

STUNT

PRECISION AEROBATICS MODEL PILOTS' ASSOCIATION

News



Warbirds of the Northwest
President's Report
PAMPA Trustees Listings
VP Report
District Reports

The 19th annual 2018 FCM at AMA

Roger Wildman Memorial
Stunt Championship

Aug. 25th & 26th.

Muncie, IN.

Sat Registration 7:30 am

Pilots Meeting 8:30 am

First Flight Up 9:00 am

Events: Old Time Stunt,
Classic Stunt & Profile Stunt.

Sat Evening

Catered Banquet 7:00 pm

McCullough Room

RSVP Please.

Sun Registration 7:30 am.

Memorial Service 8:30 am

Pilots Meeting 9:00 am

First Flight Up 9:15 am

PAMPA Big, Int., Adv., Exp., Masters

NO CHARGE FOR ANYTHING, FREE, FREE, FREE, FREE, FREE

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PRESIDENT'S *Report*

Welcome to the new *Stunt News*! And for that matter, you could say a new PAMPA, which also includes a new President, me. Dennis had every intention to continue on as President but, unfortunately, his job got in the way. At first, he was working the day shift, night shift or the grave yard shift.

The thing was, he was not sure which shift he was going to do until 6 p.m. the night before. Then things settled down a bit. He worked from 6 p.m. to 6 a.m. six to seven days a week. And to top it off he has an hour-and-a-half drive to work. So, if you add up 12 hour days at work, plus 3 hours driving, that makes for 15-hour days. That gives you enough time to get some sleep, take a shower, eat breakfast and then go to work only to arrive home to go to bed and start it all over again.

Not fun.

So, despite his best efforts, he was just unable to do his duties as President. I tried to help as VP, but I could only do so much. With his job taking way too much time, he just could not do the presidency justice. So he resigned and I became the president. Admittedly,

Stunt News will evolve over time to its final new format. Just give it some time. I am looking for things to get better and better.

when I took over it was with shaky knees because I knew there was a mountain of stuff WE the EC had to accomplish. Fortunately for me, Dennis did a good job laying the foundation on which I am working.

So with that knowledge, I took a deep breath, gathered my thoughts and went to work. The first thing I did was tell the EC and now you, the MEMBERS, the buck stops with all of us, the EC, and especially my desk. I also told them the motto of the CBs from WWII.

"The difficult we do now; the impossible will just take a little longer." I have taken an attitude, and the EC has adopted that, whatever has happened in the past is in the past. WE are starting over from here on out. WE will not refer to the past in a bad or tear down fashion. But instead, only refer to the past as to say this did or did not work. If WE do not learn from history then WE are doomed to repeat it. I make enough new mistakes; I don't need to repeat old ones on top of it.

In the past, I think WE tried to do too much at once. WE lost focus as to what WE were doing. With that I made a list of things that WE need to do and prioritized them. Then WE will work out that task and only that task one at a time. That way WE stay focused on getting it done and making sure it gets done. No more discussing things and then wondering what WE are doing. I am doing my best to keep the EC focused on the task at hand.

I have a long list of things WE need to do. With that, I prioritized the list and started with the highest priority. That was to set up a budget for the new year so we can set dues. Mike Strand, Chris Rud and I worked out a new budget with a dues schedule which the EC then approved. The next was setting up *Stunt News* with a new Editor. Fortunately, Chris Rud stepped in to fill the shoes of Bob Hunt. And yes, they are very big shoes. Fortunately, Chris is up to the challenge and has some very good ideas as to what to do in the future. *Stunt News* will evolve over time to its final new format. Just give it some time. I am looking for things to get better and better.

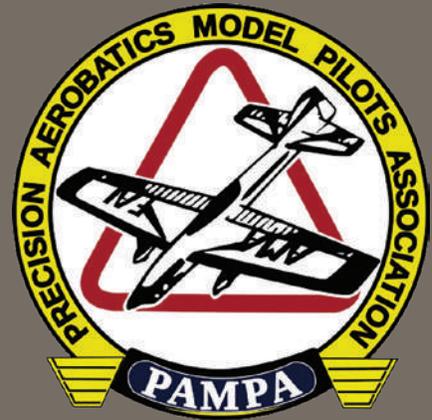
Other shoes to fill was the Products Salesperson, Advertising Secretary, and Membership Secretary. And again, I was fortunate to have some very qualified and motivated VOLUNTEERS to fill those positions. Dave Tribble VOLUNTEERED to get “promoted” to my old job of VP. He has been a very good VP as we worked out several ideas together. So we make a good TEAM.

So with these key positions filled I am quite confident that WE can get PAMPA back up and running like a well-oiled machine.

Now, you may have noticed that I have capitalized the word WE, TEAM and several others during this article. One of my priorities is to make sure that everyone in the EC is involved in the organization in some manner. There will be no lone wolf while I am president. For PAMPA is an organization of VOLUNTEERS who work toward the common goal of promoting CL Precision Aerobatics. WE, and now I am including you, the membership, are all MEMBERS of this organization.

The dues schedule is actually for MEMBERSHIP in this organization not just a subscription to *Stunt News*; although it is a nice benefit of being a MEMBER. It is only through the work of the MEMBERSHIP that this hobby can grow. The EC can only do so much. The EC needs the MEMBERSHIP to help out. Will you help promote the hobby of CL Precision Aerobatics as a MEMBER? (See membership form on page 29).

Matt Neumann
President PAMPA



2018 | Issue 1

Stunt News is a publication of the Precision Aerobatics Model Pilots Association (PAMPA), a Special Interest Group (SIG) of the Academy of Model Aeronautics. The magazine is published quarterly.

We are an organization of approximately 800 members in 35 countries, whose common interest is model airplanes, specifically the kind that fly tethered on control lines, and perform STUNTS.

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Warbirds *of the* Northwest

PART 1

BUILDING A ROUND FUSELAGE

By Chris Cox

What Round?

I don't think there was a conscious decision for several of us West Coast flyers that we should all build Warbirds. Paul Walker, Alan Resinger and I were more interested in a motor, wing and stabilizer inline setup. The issue with this is that the fuselage profile, when going inline, takes on quite a different appearance than the more conventional setups that we are accustomed to.

One solution to get around this is to model the aircraft after one of the many "round fuselage" World War II aircraft that utilized radial engines, which generally sat more in line with the aircraft centreline than the Allison or Rolls-Royce powered aircraft. In deciding what to build for the upcoming season, Paul decided to go with another P-47 to explore a few modifications that he felt were necessary from last year's model. Alan chose the Bearcat which he would paint in Rare Bear livery. I really liked the looks of the F6F Hellcat, so I decided to go that route.

Mike Haverly was really taken by Alan's drawings, so Mike began construction on a Bearcat as well and as we later learned, Monty Summach from Saskatoon, Saskatchewan began construction of a Harvard (Canadian version of the AT-6 Texan).

Rather than drawing new plans from scratch, it occurred to me that Kaz Minato had an outstanding Hellcat model that, although not in-line, could potentially be modified if drawings were available. A few quick emails back and forth with Kaz and, in no time at all, I had a set of plans delivered to my home.

It should be noted that the Minato Hellcat was an all composite model, so very high-tech molds had to be manufactured from which the composite lay-ups were produced. Because of this the drawings

were somewhat lacking in the required number of bulkheads and even the bulkhead shapes that were not totally scale-like. That said, the drawings did provide me with a great starting point. I had several copies of the provided plans produced, which I then proceeded to cut up in order to move the thrust and stabilizer centreline down and the wing up. I quite literally used the original "cut and paste" method to do this. At the same time, the nose was lengthened to what I felt would be required for the electric setup. I then "Googled" 3 view drawings of the F6F looking for proper bulkhead placement and shapes, from which I reproduced these bulkhead drawings to the appropriate size and fitted them to my "cut and paste" drawings.

