	559.0
2	Wayne Smith	543.5
3	Jim Smith	530.0
4	Gerry Glier	509.5
5	Will Davis	507.5
6	Tom Weedman	506.0

**Advanced**

Judges: Traian Morosanu, Gene Martine

1	Jim Mynes	465.0
2	Don Ogren	461.5
3	Ron Waldron	448.0
4	Dave Hallas	436.5
5	Allan Buck	429.0
6	Vinnie Langella	419.5

**Intermediate**

Judges: Traian Morosanu, Gene Martine

1	Charlie Sabatka	376.5
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**Beginner**

Judges: Traian Morosanu, Gene Martine

1	Rick Osborn	229.0
2	Len Bechtold	189.0
3	Kyle Anderson	211.5

**Basic Flight**

Judges: Will Davis, Len Bechtold

1	Rick Osborn	283.5
2	Scott Bauman	274.5
3	Kyle Anderson	163.5

**Nostalgia 30**

Judges: Will Davis, Wayne Smith

1	Tom Weedman	498.5
2	Dave Hallas	473.5
3	Vinnie Langella	472.5
4	Tom Dixon	303.0
5	Gerry Glier	228.0

**Old Time**

Judges: Will Davis, Len Bechtold

1	Bob Zambelli	315.5
2	Bob Whitney	311.5
3	Wayne Smith	306.5
4	Jim Mynes	303.0
5	Dennis Toth	241.5

**Profile**

Judges: Dave Wenzel, Gene Martine

1	Mike Waldron	491.0
2	Tom Dixon	481.0
3	Jim Smith	476.0
4	Wayne Smith	474.0
5	Tom Weedman	474.0
6	Dave Hallas	439.0
7	Vinnie Langella	408.5
8	Don Ogren	400.0
9	Charlie Sabatka	340.0
10	Ron Waldron	306.0
11	Allan Buck	305.5
12	Rick Osborn	249.5
13	Will Davis	126.0

Perpetual Trophy winner: Mike Waldron

Tabulator:	Kathy Smith
Registration:	John Craig
Runners:	Smith family
Assistance:	John Craig

# Thank you, PAMPA!

The staff of *Stunt News* would like to thank the PAMPA membership for their contributions, allegiance and patience over the past several years.

We are honored and proud to have been able to serve. There were many times when we had seemingly insurmountable health, family, and technical issues, and in many cases those issues affected the production of the newsletter. We persevered, however, and with the support of the entire PAMPA family we made it through.

The entire *Stunt News* staff is now ready for a rest and we now pass this mantle off to the next editor and newsletter staff in full confidence that they will do a wonderful job for the organization.

May all your patterns be good ones, and may you long enjoy this wonderful sport.

—*Bob, Liz, and Chuck*

## COMING THIS SPRING!

### ***STUNT HISTORY: The Story of Model Aircraft Control Line Precision Aerobatics - Volumes I (1937-1979) and II (1980-2014), by Wynn Paul***

After four decades of research and writing, Wynn Paul plans to publish his long-awaited two-volume collector set titled *STUNT HISTORY: The Story of Model Aircraft Control Line Precision Aerobatics - Volumes I (1937-1979) and II (1980-2014)*.

In 1976, Wynn began collecting historical data on the competitive model airplane event that traces its roots back to 1937, and he began writing the event's history in 2000. He was fortunate to be able to interview many of the pioneers of the Control Line Precision Aerobatics event before we lost them forever.

