

# STUNT

PRECISION AEROBATICS MODEL PILOTS' ASSOCIATION

# News



**CL Precision  
Aerobatics Nationals**

**President's Report**

**District Reports**

# Vintage Stunt Championships XXXI

March 19-23, 2019

**Flying Site:** Christopher Columbus Park, 4600 North Silverbell Rd, Tucson, AZ 85745

**Pilots meeting:** Daily at 7:30 AM. Official flights start no later than 8:00AM.

**Hotel:** Two hotels with negotiated rates – details on the map

- Hotel Tucson City Center, 475 N Granada Ave., Tucson, AZ 85701 Phone: (520) 622-3000
- Holiday Inn Express, 1565 West Grant Rd, Tucson, Az. 85745 Phone: 520-624-3200

**Classic & Super 70's Appearance Judging** - Wed. (Mar 20) starting promptly at 4:00PM at the Hotel Tucson City Center

**Ringmaster** S-1 Ringmaster required, no BOM, flown on grass. You may enter OTS, IGN OTS, and Ringmaster OTS if you wish.

**Exhibition Event** – We invite you to fly or exhibit something COOL, interesting or representative of any early era of control line. Exhibition to be held on Wed Mar 20. No pre-entry or fee required. Just show up with a current AMA license and show us something cool.

**Entry Deadline: Friday Mar 8, 2019.** By this date and time we need to have received your entry. John Callentine's mailing address is on the registration form. Registration form is also available for download at [www.ccmaonline.org](http://www.ccmaonline.org) or [www.azucontrol.org/](http://www.azucontrol.org/)

Our policy is to return your entry fees if you have registered and cannot attend for any reason

**Awards Banquet:** sign-up is held open until after the start of VSC. If you wish to attend the banquet and have not signed-up, check with John Callentine at the flying site by 8 AM, Wed March 20. Refunds for the banquet **cannot be made after 8 AM, Wed. March 20**

**Raffle:** Drawing at Appearance judging on Wed – donations welcome and appreciated – Contact Jim Hoffman

## REGISTRATION FORM: VSC-XXXI (31) March 19-23, 2019

**NAME:** \_\_\_\_\_ **AMA #** \_\_\_\_\_

**STREET:** \_\_\_\_\_ **CITY:** \_\_\_\_\_ **STATE:** \_\_\_\_\_ **Zip** \_\_\_\_\_

**EMAIL ADDRESS:** \_\_\_\_\_ **License Plate # and State:** \_\_\_\_\_

Needed if you would like entry confirmation

(Only if staying at flying site overnight)

FOR ANY AND ALL EVENTS: I hereby certify that I have read all information accompanying the entry form, and that the model(s) entered by me will be built by me (if required) and flown in compliance with the current Competition Regulations (both AMA and PAMPA), and will previously have been successfully flight tested and proved to be airworthy in accordance with the Official AMA Safety Code.

*BOM rule, as it applies to VSC is posted on websites listed at bottom of page*

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

### EVENTS ENTERED:

OTS @ \$20.00 \_\_\_\_\_ (Tues. 19<sup>th</sup> – Wed. 20<sup>th</sup>)

Classic @ \$20.00 \_\_\_\_\_ (Thu. 21<sup>st</sup> – Fri. 22<sup>nd</sup>)

OTS Ringmaster @ \$20.00 \_\_\_\_\_ (Fri. 22<sup>nd</sup> – Sat. 23<sup>rd</sup>)

IGN OTS @ \$20.00 \_\_\_\_\_ (Sat. 23<sup>rd</sup>)

Super 70s @ \$20.00 \_\_\_\_\_ (Sat. 23<sup>rd</sup>)

- OTS/OTS IGN-current PAMPA rules, BOM not req'd
- Ringmaster & OTS - no BOM rule
- Ringmaster - no bonus for self-built models
- Classic & S/70 – no BOM. Zero (0) for appearance if you are not the BOM.
- OTS/Classic - Two rounds each day using 2 asphalt circles. Highest score from each circle will be added together for the final score & placing.
- S70 – Two rounds, single day, best single flight
- Ringmaster – Two rounds, one each of two days, best single flight

ARF's, ARC's, purchased or borrowed models are allowed in all events, but, models entered in Classic or Super 70s receive a zero (0) for appearance points. No more than two contestants can fly the same plane in the same event. Example: Contestant 'X' and contestant 'Y' can fly the same plane in Classic but no one else. This goes for OTS, OTS Ign, and Ringmaster as well. For more details refer to the web sites below