It was now time to begin construction! This would be my first "round fuselage" stunt ship, but with many pictures and guidance from Paul and last year's P-47, I figured I had the necessary skills to do so.

The Molds (Moulds for you commonwealth folk)

First up was the construction of the "mold". Using the fuselage profile from the drawings, I cut out two ¼" thick plywood blanks. I glued/screwed on 1" x 2" spines to help ensure the molds remained straight, both over time and during the balsa shell lay-up. Next, I produced cardboard bulkhead templates that were then cut vertically down the centrelines. At the same time, I marked the horizontal centrelines which would be very important later on when jiggling the bulkheads. I then reproduced these left and right side bulkheads on ¼" plywood, which were then glued onto the two fuselage blanks in their appropriate locations. I took some time here to ensure they were aligned as accurately as possible and vertical to the fuselage blank.

Continued on next page



(Top) Plywood bulkheads glued to fuselage side profile.

(Bottom) Left side: foam pieces glued between bulkheads. Right side: foam carved to shape.



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A trip down to the local hardware store was necessary to purchase foam board (I used Owens Corning Foamular C-200 extruded polystyrene. It was only 1" thick which necessitated layering pieces to get the correct thickness), which in turn would be glued between the plywood bulkheads. Now came the fun part. I initially carved the fuselage sides to shape with a long blade knife, and then followed up with coarse sanding and eventually fine sanding. Once the shaping and sanding was complete, I applied a coat of Zpoxy over the mold to provide added hardness and resilience.

Next up was to find some light "A" grain 3/32" balsa sheet from which the fuselage shells would be molded. A call down to Elliot Scott in California confirmed he had what I was looking for, which he hand delivered to me at the Golden State Championships last October. It required three sheets of 4" wide balsa to produce the overall width required to wrap around one side of a mold. When splicing balsa sheets together, I accurately cut a nice straight edge on the two pieces to be joined, sand the edges lightly with a long straight sanding board, and then with the sheets held tight to one another, I run a line of thin CA down the entire seam. The seam is then sanded to ensure both sheets match in thickness with no irregularities across the glue joint.

The joined sheets are then cut to shape to ensure the fuselage area will be completely covered, but not a lot of extra extending past the mold edges. It should be noted, that because the F6F incorporates a turtledeck aft of the cockpit, a vertical cut needed to be made to allow the balsa to conform to both the front and rear portion of the fuselage. This could be done using two separate pieces and joined later, but I chose instead to only make the cut long enough to allow the balsa to conform to both the front and rear sections. I then fill the bathtub with about 2" of hot water.

Some people like to add some ammonia to the water believing the wood will flex better, but I have not found this to be necessary. After about 30 minutes of soaking in the tub, the balsa should be pliable enough to work with. Use a tension bandage available from most pharmacies to wrap the balsa onto the mold. I started from the rear and worked my way forward. A second set of hands comes in quite handy here, although the 1" x 2" spine could be clamped in a vise to hold the mold steady when wrapping. I was a little delusional in hoping that no wedges would need to be cut from the sheeting in the nose area due to the concave/tapering shape of the fuselage, but it quickly became clear that wedges would indeed be necessary. The best way to do so is to make the first cut to the length you feel will be required and then overlap the sheeting so that the fuselage shape is attained. Then make a second cut to remove the excess balsa. It sounds difficult, but in reality, it is not. By the way, Bob Hunt has an excellent instruction manual available on how to do all of this!

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Once the sheeting has been all wrapped up, the molds can be set aside to allow the balsa to dry out and the permanent shape captured.

The Jig

Unlike your conventional stunt model, there is really no way to build this fuselage on a flat building board. (Well actually there is, much like to Guillow/Comet rubber model kits if one were so inclined...) Using the horizontal centrelines on the bulkheads, I was able to determine the height above the building board each bulkhead would need to be placed. Please note that I am building the fuselage upside down! Alan Resinger, as he so often does, came to my rescue and fabricated the necessary jig pieces that the bulkheads could be slipped into and held at the correct height. Perfect alignment of the bulkheads is critical, and Paul Walker developed a rather ingenious method to ensure everything is aligned, both vertically and horizontally! Another trip to the local hardware store was required to purchase a laser level with both vertical and horizontal projections! These tools are fairly inexpensive, and you could probably buy a decent one from eBay or Amazon in the \$40.00 to \$60.00 range. Trust me when I say, this is a purchase you will not regret as it has so many other really cool applications, many of which I will soon explain.

Set up your laser at one end of the work table so that it is shooting the vertical reference line straight down your table and the horizontal reference line at the pre-determined height, parallel to the building surface. Align your jig fixtures in the correct locations and in perfect alignment using the vertical projection from the laser. Starting from the rear bulkhead, (this is the really cool part) insert the rear bulkhead into the rearmost jig and position it with the laser so that both the vertical and horizontal lines on your bulkhead match that of the laser, then pin it securely in place. Move ahead to the next bulkhead and, once again, align the vertical and horizontal reference to the laser. Just keep moving forward until all bulkheads are in place and all in perfect alignment. How easy was that!

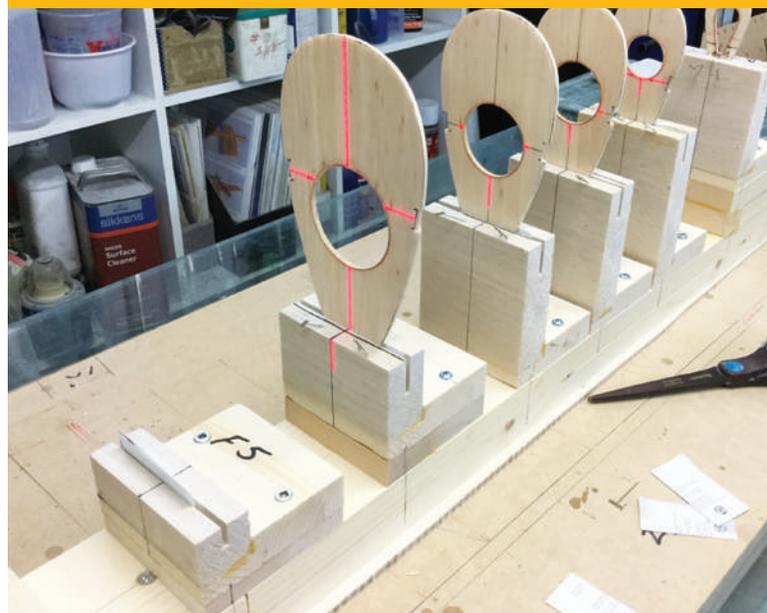
Because the horizontal height is pretty much locked in place, I then raised the level so that the vertical line was visible on all bulkheads in order to ensure I was not introducing a warp as the stringers were added.

Continued on next page



(Top) Tensioner bandage removed. Green tape is holding shells onto the mold for storage purposes.

(Bottom) Aligning the bulkheads using the laser. Cool, eh!



Continued from page 9

The Electronics Bay

The next pieces to be added were the battery side rails. I'm sure other electric flyers will undoubtedly have their own favorite way to secure the battery down, but if not or you are looking for something possibly better than what you are currently using, I encourage you to have a close look at this option (yes, yes, it is yet another Walker innovation...). The rails are cut from $3/8 \times 1/2$ basswood. These rails can be notched to save a bit of weight and make for a cooler looking installation! A bunch of blind nuts need to be installed, or like me, you can insert the inner yellow rod from R/C pushrod tubes called "Golden Rod".