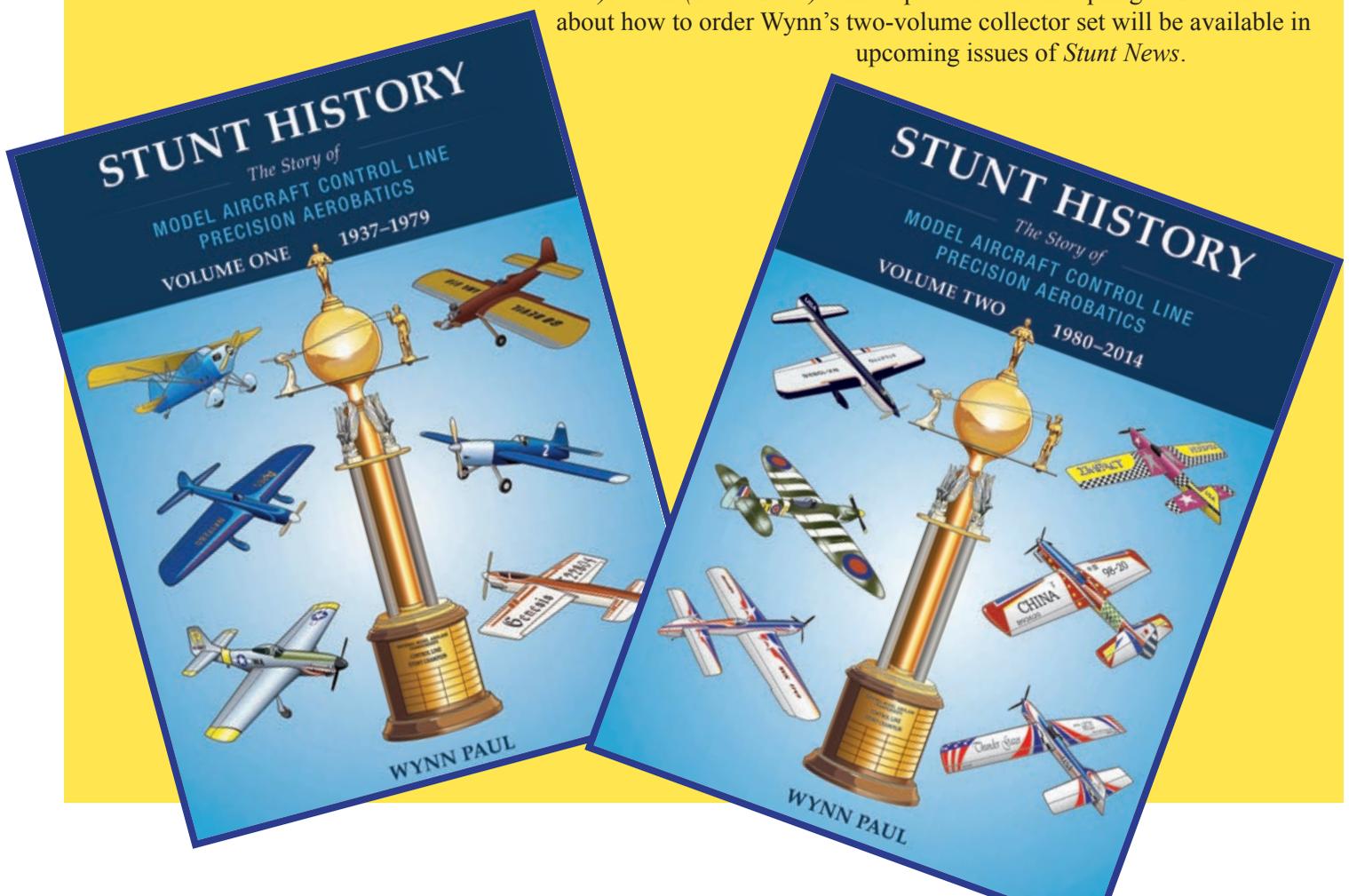
Wynn's first chapter is a brief history of aeromodelling, from the gliders of the 19<sup>th</sup> century to the Free Flight models in the 1900s. It also covers the introduction of the true model airplane engine in 1932. The first Control Line flights in 1937 led to the beginning of modelers flying Control Line airplanes and, shortly thereafter, the introduction of competition in Control Line in 1941.

Wynn offers a 70-chapter chronological history of Control Line Precision Aerobatics, starting with 1945. His chapters from 1945 to 2014 discuss the development of model airplanes, engines, building techniques, the maneuvers in competition, and international fliers and airplanes. He lists complete results of high-level competitive events such as the US Nationals, from the first Precision Aerobatics event in 1946 to 2014; the World Championships, from the initial 1960 to 2014; and other significant competitions, both national and international.

Wynn's books include descriptions of hundreds of Stunt airplanes that have appeared in magazines. The most important subjects in his books, however, are the fliers. More than 600 Stunt fliers are pictured in the books with their airplanes. An appendix of 56 pages contains brief descriptions of "Wynn's List of Stunt Planes, 1937-2014."

Each of Wynn's two-volume collector sets, which will be encased in a handsome leather slipcase, contains a total of 960 full-color pages and together feature 1,551 photographs. Each chapter features a "Plane of the Year" rendering by noted artist David Gladd.

Wynn Paul's *STUNT HISTORY: The Story of Model Aircraft Control Line Precision Aerobatics - Volumes I (1937-1979) and II (1980-2014)* will be published in the spring of 2018. Details about how to order Wynn's two-volume collector set will be available in upcoming issues of *Stunt News*.



# PAMPA Products

Get your T-shirts, back issues of *Stunt News*, CDs, and more!