### Awards Banquet Meal Selections (Hotel Tucson City Center, Sat Night March 23, 2019)

Beef Top Sirloin \_\_\_\_\_ @ \$30.00, Names: \_\_\_\_\_

Chicken Marsala \_\_\_\_\_ @ \$30.00, Names: \_\_\_\_\_

Salmon \_\_\_\_\_ @ \$30.00, Names: \_\_\_\_\_

**Entry must be received no later than Friday Mar. 8, 2019**

**Make Checks Payable to John Callentine (Email [Johncallentine@gmail.com](mailto:Johncallentine@gmail.com))**

**Mail to: John Callentine, 5625 W. Owl Ridge Rd., Tucson, AZ 85745**

*PayPal also accepted.*

*Send to John Callentine as a friend, not a business*

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**CHOLLA CHOPPERS WEB SITE:** [www.ccmaonline.org](http://www.ccmaonline.org)

**CENTRAL AZ CONTROL LINE CLUB WEB SITE:** [www.azucontrol.org/](http://www.azucontrol.org/)

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NATIONALS COVERAGE AND PHOTOS, PAGE 8

# PRESIDENT'S/VICE PRESIDENT'S *Reports*

Welcome to the "new" Presidents/Vice Presidents report. By "new" I mean it has been decided to combine both the Presidents and Vice Presidents report into one report. Over the years it seems that the Vice Presidents report is almost a duplicate of the Presidents report. Let's face it, if we do our jobs right we are coordinating between the two of us and doing a lot of the same things or know the same things. So that leaves us with the "same thing" to write about. So the decision has been made to combine the two reports. One of us will write the report and send it to the other for approval before sending it off to the editor. That way if there is something one of wants to add we can do that. Makes things a bit more efficient that way.

As of this writing the NATS has now concluded. As usual it was a fun filled event of not only seeing the best in the country compete but to see friends that many times we only see once a year which is at the NATS. This year was a little low in attendance but many can contribute that to the Worlds being held at about the same time. The team members plus a few others that normally make the trek were in France instead of Muncie. I fully expect attendance to be up again next year.

Congratulations to David Fitzgerald to winning the NATS this year. His consistent hard work is paying off by winning multiple championships and in this case,

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*Congratulations to David Fitzgerald to winning the NATs this year. His consistent hard work is paying off by winning multiple championships and in this case, several in a row.*

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several in a row. My hat is off to him on his consistency and hard work.

I would also like to thank Darrell Harvin and Dave Trible for doing a good job running the NATS. As far as I know they had only one little episode that caused a bit of a problem but they came up with a solution to keep things going.

For a complete report look for an article in this issue.

With that I have some good news for those who have not heard by now. Mark Weiss has accepted the job of Event Director for next years Nationals. He has experience in running large contests by running both Brodak and Joe Nall. So he should fit right in. Mark Overmeir has agreed to again be head judge for next year NATS. So we have two very good people at the helm. This is a huge relief to me having found an Event Director for next year.

At the NATS we discussed a number of topics at the annual EC meeting. One was over the years we have gotten away from the Hall Of Fame nominees and such. We have decided to bring that back. Both Dave and I have gotten a large packet from Wynn Paul about the process. So look for a larger explanation of how this works in the future.

Also discussed was the web site. We are aware that some of the things that were on the old site are not on the new site. Chris Rud now back from France will be working to correct such things. We are wanting to put the OTS and Classic rules on the site along with downloadable scores sheets for both. I would like to see a section for Nostalgia 30 since that is starting to become more popular these days.

Other things of note from the meeting was the discussion to find out different ways of sending the new Stunt news to the membership. We are looking at the possibilities of different bindings so they can make it through the US mail system in tact saving money in the

*Continued on next page*

Continued from page 4

process. If we can get the printing costs down even more we can lower dues. I am sure everyone will like that idea.

As of this writing we have two openings available that needs to be filled. One is the office of Secretary. This person need not be a flyer. A wife or girlfriend who wants to help out can do this. Hey PAMPA is an equal opportunity employer. The thing with the Secretary job is knowledge of business background would be helpful. Not necessary but helpful. As you can imagine there is some math going on.

The other position is of Historian. Wynn Paul has decided to step down in that position. So we are in need of someone to take care of the historical knowledge that is out there so it can be passed down from generation to generation.

If you or anyone knows of someone who can help, please contact me or any of the other EC members.

**Matt Neumann/David Tribble**  
President/Vice President

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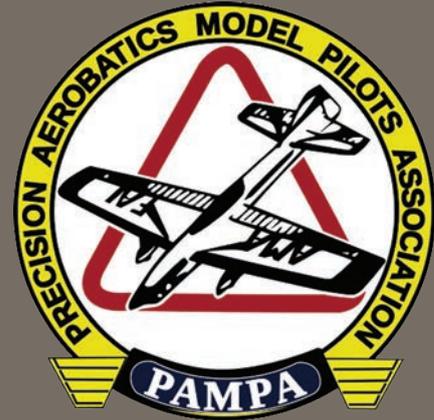
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**44240, 330-678-9319, [whubin@kent.edu](mailto:whubin@kent.edu).**

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## **2018 | Issue 3**

*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 bi-monthly.