I then run a $2/56$ tap down the centre of the yellow rod making for an effective and light attach point for the cross members. Spacing between the upper and lower rails should match or be very slightly less than the thickness of your battery. For vertical CG considerations, it is important to ensure the rails are positioned to match the battery centreline to the aircraft centreline. By placing 4 carbon $3/8 \times .063$ rails across the lower brackets, one is able to slide the battery back and forth to establish the CG in the desired location. Two additional carbon rails then screw into place on top to secure the battery in place. A piece of foam or other material can be used to cause additional pressure on the battery to ensure it does not shift in flight.

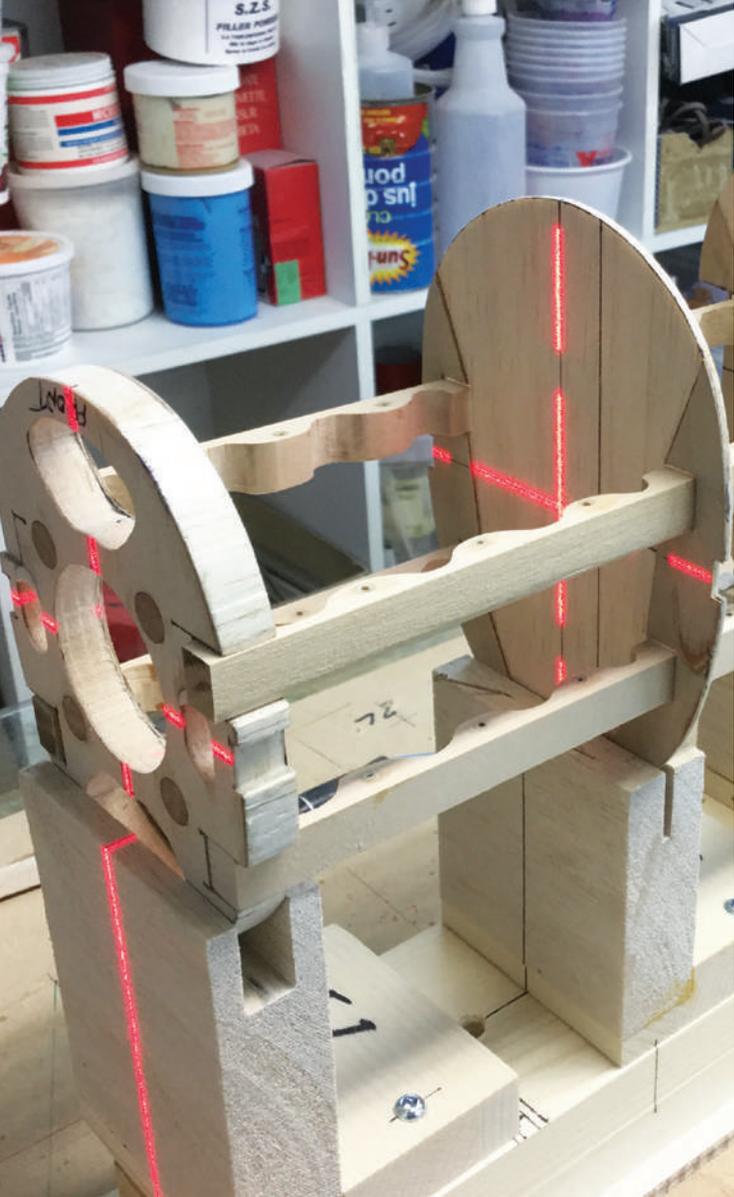
Note: When I talk about upper and lower rails, I am talking about how they are observed when looking down at them through the battery hatch. If the battery hatch (I prefer to call this the electronics bay door – sounds cooler) is on top of the fuselage, the bottom rails are indeed the top rails. If the hatch is on the bottom, the lower rails are actually on top when looking at the actual aircraft orientation. Confused yet?

Another good thing to install now rather than later is a balsa floor under the lower rails. The reason being is so if you drop something into the electronics bay, the floor will hopefully prevent the object from puncturing the fuselage shell. What an utter bummer that would be!

Installing the Bottom Shells

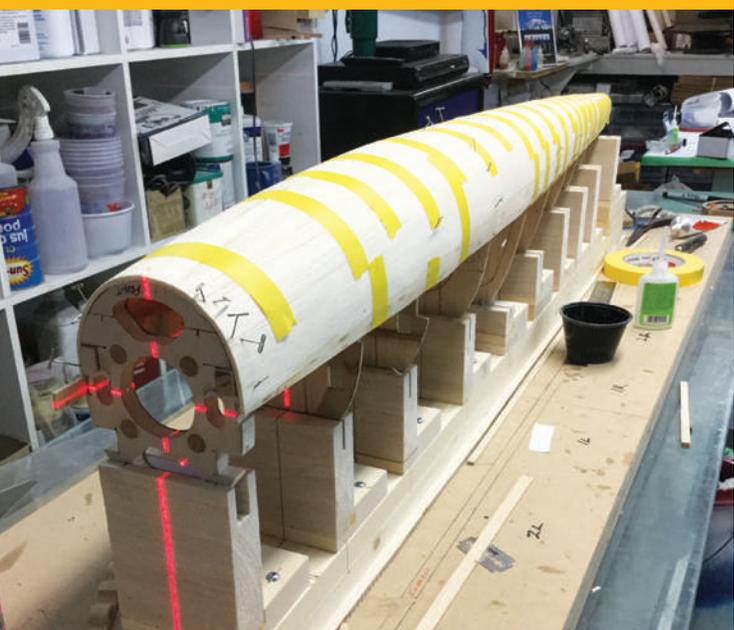
Surprisingly, this turned out to be much simpler than I imagined it might be. The first thing you want to do is trim the excess balsa from the sides of the molds. But don't do what I did! I carefully trimmed these edges to what I thought would be required edge, but I would have done better to leave between $1/8$ and $1/4$ inch of material past the mold edge, and then trimmed to the exact size once mounted onto the fuselage skeleton structure. As

Continued on next page



(Top) Battery rails installed. Balsa filler piece between rail and shell needs to be added.

(Bottom) Both bottom shells are now attached. Laser used throughout to ensure the fuselage remains straight!



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it turned out, I had to glue in some filler pieces later where there were some gaps between the two shells. With the shells still on the mold, mark the horizontal reference line on the front and rear bulkhead locations. Now shoot your laser down the length of the mold so that the reference line hits both marks. You can now carefully cut the balsa shell down this line which will correspond with the bulkhead horizontal centerlines you drew on the bulkheads and also align very nicely with your stringer, assuming it was installed on the fuselage centreline (of course it was, right?). What you should have when all is done is four fuselage shells.

Two left and right upper shells, and two left and right lower shells. Because the fuselage to this point is being built upside down, you now need to attach the left and right lower shells. I used aliphatic glue to attach the shells in order to give me the required time to align the shell(s). I first attached the right side, secured with pins and tape and left to dry. You should be very pleased with how perfectly the shells conform to the fuselage bulkheads. Although in reality, why shouldn't they fit perfect? After all, they were molded using the exact same bulkhead shapes as found in the frame.

Once dry, trim the bottom edge/seam to correspond with the vertical centreline. The laser can help here as well. Then lay on the remaining bottom shell with the centreline edge carefully lined up with the centerline stringer. Now, trim the vertical centreline edge to match that of the opposite side shell. Once satisfied with the fit, glue on the shell.