## Prices

T-Shirts	\$10	Tom Morris Classic	\$12
Polo Shirts	\$20	Tom Morris Old Time	\$8
Hats	\$12	Charles Mackey	\$12
Coffee Mugs	\$5	Decal Sheet	\$2
Patches	\$5	Note: When ordering shirts, please give three (3) color options, as we do not have every color listed in every size.	



**Books:**

**Classic Era Construction Drawings** compiled by Tom Morris \$12.00

**Old-Time Stunt Construction Drawings** compiled by Tom Morris \$ 8.00

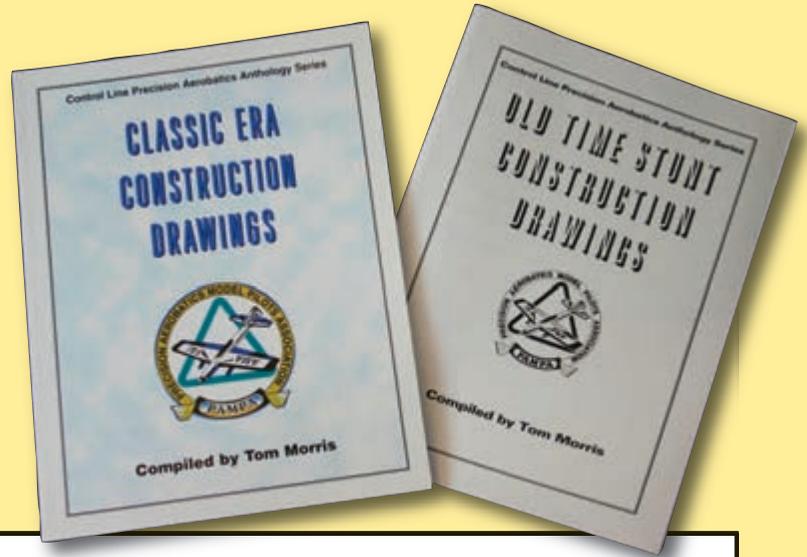
**Pioneers of Control Line Flying** by Charles Mackey \$12.00

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**Robin's View Productions**

# Custom Foam Wing Services



*Here's Bob Hunt at the 2011 Nats with his new, electric powered, Crossfire Extreme. The model features a Masterflite foam wing that was cut and covered with the flaps integral to the airfoil. The flaps were then separated and framed with balsa. Photo by Gene Martine.*

Bob Hunt has been supplying the Control Line Stunt community with World Class, foam-based model airplane components since 1969. Stunt models built with foam components produced in his shop have won more World and National Championships than all others combined!

The vast majority of CL foam component innovations are traceable to his shop. He was the first to use triple-section coring for reduced weight. He was also the first to offer foam flaps that were cut as an integral part of the wing core and then separated from the wing after covering, ensuring a perfect fit between the flap and the wing.

Bob developed the system of using Lite-Ply landing gear ribs that install between the leading edge and the spar, and accept lightweight, load-dispersing landing gear plates instead of the heavier maple blocks. More recently, he has developed a system of accurately cutting fully rounded foam leading edges on the cores that he produces, along with a foolproof method for attaching molded balsa leading edge caps on the cores. This

system yields extremely accurate wings that are lighter and easier to construct.

These innovations and many, many more were born from constant research and development in the competition arena. Bob was the first to win a World Championship Gold Medal flying a CL Stunt model fitted with a foam-core wing. Foam wing cores and wings built by him have enabled hundreds of CL Stunt enthusiasts to realize superior model performance and have helped them to win consistently in aerobatic competition.

When you are preparing to build that next "World Beater" stunt model, remember that Bob has been producing wings for just such models for 40 years! He's serious about light, accurate, and innovative stunt model components. If you want to win, you should be too!

Robin's View Productions offers custom-cut foam wing cores, covered foam wings that are ready for control system installation and joining, and also fully built wings complete with flaps, tips, adjustable leadout guide, tip weight box, and control system installed. RVP has templates for all the popular CL Stunt and Classic Stunt models, and can custom template and produce your original design wing for you. Bob personally cuts each wing core using only top-quality virgin bead foam. Covered wings are produced using only the finest, hand-selected, contest-grade balsa.

For a complete listing of the myriad products and services offered by Robin's View Productions, please send a large SASE to: Robin's View Productions, PO Box 68, Stockertown PA 18083, call (610) 746-0106, or email Bob at [robinhunt@rcn.com](mailto:robinhunt@rcn.com). Phone orders are welcome and RVP accepts Visa and MasterCard for your convenience.

Along with all RVP products comes the invitation to call with any questions about model building. RVP offers an evening "Hot Line" for questions you might have while you are building in your shop.

*Remember our motto:*

## **Relentless Innovation!**

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