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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### **COVER PHOTO:**

Rick Bollinger on the Intermediate field at the Nationals.

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# Controlline Parts



CONTROL LINES  
BRASS CARBON STEEL  
READY TO USE & KIT SET

The screenshot shows an Amazon search for 'CONTROLLINEPARTS'. The search results display four product listings, each in a clear plastic blister pack with a red and white checkered top. The listings are:

- Product 1:** Controlline Parts **READY TO USE BRASS STEEL CONTROL LINES**. Specifications: .016<sup>s</sup>, 65', 4str, 50lb.
- Product 2:** Controlline Parts **KIT SET STAINLESS STEEL CONTROL LINES**. Specifications: .015, 70', 7str, 30lb.
- Product 3:** Controlline Parts **KIT SET BRASS STEEL CONTROL LINES**. Specifications: .016<sup>s</sup>, 70', 4str, 50lb.
- Product 4:** Controlline Parts **KIT SET STAINLESS STEEL CONTROL LINES**. Specifications: .018, 70', 7str, 40lb.

Below the listings, the contact information is provided:

1-646-568-5425  
controllineparts@gmail.com      controllineparts.com

# HELP WANTED

## PAMPA HAS OPEN POSITIONS:

**Office of the Secretary.** Mike Strand would like to step down. So he is needing someone to replace him. Business degree a plus but not necessary. Must be good with banking and numbers however.

**Historian.** Wynn Paul has been doing this duty for quite some time. He is unfortunately wanting to step down and pass it on to the next person. A history buff is a plus but again not necessary. A good general knowledge about CL Aerobatics history is again helpful

*If you or anyone  
you know is  
interested in these  
positions, please  
contact Matt or let  
any of the  
EC members know.*

# TRUSTEES LISTINGS

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2018

# CL PRECISION AEROBATICS: *Nationals*

*The 2018 running of the Stunt shootout on the Lpad is now in the books. It was accomplished in near perfect weather for the entire week.*

*A couple weeks prior there was concern that the grass fields used for practice and of course Beginner, Intermediate, Classic/Nos.30, and Old time might be too wet and soggy to be used. A very wet spring in Muncie left the water table very high at the AMA site.*

As it turned out, a heat wave came about two weeks before the event and dried the fields. I arrived on Tuesday of the week before to find the circles had already been mowed and ready to go! Wind and heat at home pushed me to get there early rather than to sit wasting vacation/practice time. There was going to be a very busy couple of weeks ahead so it turned out to be a good choice for me.

I had received a call a few months earlier from the Event Director, Darrell Harvin, asking me to come aboard as Assistant ED. I had developed a list of to-dos once I got to Muncie and this gave me a chance to get a running start.

Managing the Nats doesn't begin on Nats week. It starts several months before and finishes a week or two after. The experience allowed me to meet and work directly with some of the AMA staff, whom were very helpful at every turn and I also got to travel behind closed doors to see the museum restoration shop, printing operation and trophy making enterprise.

I was amazed to see all the many models NOT on display in storage. I'd say there are as many there as out on the floor. I made a 26 minute video tour while in the museum which I've yet to get uploaded to the websites, but maybe someday.....perhaps on our PAMPA site.

I want to thank Gene Martine and Matt Neumann who supplied a great many of the photos. I couldn't present much without their help.

Early arrivals were Samantha Hines and her dad, Steve, to get a little practice on the way to France for the World Champs. She was looking sharp in our view and she gave me an eager "I'm ready." They had to catch their flight out the day of Nats appearance judging. It was a shame the planners put the Worlds right on top of our Nationals, which had our team gone and Nats entries down a little. That would create an unseen issue later in the week.

Something different this year; our week was pushed forward a notch as far as scheduling on the AMA site. This worked out ideally in that we had full run of the whole site for the week leading up to the Nats so any who wished to come early to practice could do so without restrictions or fly-overs. I would be for doing it this way going forward.

Sunday of Nats week brought the Beginner and Intermediate events. Mike Stinson and Bob Brookins ran these events. Open Beginner was won by Richard Speer. This gentleman and his lovely wife are from Corpus Cristi, Texas and were to come to KC for a little training before the Nats. Again, due to lousy weather we agreed to meet in Muncie a little early and it was a delight to help as I could. He did a great job! I failed to get over there except to get a shot of the boards.

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Intermediate had a nice turnout and went off without a hitch. Mike Londke prevailed. Brodak Manufacturing is the ongoing sponsor of this event and we wish to thank them for the continued support.

Monday at the Nats is a big deal. This day brings the pilots meeting and appearance judging. At the conclusion of this meeting the pilots know their flight order and circle assignment for the two days of qualifying. I think the meeting itself went well and we had the group out the door and back to practice or dinner in just over two hours. Getting there took some effort!