The Canoe

Once the bottom shells have been attached you can remove the fuselage structure from the jig and flip it right side up. This is where the reference to "the canoe" will become apparent.

I took some leftover foam sheet and made three crutch jig pieces that I laid the fuselage into, right side up, that will hold the fuselage parallel to the assembly board, but also to hold the fuselage at an exact height above the assembly board. This assembly board is a FLAT 4' x 5' x 3/4" hardboard. The centreline mark is laid down with corresponding lines

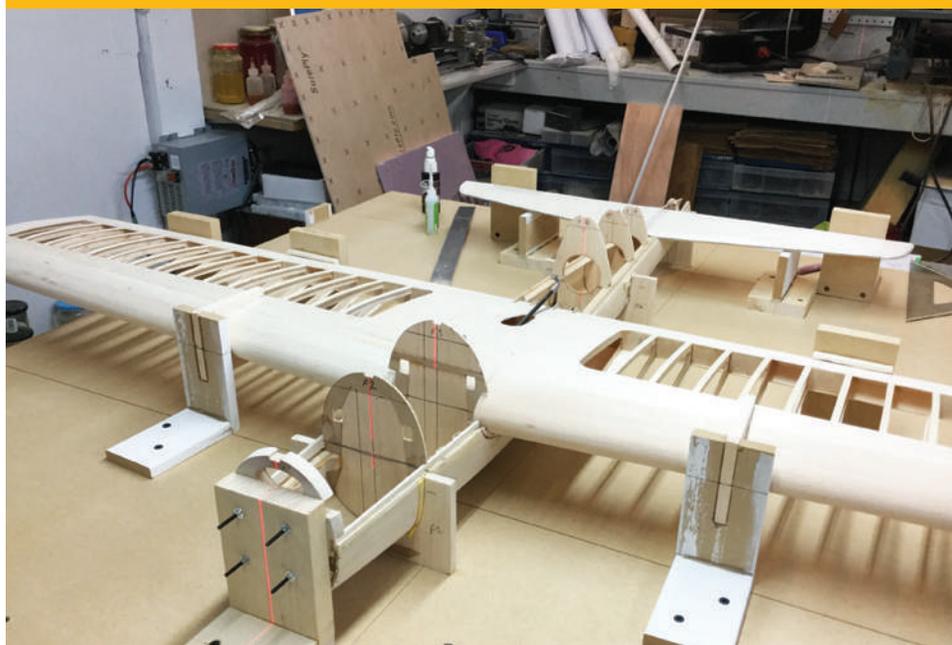
exactly 90 degrees to the centreline at the wing and stabilizer training edge locations. With the fuselage set aside, jig pieces are constructed and carefully positioned in relation to the reference lines drawn on the assembly board. Considerable time is spent to ensure the wing and stabilizer training edges are perfectly parallel to one another and the assembly board, and that the height of each is identical and at zero degrees incidence. Do not put any positive incidence into the stabilizer as seems to be a common trend these days. It must be dead level!

In the correct location, carefully cut away the fuselage shell and stringer to match the wing and stabilizer shape. Remove the wing and stabilizer from the assembly board and, using the crutch jigs you built to hold the fuselage, place the fuselage along the drawn centreline. Now the fun part; place the wing and stabilizer back in their jigs. They should integrate perfectly with the fuselage cut-outs. A nice close fit is preferred, but there should be no pressure spots between the wing/stabilizer and fuselage joints as this could result in some twist when everything is removed from the assembly board.

Once you are satisfied that the three major components are perfectly aligned, carefully remove the wing and stab from the assembly board. Lay a bead of 2-hour epoxy along the fuselage wing and stabilizer saddles. Then place the wing and stabilizer back into their respective jigs. Check alignment one more time, then walk away and let the epoxy cure.

Continued on page 13

Fuselage, wing and stabilizer in associated jigs and ready to glue permanently in place.





(Top) The Walker Flap Adjustment Device in place.

(Bottom left) Tom Morris elevator slider control horn and threaded pushrod end.

(Bottom right) Left shell added. Note the added structure in the nose to protect the outer skin should something be "dropped" inside. You can also see the balsa filler between the battery rail and the outer skin still to be attached)



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The Controls

Like pretty much everything else on this build, I used the Walker Flap Adjustment Device (WFAD). The WFAD allows you to adjust the flaps with no fear of breaking them by exerting pressure to the control horns. Instead, a simpler twist of a 4/40 ball driver provides very accurate and repeatable flap adjustment. The WFAD needs to be added now, in addition to the flap/elevator pushrod. I use a Tom Morris threaded pushrod end to allow pushrod length adjustment, and a Tom Morris slider elevator control horn to provide flap/elevator ratio adjustment. The ability to adjust these components is vital when trimming your model for maximum performance, so do not omit them!

Note: A hatch will need to be built later on allowing access to the elevator control horn...

Top Shells (We're almost there!)

Any over wing/elevator bulkheads may now be carefully installed, once again using your laser to ensure they are aligned with the fuselage centreline. Any additional gear required in the electronics bay can also be installed now as it is far easier to do now rather than later when the top fuselage shells are attached. Once you are satisfied everything that needs to go into the fuselage structure has been installed, it is time to close the thing up by gluing on the top shells. Attach the appropriate shell from where the 4/40 ball driver alignment tube access the WFAD first! The upper and lower shell seam edges should butt up to the bottom shell pretty much perfectly, seeing as the two pieces were originally one piece, cut in half. Trim the top seam to match the vertical centreline of the model using the laser. Glue and pin this shell in place and let dry.

Once dry you need to add the aluminum alignment tube that will direct the 4/40 ball driver into the adjuster bolt of the WFAD. If you add the remaining shell before you add the alignment tube, it is probably safe to say you never will, and that would be very bad.

Now is the time to review all that has been done and be absolutely certain nothing else requires installation prior to the final top shell being glued on. You may want to sleep on this before gluing. Just saying... Once again ensure a nice tight edge fit between the top and lower shells. Carefully, trim the top seam to



(Top) Using the laser to set the fin/rudder "vertical."

(Bottom) Battery rails and ESC mounting brackets down below.



I discovered one more nifty excuse to utilize the laser. The vertical fin can be installed now with the laser vertical reference line providing an exact 90 degree angle to the wing/stab. Very cool to see the laser shooting down the fuselage and up the vertical stabilizer. What a wonderful tool!

The Wrap

And that's it! Well, not really. Once the glue has set, the airframe can be removed from the assembly board. Cooling vents, hatches, canopy, safety plug receptacle, on/off switch, and whatever else you deem necessary can now be added.

Continued on next page



(Top) Cockpit installed, canopy to go.

(Bottom) Ready for color!



Continued from page 13

The very first thing you will probably notice is how incredibly light the structure is. Likely much lighter than anything you have built in this size of model before. The second thing you will notice is the rigidity of the structure. It is solid with absolutely no flexibility. This rigidity can only be a good thing when it comes to stunt models. Provided you built the structure straight, it will remain straight!

As stated earlier, this has been a fun build. It was more intimidating to think about it than actually doing the work. I am sure many reading this will push it aside and say this is too hard and not worth the added effort. To that I would say three things. 1. It is more complex, but not a lot more than any other precision stunt model.

Even conventional fuselage construction requires jigs to build straight and an extra effort when installing the wing and stabilizer. 2. Anytime you can build a straighter, lighter and more rigid airframe, it is worth the added effort. 3. I really did enjoy this build more than anything I have built in quite some time. It is nice to walk out of the workshop with a smile on your face and looking forward to the next step(s).

Finally, should you decide to try a "round fuselage" model, help is always available. Feel free to drop me an email and I will be happy to answer any questions you may have. There are no secrets being kept.

VICE PRESIDENT'S *Report*

Dave Tribble

We begin.
We begin a new era with new faces in leadership.
We begin a new format for our magazine.
We begin a new website full of up-to-date features.
We begin new directions and goals for our future; never forgetting the great past and the contributions of all those who have forged PAMPA into the fine organization it is.

We have been placed in a time of many changes as everything converged and required action all at about the same time.

It became obvious by the last formal Executive Counsel (EC) meeting at the NATS that our largest undertaking and expense, *Stunt News*, had to be changed in big ways. The actual costs per member were greater than the dues structure. It was calculated the cost per issue/per member was just shy of \$11.00. Multiplied by six issues; \$66.00. The dues were \$58.00. That didn't include any other costs.

I promise the EC spent that meeting and many joint online meetings thereafter thrashing out options. One extreme was to simply increase dues. Denny was against that and, in fact, wanted to lower the dues to make it easier for our fixed income guys, of which there are now many. Also, he wanted to move the due date away from the holiday time frame for the same reason. Even if we raised the dues, we were losing our great Editor and helper, Bob Hunt and Liz Helms, who wished to get on with their lives without the magazine on their back anymore. (So many thank yous to you both for your job. WELL DONE!)

In the opposite direction, we could do away with the magazine altogether and go fully online. This is not totally out of the question down the road. We'll see how things work. Many factors could lead us there eventually.) I had thought if we went that route we COULD put out an annual magazine. One thick highlight copy of the year with the major

events and maybe a couple feature construction articles. We could surely find someone and the resources for that.

Where we finally arrived was with a magazine 'lite', with much of the housekeeping stuff otherwise on the website. Sort of a short kit of a magazine with the full kit on the website. Then we got Chris Rud and his wife to be the new editor and publisher for the down-sized magazine. Cost-wise this was the best option and we really wanted to keep it in the family with someone in 'stunt-dom' to understand the job and what we wanted.

Yes, we had to also come to grips with a biting question. Are we an organization of modelers drawn together for the betterment and progress of the sport of competition model aerobatics or are we a magazine publishing company? The lines are really blurred at times. The magazine is/has become center of most things we do and the largest expense.

I'm not sure we ever answered that question fully. In any event, what you are holding is the first slice of the new pie. Yes, it feels shorter and lighter. It had to be. It is also perhaps something of an experiment to see how the membership likes the concept of part paper and part website in our means of communication. It is our goal to offer the most for less. It ain't easy. Do tell us, though, your thoughts. We may evolve further in time. We know change is unavoidable.

We lost our leader, Dennis, to his overwhelming job responsibilities. That's a shame but you gotta pay the bills. To him, a huge THANK YOU for what you have done for us all and the legacy you have left behind.

Dave

CONTEST

Calendar

JUNE

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

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 Suhamski 570-574-6894

AUGUST

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
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>

August 25-26

The 19th Annual 2018 FCM at AMA
Muncie Indiana
Saturday: Old Time, Classic and Profile
Saturday evening banquet 7:00pm
Please RSVP
Sunday: Precision Aerobatics (Beginner,
Int., Adv., Exp.)
CD: Alan Goff

CONTEST

Calendar

SEPTEMBER

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

<https://lafayettesquadriellecl.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

September 22

Balsa Beavers Anniversary Event

Centennial Park, Toronto, Ontario

Old Time, Limited*

<http://www.balsabeavers.com>

OCTOBER

October 20-21

40th 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

<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, willddavis@msn.com



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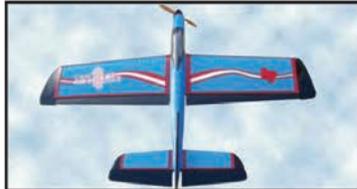
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SMITH BROTHERS STUNT



Warbirds *of the* Northwest

HOW DID THIS START?

**PART
2**

By Paul Walker

There has been an explosion of warbirds being built in the Northwest this year. I am building another P-47, Chris Cox is building a Hellcat, Alan Resinger is building a Bearcat, Mike Haverly is also building a Bearcat, and Monty Summach is building a T-6. What is going on here? Is everyone tired of flying 2x4's? Is this some mystical experience? Well, let me tell you my story, followed by the other warbird builders adding additional aspects of this craze.

When and where did this start?

This started years ago, but after the B-17. I had always wondered what an in-line, single engine airplane would fly like. My problem was that I wanted a way to compare them directly. Simple you say! Just build a plane similar to your previous ones and change it to in-line; then you will know. Hold on there fella. Doing that introduces additional variables that cloud the 'experiment.' For instance; was the weight identical? Was the mass distribution exactly the same? Was the in-line plane exactly straight? Was it in the same trim? The questions go on and on. This fact actually kept me from experimenting until I finally found a way to reduce the variables to just two.

Chris Cox had been to my place to do some flying and we discussed this, but couldn't come up with a valid test. A few weeks later we were on the phone when Chris said something unrelated. Magically, several neurons connected in my noggin and I was sure I had a way. As soon as we hung up, I raced to the shop and pulled an old Impact off the wall. Sure enough, I could do it.

The plane in question was the Impact I built in '96 which was known as 'the light one.' With a PA 40, it weighed 50 ounces. With a PA 51, along with a few other items, I flew it at 57ish ounces. It was a nice flying plane and put me on several WC teams. Then, in the late 90's while flying with Howard Rush at the "Gravel Pit", I started that 51 and it kicked back. Fortunately, (for me, not the plane) the prop hit the chicken stick and sheared one of the three blades off. Yes, you guessed it, that motor started!

It's surprising how little time it takes that unbalanced prop to wreak havoc with a light plane. As it was being held flaps started falling off, the cowl disintegrated, the covering cracked, cracks developed in the fuse, etc. I finally got it stopped, but it was no longer any kind of competition plane. It was now a "test" airplane only. It hung on the wall lonely, homely (you decide) for a number of years before being used for my electric tests. It was converted to

*It's surprising
how little time
it takes that
unbalanced prop
to wreak havoc
with a light plane.*

Continued on next page

Continued from page 20

electric and flew many flights over the years. It even sported retracts! It has suffered other indignities during the electric tests as well. The bottom line is that the front of the plane was pretty much gone just behind where the spinner would rest. It is quite the mess now and picture one will attest to that fact.

Now, after the call with Chris, I pulled it off the wall and realized that I could build a nifty adaptor that would allow me to have the electric motor in the per plan location, and then be able to move it to an in-line location. Picture two shows that adaptor, and why that plane was the obvious choice.

The two variables would be the thrust line and the vertical CG (Okay, the product of Inertia of the plane changed as well, but may not be significant), as the mass, trim, etc. all stayed the same. Once built and verified to be strong enough, a call went out to Chris to come to the Ranch for the flight tests. I wanted someone else to experience the change to make sure it was not just wishful thinking on my part.

The Test

Once there, the plane was put in the “per plan”



(Left) Impact built in 1996, also known as the “light one.”

(Right) Adapter that helps have an electric in per plan location, and the ability to move to an in-line location.



configuration (i.e., the motor above the wing centerline) and we both flew it a few times. Alan Resinger was also there and watched. His comment was, “Too bad it is so beat up, because it still flies well”. Once we were adjusted to the per plan configuration, in a matter of only a few minutes the motor was in the in-line position.