The procedures to organize the fliers and set flight orders are done by a computer program(s) created a few years ago by Howard Rush. These have made the job SO MUCH easier and cut the work to a small fraction of what it once was. It is also the most fair way to spread the pilots out across the various circles equitably. Weeks before the Nats, Howard had sent these program to us to learn and practice. Very soon we realized that neither Darrell nor myself owned computers compatible with the programs.

I went to Best Buy and asked for a Windows 7 computer. The salesman tried not to laugh at me. In the end, we each bought re-conditioned vintage machines to do the job. I myself am not a computer genius. I had dinner with my kids and they got the stuff organized on my 'new' Dell. I went through the programs a few times and felt I could get through it. I use a computer on the job, but mostly to write up customer orders-nothing like this stuff.

Then, Darrell told me we were going to have some help with computers in Muncie. Glory! John Hill had signed on and Frank Williams would also help and yes, Howard would be on hand if need be to create our own 'IT' department. My life just got easier I thought. In fact, had they not, we might still be there today fooling around with ping pong balls.

We all got to the 180 building about two hours before the meeting. All the equipment was brought in and the group began working. Then someone came to ask for the scale to weigh the airplanes.....WHAT SCALE? I made a mad dash back to McGalliard to find 'said scale.' At Walmart I found a digital food scale that would work. I grabbed a styro cooler to carve up for a cradle to set the planes in and headed

back. Howard shelled the device from the box and with a slight grin informed me the scale only read FLUID ounces.....your airplanes were weighed in fluid ounces.....and you may have wondered how your ship got a little heavier....

I found the new predicament when I returned. We had known in order to connect our computers to the 180 building overhead screens for the meeting we would need a VGA connector. We brought one-male to female. We needed double female. Without time and doubtful we could find one anyway, our gurus were feverishly trying to figure a solution.....20 minutes till meeting time.....Bingo! Load all the programs over to the 180 building's own computers. Let them do the work! That's how the meeting was accomplished.

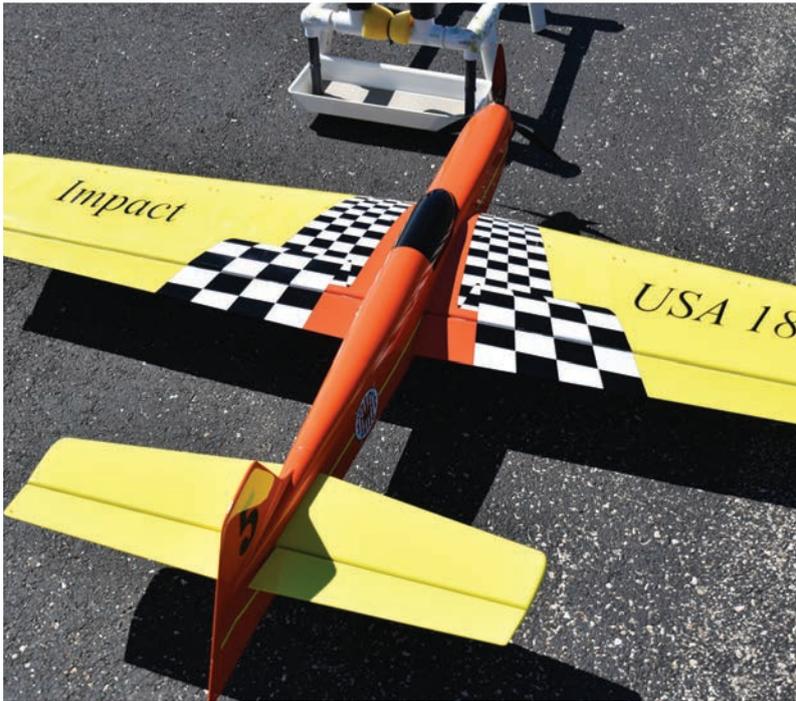
While all this was going on the appearance judging was going on next door. Charlie Reeves and Jim Lynch were hard at work with a hand from Gene Martine and Stan Powell. Jim told me going in he'd get it done by the time the meeting was over and sure enough they did. A good job they did with our gratitude.

Tuesday brought the flying of Classic/Nostalgia 30 and Old Time. Doug Patterson has become the great annual Director of these events. These events are a great way to start the week in a fun and lower key way. Don't get me wrong, these guys are serious and come to win, but it's just a good time watching these great airplanes of our past go through the paces. The flying is so good it's hard to distinguish between these patterns and what you see later in the week up on the LPad. In this running, Mike McHenry was victorious in Classic and Jim Lynch in N30.

Wednesday and Thursday are for Advanced and Open Qualifying flights. Having very good weather and few problems for the pilots, the guys just flew their hearts out. The photos and score boards will mostly speak for themselves. At the conclusion of the Qualifying rounds, the next challenge emerged and is due some explanation, and hopefully a lesson to any future Nats operations team faced with this issue.