I flew it and it was VERY obvious to me even before I did the wingover that it was an improvement. One of the interesting changes was that it would turn and stop EASIER and track through the flats of the squares better. It tracked better in level flight and it was surprising to me that both insides and outsides, squares and rounds improved. I was totally sold on just the first flight. It was much like my first flight using a tuned pipe system; you knew that was the way to go. Not to influence Chris, I did my best straight face

routine before changing batteries and giving him a flight. He flew it and upon landing he wanted to know why I didn’t like it! Maybe I overplayed the straight face somewhat, but mission accomplished. I told him that I most certainly DID like it, and we then compared notes. We both saw the same thing! That sealed the deal for me. Now it was on to a new in-line design.

P-47 Design

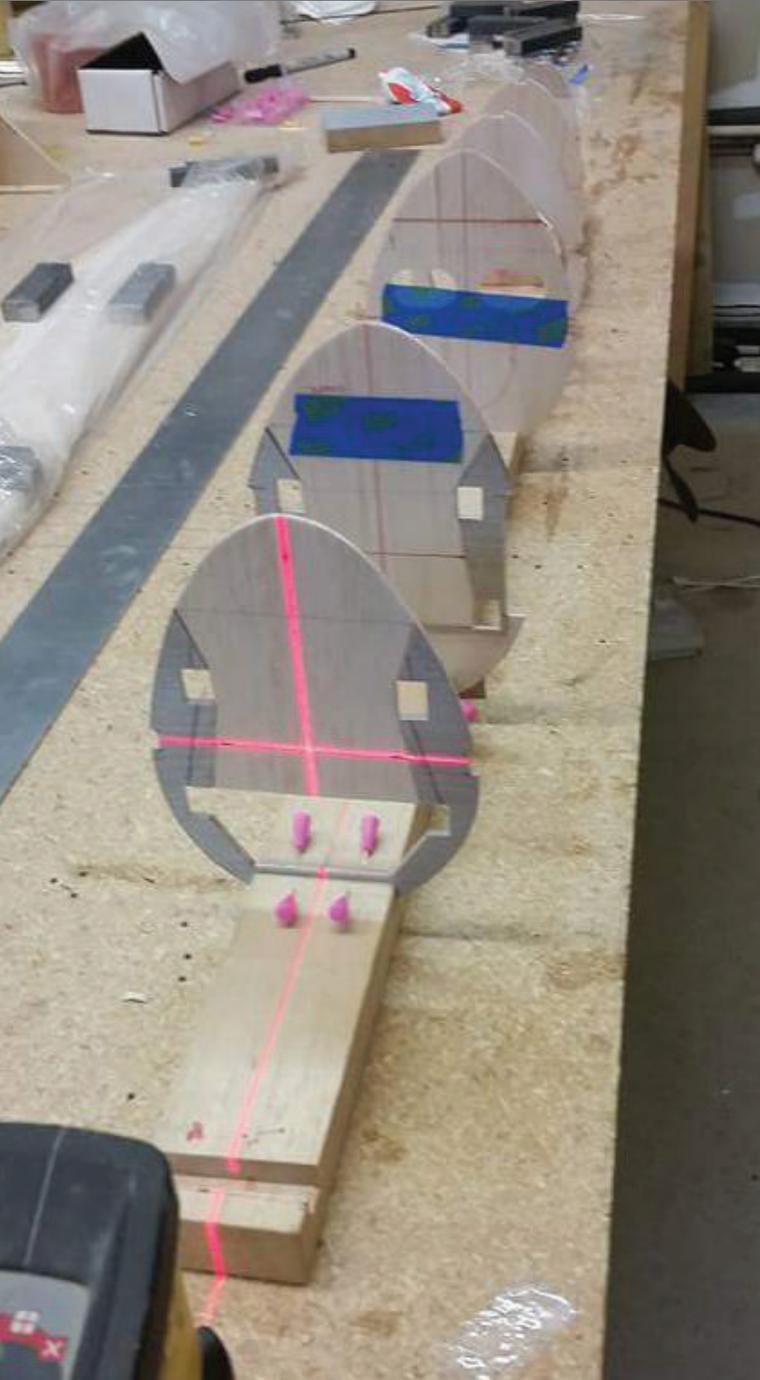
When I started designing a plane to be in-line I was not happy with what I was coming up with. That’s when I decided I wanted a Warbird. I tried numerous WW2 fighters, and settled on the P-47, as making it in-line still kept it mostly looking like the original. This required many hours sketching out concepts until I finally settled on THE design. It was successful, because

Continued on next page



(Top) P-47, shown with the in-line configuration.

(Bottom) Bulkheads being installed in the block with the laser for correct location.



Continued from page 21

when someone sees it they know instantly what it is. Photo three shows the P-47 and the in-line configuration is evident. Determining the outside shape was 'easy,' but getting the 'innards' correct and buildable was a challenge. It has been flying for a year now, and I am finally coming to grips with what trim it wants to be in to fly well in most conditions.

Figuring out how to build it

The next problem was then how to build this creation I just designed. This leads to a story spanning back numerous years. My last twenty years at Boeing were spent working on the design of the F-22. I was in Structures Engineering and spent many an hour dealing with manufacturing 'problems' in the shop. In particular, the location that always stuck in my head was the place called the 'monument.' It was a large, heavy steel jig for assembling the aft portion of the F-22 fuselage.

Many different assemblies came together there and had many locating points for the structure so that it was in the correct location each and every time. It was large and impressive. I always thought that I would like to build a stunt plane with a locating tool just like that. As time went on, manufacturing and tooling engineering realized this jig was a bottleneck in the manufacturing process and wanted to build a second. That was not approved, and they were told to find another way. The final replacement for that was a laser theodolite type of system to

Continued on next page

Continued from page 22

verify the correct alignment. The assemblies were attached to what looked like flimsy stands that could be wheeled through the shop. I was skeptical, but in the end it proved to work just fine.

Then, in 2017, it dawned on me that I could use that type of system on the P-47. I have a contractor laser; self-leveling with both horizontal and vertical projections. This is how I was going to align the fuselage! In the build, the fuselage bulkhead/formers were cut, and horizontal and vertical centerlines were inked on each. The reference location of each axis was the lateral center of the fuselage, and the vertical centerline of the wing.

I used an OLD, HEAVY block I had to use as the support for each bulkhead. The bulkhead locations were located on the block and cuts were made to accept each bulkhead snugly. A for-aft centerline was added to the block as well. I then screwed it to my building bench and aligned the laser to be exactly in line with the centerline. Note that both the vertical and horizontal lines were being projected from the laser at this time. I then started from the back and located the bulkheads in the block.

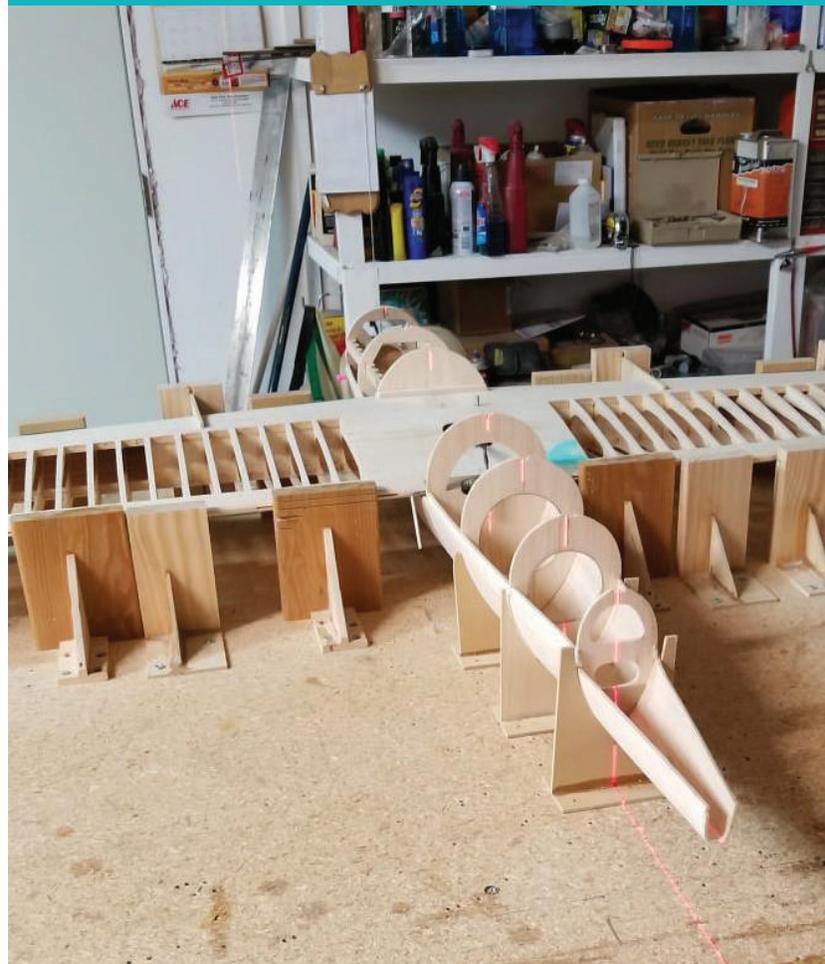
For safety, I also added pins to help keep them aligned. This was done all the way to the front. Stringers were added, and then finally the lower half of the shell. Chris will talk in more detail about this with his discussion. Picture four shows the bulkheads being installed in the block with the laser for correct location.

The laser was also used to locate the fuse relative to the wing when they were assembled. Again, centerlines were inked on the building table and the laser aligned to that centerline. During the fuse to wing joining, the laser verified that the fuse was in the correct position the entire time. Pictures five and six both show the laser in use on the aircraft assembly. I was very satisfied with the process and now wonder how I did things in the past!

It has been a mystical experience for me. I now build in a different manner and the process that I took to get there has been there for years. I just never put two and two together before. So, maybe there was something mystical about it!



The laser in use on the aircraft assembly.



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DISTRICT

Reports

DISTRICT

Reports

District 1

It's the end of February and maple sugaring season has just started. I always look forward to sugaring season, partly because I enjoy the whole process, but more importantly because it signals to me that flying season isn't too far away. Building "season" is well underway too.

As many of you know, my wife, Saramarie has been learning to fly. She flew a Brodak's Shark 402 last year, but it met its final demise in the Fall. My first build this season was, therefore, a new Shark 402 for her. One

interesting feature of the Sharks was that I used ¼" hollow square carbon fiber tubes for the wing spars instead of the supplied balsa. The carbon fiber spars proved indestructible after many crashes and I was even able to salvage them for use in the new plane.

The carbon fiber spars add about an ounce to the weight of the plane, so they might not be a good choice for a high level stunter, but work quite well for a beginner's plane. I also built a Bob Hunt designed RD1 for her to fly as she improves. Interestingly, I wasn't



(Left) Saramarie Huff's new Shark 402 and RD1. (Right) Don Herdman's new shop

trying to make this a lightweight plane, but it came out at 34.5oz with battery on board and ready to fly. A lot of that is due to using the transparent yellow Ultracote on the wing, which is a very lightweight covering. Anyway, that's a good weight for an RD1—Go figure.

A while back I showed you a photo of Don Herdman's new shop while it was still under construction. Don's beautiful new shop is now completed and he wasted no time in getting started.

He just finished his new Old Time plane, the Galloping Comedian. The plane is finished in red PPG Deltron paint and then clear coated. Don is powering the Comedian with a 60th anniversary Fox 35 that has a Randy Smith needle valve assembly and back plate. The finished weight is 39oz and it is ready for its maiden flight. Of course, Don lives in northern Vermont, so it will be a while before all the snow melts off the flying field!

Continued on next page



(Left) Don Herdman's Galloping Comedian. (Right) Don's XP-40, ready for clear coat.

Continued from page 26

Don's second plane is an XP-40, which is a plane he designed and first built in 1970. For his XP-40 (which was the experimental version of the famous P-40 Warhawk), Don used a Satona airfoil with a 57" wingspan. He fully sheeted the built-up wing with 1/16" balsa.

I really like fully sheeted built-up wings. They add stiffness to the wing, and they don't have that "dished in" look, but what I really like is that they make finishing much easier. They're not as lightweight as an open bay wing, but are lighter than a foam core wing. Don finished the plane with Brodak Platinum Gray dope and is now clear coating it. He expects the XP-40 to weigh between 60 and 62 ounces and is going to power it with a Super Tigre 56 swinging a 13-5 prop.

We're planning on attending the Joe Nall week at the Triple Tree Aerodrome in Simpsonville, SC. The Joe Nall runs from May 12th through the 19th and there will be a control line clinic and precision aerobatic contests towards the end of the week. There are three beautiful grass circles for control line flying and Will Davis and Mark Weiss do a fantastic job of running the control line events. It's a great experience; try to make it if you can.

Rick

I really like fully sheeted built-up wings. They add stiffness to the wing, and they don't have that 'dished in' look...

DISTRICT

Reports

District 3

Joe Adamusko sent some pictures of his latest project. It is an electric take-apart stunter. He is trying to represent a 1972 Reno racer named the 'Roto Finish Special.'

(Chris insert D3P3 with caption: Profile view of the 'Roto Finish Special.')

The Toledo Show is fast approaching (April 6th – 8th.) I look forward to this show. Even though it is mainly R/C planes, there are some vendors that deal with control line also. Brodak has a couple of tables and Sig has a large area with a nice selection of their control line kits; not to mention all the suppliers of everything you could need to build.

The North Coast Control Liners of Cleveland, Ohio are arranging to hold their 16th Stunt Contest. Mark your calendars for September 15th and 16th. It will be held

at the Berea Fairgrounds. As soon as a flyer is ready it will be posted with all the details and directions to the contest.

I have a couple of pictures to share before I sign off. These are some of my friends and their planes.

(Chris insert D3P4 with caption: Phil Benco with a Bob Hunt designed Genesis that was built by Les Nering. Phil powers it with a Super Tigre .46) (Chris insert D3P5 with caption: Dave Heinzman with a ARFT Rex that he is using only as a test bed for an Evo .60 he plans on using in one of his future scratch-built stunt ships.)

(Left) Joe's P51 fuse. (Right) Wing and tail of Joe's electric "Roto Finish Special"



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GENERAL:

PAMPA Membership Renewal Instructions

1. All Renewal / New membership applications received in February and March of the current membership year will be considered new and renewal memberships for the following year.
2. Dues structure will be as noted on the Membership Form.
3. If you are a 'comp' member (AMA Contest Board, HOF, 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 need 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. Additional donations are appreciated.