As said earlier, this year our entry was down some from recent years. Some of this was about the US team going to France. Some may have been due to a similar schedule conflict in the other control

*Continued on page 13*



Photos (Left to right):  
Taking off on circle 3; Dave Tribble's bird getting processed; Howard Rush's plane during appearance judging; Dave Fitzgerald with his winning ship; Chris Cox and his first 20-pointer! Congrats Chris.



Photos (Left to right):  
Volunteer; Kestus from California.  
Magnificent airplane; Derek and Dreadnought;  
Steve Millet getting ready in the pits ;  
Wes Eakin and Eric Taylor



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line events. There were also just a handful of the usual suspects who didn't make it this year for whatever reason. I think we had 30-31 open entries. We could not know the final count until about the time we got to the 180 building for the meeting as that was the entry cut-off time back at AMA HQ for late entries. That was confirmed by phone back to HQ.

I remember reading weeks earlier in the program instructions something about if the entry was below some number to press this button....yada..yada... Nobody in our group remembered anything about that and in our rush to just get operational, and since we'd never faced any such thing before-who's to worry?.... Everything about the meeting went well and the Qualifying draws went per plan.

So when it came time to press the button for the

program to set the Top 20.....it spat out 16 names and the 200+ scoresheets for those. The cutoff before doom was 32 entries. So now what? It was a little late to start over. We did not want this to be the Nats we began the Top 16 (yes the question was asked).

Options could have been to chuck the computer and do a ping pong ball draw and hand write 200 score sheets by the next morning. Howard came and the group worked into the evening looking for a solution. In the end, Darrell just hand wrote in the other four and manually set up flight orders. This left a very slight disadvantage to the last four (I being one), but seemed the only reasonable way out. In the end, it all worked out with no known complaints from those four or anyone else and we don't believe had any negative outcome. I know I was asked should we change going forward to adopt the TOP 16. I said

Continued on next page

## EVENT 322 JUNIOR

Place	Name	Score	AMA#
2	Steven Daly	382.5	1031922
1	Samuel Londke	495	981331

## EVENT 322 SENIOR

Place	Name	Score	AMA#
2	Joseph Daly	199.50	1031920
1	Ben Mills	855.00	929703

## WALKER CUP FLYOFF

Place	Name	Score	AMA#
1	David Fitzgerald	1077.00	68520
2	Ben Mills	864.166	929703
3	Samuel Londke	192.67	981331

More contest results on page 32

Technology  
Reports:  
page 30

## Observations from reports

I would like to first thank Tom Dixon for getting the information and then sending it to me to put in electronic form. With that note I would also like to apologize to Tom for being a lot later than I wanted. It took a lot longer to put this in excel format than I expected.

Now a little explanation. First, some of you guys penmanship is HORRIBLE! You make mine look like the standard to be set. That is not a compliment. So if something is misspelled I am going to blame the hand writing. Also, if there are blanks it is because the pilot left that part blank. I really do not have the time to chase everything down. So I put down what the pilot put down and went from there.

A couple of quick observations. It seems again this year that the split between electric and IC is about 50-50. One thing I did notice that the average size of a plane was around 680 sq inches. Average weight around 69 ounces. Nobody fessed up to using solid lines. And the diversity of what people were using on electrics is growing. That means more and more options to fine tune electrics to personal tastes is growing. Electrics is becoming almost as diverse as IC engines.

Just my 2 cents worth on observations. I will let the ready decide for themselves. See all the reports beginning on page 30.

Matt

*Continued from page 13*

no, not at this time. Next year we will likely meet the entry threshold and it should roll smoothly. If not, we will hopefully be aware of the problem and avoid it from the beginning. There may in the future come the time when another choice will be wise, but not yet, in my opinion. It will be up to the PAMPA EC to make that call. I think, until we find ourselves in the 26-28 entry level regularly, we should stay this course. If we were to reach that level perhaps we should re-evaluate our qualifications and possibly just fly the whole group for three days-six flights; total four best.

Top 20 day and the finals Saturday brought to light another point of interest. AMA leases some of the unused property to local farmers to grow a crop. In most years the LPad is surrounded on two sides with soy beans with a twenty foot + easement back from the pavement. These beans only get about 24-30 inches high and are no bother to us. This year the whole south end next to circles 3 and 4 had six-foot tall corn right up to about five feet from the pavement.

When the wind blew from that direction some very interesting turbulence came over the stalks and the judges might actually be sitting right in the corn to be in the right spot. If the wind came from the other way another dynamic took over. Diving your airplane into the corn to hit your bottoms could be unnerving. Your mind triggered you to react to the prevailing horizon and was in conflict with the other senses. I'm sure the judges may have had their own struggles with it. Some tried to fly a little off-wind to avoid the worst of it.

The eventual winner, David Fitzgerald, made the choice in the final rounds to simply fly quite high over the top

and avoid most the illusion. I'm sure it was trading a few points in five foot bottoms for an overall more consistent look; not bobbling into the corn at varying heights. I am of a mind to ask AMA to request radishes next year.