RENEWALS:

1. For renewals to be considered timely, they must be postmarked by March 31st.
2. Renewals after April 1st, of the membership year will be considered as late renewals.
3. Late renewals will NOT get back issues mailed to them; they are available online or by purchase.
4. Renewals for the current year, after January 1st, will get full credit for next year's membership. They will not get 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, then do the following:

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2. Email your scanned renewal form, to pampamembership@geartekinc.com Your first issue of *Stunt News* will arrive with the next issue.
3. All members have full access to the website and all online back issues. These can be read or downloaded to your computer. You can file them, burn CDs or print them from the files.
4. 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 2018 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:
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DISTRICT *Reports*

District 5

By T Michael Jennings

Builders, Pilots, and Crashers,
Have you checked out the new PAMPA website?
<https://pampacl.org/>

There is movement to the website for PAMPA news and articles rather than the longer *Stunt News* magazine. Paper magazines are going the way of the dodo bird. Being an old timer, this is painful for me to accomplish. We just have to change with the times. In Alabama there are only 'famous' and 'infamous' Control Line pilots. Not sure which group Ty Marcucci belongs in. Ty and Mary live in Huntersville, AL. and TY flies with the North Alabama Control Line Association (NACA). See website below:
<https://www.facebook.com/nacacontrolline/>

Ty is a prolific builder. He builds from plans, kits, and has owned most of the Almost Ready to Fly aircraft. He is at the Advance building stage in life and at the Intermediate flying stage. Ty is ready to move into the Advance flying category this summer.

Notice his AMA number. The solemn expression on Ty's face does not match his outgoing personality.

In order to advance his flying skills, Ty flies three sets of the full Precision Aerobatic (PA) Pattern with each aircraft that he takes to the flying field. Typically this is

two aircraft. He gets in 4-5 flying sessions per month. Recently, he changed to the Fancher Hard Point Handle. At contest, he flies in Profile, OTS, Classic or Nostalgia, and PA. That takes running from circle to circle for two days. Maybe he should be called a Circle Burner?

Ty has an armada of about 15 aircraft. His favorite Nostalgia aircraft is the Walter Umland kit of the Jim Lynch's Volunteer. For Classic, he prefers the John Simpson's Cavalier (full body) kitted by Tom Morris. As for building advice, Ty cautions against too much paint. He uses Randolph's dope and the clear coat is the Sig Lite Cote.

In his spare time, Ty reads a book a week. Generally, it is a history book. His interest also includes MO Model Trains. Ty is a retired US Navy Chief Petty Officer. Thanks for your service to our country.

Products:

- Fancher Hard Point Handle
- OS Max
- Randolph Aircraft Coatings
- Sullivan products
- Tom's (Morris) Building Service
- Walter Ulman Kits
- 8 SN D-5 2018-2.doc

(Left) Ty Marcucci holding the Cavalier and Volunteer. *(Right)* This beautiful razorback North American P-51B sports and OS Max engine and Sullivan clunk tank.





DISTRICT *Reports*

District 7

Another couple months have passed and the competition flying season has finally wound down for this area. I hope that everyone in District VII has had as much fun as I have this year. The list of events I laid out last time all played out as planned. The NATS with 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 happened at each of the events.

The next event was the last one for our District in 2017. The Michigan Controline Championships was held on the 19th and 20th of August. Bob McDonald, Randy Ryan and Curt Nixon did an outstanding job of running the event, which featured OTS, Classic/N-30, Profile and the PAMPA classes. This year the weather was less breezy than last year, but we had some wind to contend with on Saturday and improved conditions on Sunday. Randy Ryan held his internationally famous Weenie Roast on Saturday afternoon for the pilots and friends attending the event. Good time and good stories. We had a good number of outside guests from Ontario, Illinois, Missouri, Pennsylvania, Maryland, Ohio and Indiana to make for quite a mix of competitors. It was great to have all of you attend. Locally, it was good to see Tom Polk back on the handle and even Keith McCrary made a showing. Time for Tom to move up and Keith needs to bring an airplane next time.

The FCM event was held on the 26th and 27th of August back in Muncie. It was interesting to be on the L-pad and be comfortable. The weather cooperated quite well this year for both good flying and good camping. Over in the primitive camping area, Vince Bodde and Jeff Traxler had a spacious tent that they shared. Dick Imhoff brought a smaller dome tent and I had my small tent as well. There was a small spritz of rain early Sunday morning, but hardly a trace remained by the time we got up. Allen Goff and Will Hinton put on a great event again this year. Bob

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DISTRICT *Reports*

Continued from page 31

McDonald also was present to represent District VII as was Bob Brookins. Many good raffle prizes were given away as well as a t-shirt for each competitor. There was even a special raffle for a plane kit that was for those pilots that lost a plane while competing. This is another one that is close to our District and worth attending. Allen says he will continue on until the 20th anniversary and then play it by ear for the following years.

The last major stunt event that I attended along with some of my District VII brothers was the Treetown Modelaires' event held at the Aurora airport near Sandwich, IL. The events included PAMPA classes and Profile flown on a flight apron that was never used at the airport and an adjacent grass circle. There were also some racing, scale and carrier events being flown. Looking around, there was a good number of people flying in different events. District VII did not sweep all the awards, but we certainly made our presence known.

The final event for District VII was the Kalamazoo leg of the Tour d' Michigan. This was a good time for me to pull down some airplanes I have not flown yet this year and go have some fun. In fact, since I was having so

much fun, I did not take any pictures. The Kalamazoo crew had coffee and donuts for the competitors in the morning and hot dogs for lunch in the afternoon. We flew some Fun Stunt, a little speed and some Sport Carrier. Another event that Kalamazoo puts on is called slalom. This is where you need to fly your airplane through some gates in different areas of the circle and earn points. Al Rohrstaff put a little twist on things this time and said that the pilots could go for extra points if you passed the first gate, performed a loop and then hit the second gate. Stunt training paid off on this one by entering the loop at less than 4 feet and exiting at about 6 or 7 feet. I liked that we did not know what the event detail was going to be until we arrived at the event. That made it a bit more challenging.

I think that this about winds up this column. By now you will have seen that I did not run for this position this time around. Hopefully, we have chosen someone that will be able to provide a different perspective within our District. Thank you for the support that you have provided during my time at the helm and please continue to support our new District representative.





DISTRICT *Reports*

District 9

Director TBD Report by Dave Tribble

Hello all. This is the first 'new' version *Stunt News* and we are needing to try some new things and see how things go. At this writing, we are still looking for my replacement. In the meantime, I will still pen this column to represent the district but there is no vote on your behalf on the Executive Counsel until a new Director is found. All interested candidates please be in touch...

This new format is done for budgetary reasons. You will find a full magazine, more or less, on the website with the paper version covering mostly major events, articles and the most interesting stuff. The rest, and perhaps eventually these district reports, may go entirely to the website. Time will tell. The new magazine is on a thirty-something page diet.

I put out the call for info from the district and got two replies.

From Jim Lee over in Topeka:

TopClass has a sanction for a contest May 27. PAMPA classes plus OTS. Site will be the NE Kansas Blue Sky Squadron r/c field, 4535 SE 69th St. Berryton, KS The site features a gravel parking lot and flush restroom on site. Lunch will be available. There is one grass circle. This will be the first contest at the new CL field. Lets turn out to show these RC boys how we do things!

Jim also says he's working on a new PAMPA bird; another 1930's racer. He's hoping to get it done for summer...Come on Jim!!!!!!

Also just a bit from Kevin Prier. Truth is he actually lives on the District 6 side of the state line but for all intents is a District ger. The lines runs right through the center of Kansas City.

He is working on a new Profile stunt ship. It's a semi

scale Jap Achi Val dive bomber. It's looking neat and should give all the Hutch semi scale jobs a run for their money. He'll be using a Lee Custom Veco .50 on it. This was his first try with silk so I had him over to show him how to use silk. It went well using Randolph tautenting clear nitrate. This was the first time we tried using nitrate. On silk, it worked great.

Well, that's about it for now. The weather is just now looking to break for Spring and boy are we ready! Hope to see you all in Topeka and all along the Stunt Trail this year. Good Luck. Dave

Kevin is stretching the silk to perfection on the Val.





District 10 Photos (Report coming next issue!)





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SAM

TENNY

ANGLES