Off on another subject for just a minute; about the LPad. AMA has in it's plans to rip up the LPad and re-do it from scratch. They are saying a million dollar project. Having spent most of one evening on my knees with many rolls of duct tape trying to cover up the three inch cracks in the pavement, I think it's a good idea. We are not sure of the timetable. We are going to amend the plans to ask for widening the end around circle one. The circle there runs clear to the edge on three sides and judges must stand in the grass. It's something of a safety issue. Also we are going to approach the AMA about bringing the Worlds here once again AFTER the new LPad is done.

This year's Nats is over. Overall it was a success and once again David Fitzgerald is our National Champion and well deserved. Derek was hot on his tail and no doubt will yet engrave his name on that Walker Cup..... Maybe one day mine.....Let's get ready for next year!!

Dave

More photos  
on page 28

**DISTRICT**

*Reports*

# DISTRICT *Reports*

## *District 1*

The Mitch Lilly Memorial Contest is the premier stunt contest in New England (District 1), and was held August 26th at the Cracker Barrel Fairgrounds in Wrentham, Mass. The New England Stunt Team (NEST) hosts the contest and they did a magnificent job of preparing the field. Warren Dillman groomed the field to the best condition in memory.

I think only the flying fields at the Triple Tree Aerodrome in South Carolina (At the Joe Nall fly-in) were in better shape, and those fields are generally regarded as the best grass fields anywhere. Traditionally, on the day before the Mitch Lilly Memorial Contest, a contest for Classic planes is held. Saturday was a beautiful day with nearly perfect flying conditions. Temperatures were in the upper 70's and the 5-10 mph winds made for great flying. While the turnout was less than expected for such a great day, we all had a wonderful time. My Chipmunk managed to edge out Leon Bowen's Lark for the win.

Richard Illingworth drove up from Connecticut to watch the contest. Richard is a former British national junior stunt champion and when he heard about the contest I think he was excited to come and see "how it's done" over here. Richard won the junior championship 35 yrs ago and hasn't flown in roughly that long.

After the contest was over, Damian Sheehy offered to loan him a plane and he was eager take the handle. He had no trouble remembering how to fly and was flying loops and eights on his first flight. I guess it is "just like riding a bike" after all! Caption "Former British National Junior Champion, Richard Illingworth"

On Sunday, the weather was also nearly perfect for stunt and we had a much better turnout. Rick Campbell and I were both flying electric Saturns, so, of course, the battle of the Saturns was on. Norm Liversidge brought out one of Mitch Lilly's planes, the Apex.

The Apex appears to have been inspired by Jimmy Cassale's designs and is powered by a ST 60. Mitch was an excellent builder and finisher; and over the years some of the trim has been polished through to the basecoat, but the plane still looks great. I'm going to "steal" some of his paint scheme for my next plane.

Neal Thompson brought a plane that had a few problems during the contest. During a warm-up flight, the outboard flap came loose. Then during his first official, the outboard wing fell off. He managed to glue it back on and in his second official, the motor shut off after the inside loops. Tough day! Neal kept a smile on his face and thought he might try a different glue.

After the first round Rick Campbell was ahead of me by one point in the Saturn wars. On my second round I managed to tie his score, but on his second round he moved ahead by 2 points and won the Saturn war. Wait till next year! In the real competition, Bill Suarez won expert, Jim Mynes won advanced, Damian Sheehy won intermediate and Don Coe won beginner.

These fliers then flew a fly-off to determine the winner of the Mass Cup trophy. The flier who bests his or her winning score by the most wins the cup. This year it was Don Coe who took home the trophy.

*Continued on page 18*

*Photos (left to right):*

1. Former British National Junior Champion, Richard Illingworth
2. Mitch Lilly's Apex
3. Mass Cup winner Don Coe
4. Ara Dedekian flying the Bippy
5. Dick Carville's Extra 300
6. David Chang's beautiful SV11



1



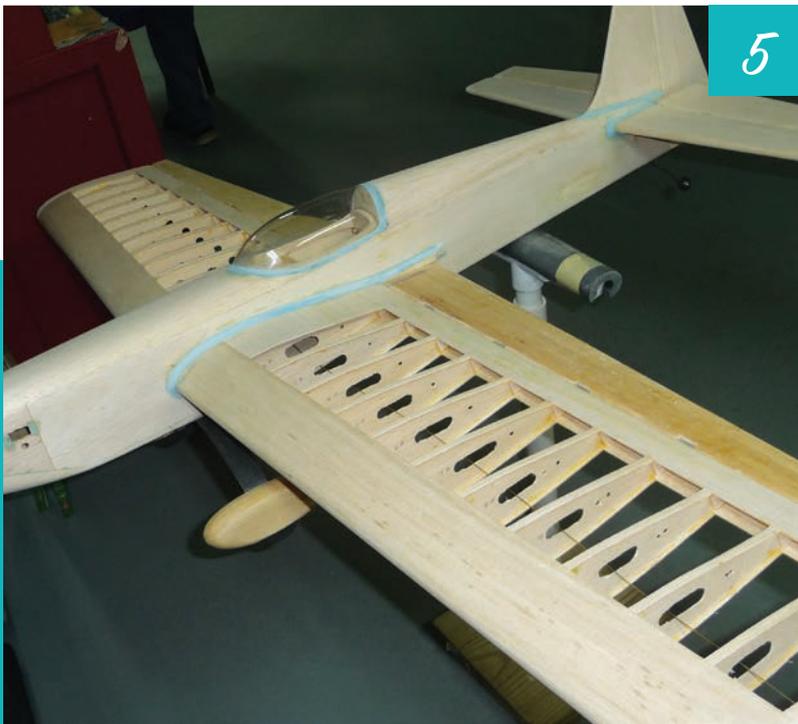
2



3



4



5



6

Continued from page 16

Congratulations, Don! Don was flying a Fancherized Twister he built from a Walter Umland kit. He said that it was a beautiful kit and that it's his best flying plane.

During the lunch break, which was provided by NEST, I flew a demo with Bob Gost's "Roll out the Barrel" and Ara Dedekian flew a demo with Dave Slagle's very large blue "Bippy" biplane (both of which were described in the last issue).

Dick Carville is building an "Extra 300" which is based on Tom Dixon's plans. Dick used his own airfoil and increased the area of the fully sheeted tail assembly to improve the plane's flying characteristics. It will be electric with a Cobra motor and 5 cell setup.

Dick pointed out that the canopy is so large he was afraid if he tried to detail the inside of the cockpit the added weight would be prohibitive. Therefore, he's planning on painting the canopy to save weight. Dick's going to use a dope finish to replicate the paint scheme from a "real" Extra 300, that's flown by Jeff Pets.

Doug Cook told me that he's going to revisit a design that he first built back in '93 or '94. He described it as a classic 60-sized I-beamer that has the stabilizer on the thrust line and the wing about 1.25" below the

thrust line. The '93 plane was the last I-beam wing he built before going to foam wings, but he felt the foam winged planes never flew as well as the I-beamer. He said the wing's placement below the thrust line is more due to construction technique than any aerodynamics, but he knows from experience that it flies very well. Doug volunteered to judge at this year's contest, so it's great to see him getting interested in control line stunt again.

As described in a previous report, Norm Liversidge has been applying the finish to planes that were built by Bill Hummel many years ago. Norm finished three more this winter and has only two more to go. I'm sure he feels there's "finally light at the end of the tunnel". Norm informed me that David Chang won a major stunt contest in Taiwan a few weeks ago.

Caption "David Chang's beautiful SV11" David is a very gifted and innovative builder who has a flair for his paint schemes. His recently finished Brodak ARC SV11 is a great example of his innovative designs. The electric powered plane utilizes an Igor Burger active timer system and weighs less than 62 oz. I can't wait to see his new project, the Max Mobile, as it progresses.

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# DISTRICT *Reports*

## *District 3*



# DISTRICT *Reports*

## *District 5*

The PAMPA Executive Council is in daily contact attempting to get a sound and effective organization ongoing. The new PAMPA website is up and functioning. Check out the website at [www.pampacl.org](http://www.pampacl.org). You will see Charlie Reeves (Paducah, KY) release a model and the worlds faster wing builder.

This column should find you somewhere in the building season. That is, if you have not transferred to the Almost Ready to Fly (ARF) or Ready to Fly (RTF) group. It appears many of us are under time constraints due to busy schedules. Likely, that is the prime reason for the ARF and RTF success. A scratch builder forces one to calm and plan ahead. For me, the calming is the reason to become or return to scratch building. If your life's pace is hectic; buy a set of plans and a bunch of balsa. Schedule yourself for one hour of building five nights a week. Tell your spouse building is a therapeutic investment in improving your health. If you are a scratch builder, send me an email and let me know.

An essential task of PAMPA is organizing and leading contest. Each contest requires an approved AMA Contest Director (CD). Tom Dixon, of Woodstock, GA, has been a CD for 30 plus contests. If that is not a record, he is near the top of the list. In the 1980's and onward, he led contests as part of the Atlanta North Georgia Sky Rebels. During the 1990's he was CD for the Eastern Golden Oldies Stunt Meets. Tom's CD efforts to organize and report on contest require about 4 man-hours. This does not include the contest itself. Another thing he does is to use the host club to supply the judge, support personnel and adequate finances. His contests are planned as a 'party' for the guest. The goal is to have the contest break even and make a profit.

Over the years, Tom had issues with pilots being 'late entrants' hoping to get last flights. To solve the problem he assigned the late pilots as 'up next' flying. There is always a solution to problems.

For 20 years plus, Atlanta North Georgia Sky Rebels contest was the weekend after Mother's Day. The Triple Tree, Joe Nall Week meet was held as an RC

event on the same weekend. Control Line event was later included as part of the meet. Joe Nall Meet became popular and contributed to the demise of the Atlanta control line contest.

During 2017, the North Georgia Sky Rebels Control Line Aerobatics\* scheduled a CL Aerobatic contest in Canton, GA. (north of Atlanta). The contest schedule was for the third week of September. The contest was, unfortunately, scheduled after hurricanes occurred in Texas and Florida. Many of the contestants would come from both states. The Sky Rebels cancelled the initial 2017 contest. The North Georgia Sky Rebels Control Line Aerobatics just completed their 2018 Contest in Canton, GA (August 4-5). Their new Flying Field is at the Etowah River Park in Canton, GA. This industrial park is a magnificent field. The town of Canton, GA went out of their way to help the Sky Rebels. Put the contest on your to-do list for the North Georgia Sky Rebels Control Line Aerobatics 2019 contest.

\*Sky Rebels had a name change.

Tom was a judge for the AMA NATS in 1987 and 1989. Many do not know that Tom was PAMPA President in the late 1980's and early 1990's. Additionally, he was the PAMPA District V Director. He has a great knowledge of control line leading, building and flying. Tom published Bench Trimming (Jan 2014 Control Line World) and flight Trimming (Mar 2014 Control Line World). Check the articles out. Tom prefers contacting by telephone. Check the PAMPA website for his telephone number and address.

T Michael's Testimonial: One way to stop a runaway horse is to bet on him.

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

Smoke'em if you gott'em, drink'em if you brought'em.

T Michael Jennings



# DISTRICT *Reports*

## *District 7*

The District 7 Pampa director responsibilities are being passed from John Paris to Vince Bodde. It was a heated campaign, I was slinging mud in all directions. There were email scandals and even rumors of collusion. I pulled out all the stops and in a landslide victory, receiving an astonishing two votes, I am now the district 7 representative for Pampa.

I'm going to have some pretty big shoes to fill. John has done a great job as our District representative and we all owe him our thanks. I enjoyed reading John's column. He kept us informed of the events in our area, what other people were flying and doing, as well as interesting travel articles. John also helped me a lot when I started flying control line again. There was no one in my area flying control line. When I had a problem I would call John and he would walk me through it. Let's make sure to let John know that we appreciate his services.

The Lord has blessed my life in every way. The greatest blessing is my lovely bride of 31 years, Brenda. She puts up with all my fishing and flying exploits and lets me do my thing.

I was also blessed by growing up in a wonderful home; raised by parents who taught their kids right from wrong. They taught us to work hard and that we should take responsibility for ourselves. My dad must have felt that model aviation would be a good way to teach some of these life lessons to his kids. He taught all six of us kids to fly control line. Not all at once; not enough airplanes. My dad taught my older brother and I to fly together. I was 4 years old and Matt was 5 when we soloed. The first airplane was a testors plastic model that was bright red and looked like a jet. Then we graduated to the epoxy plane. I think it was made out of JB Weld. He also helped us to build a lot of the Berkeley rubber powered kits. We built interceptors and Lancer combat planes, Mouse racers, an Aldrich crop sprayer, a zipper free flight model that was converted to RC and many others that I can't recall. To this day my dad, myself and my youngest brother, George, still have fun flying together.

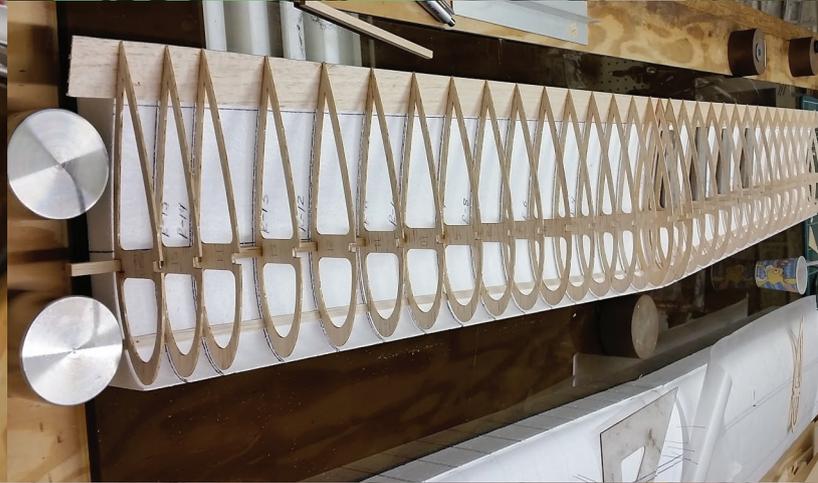
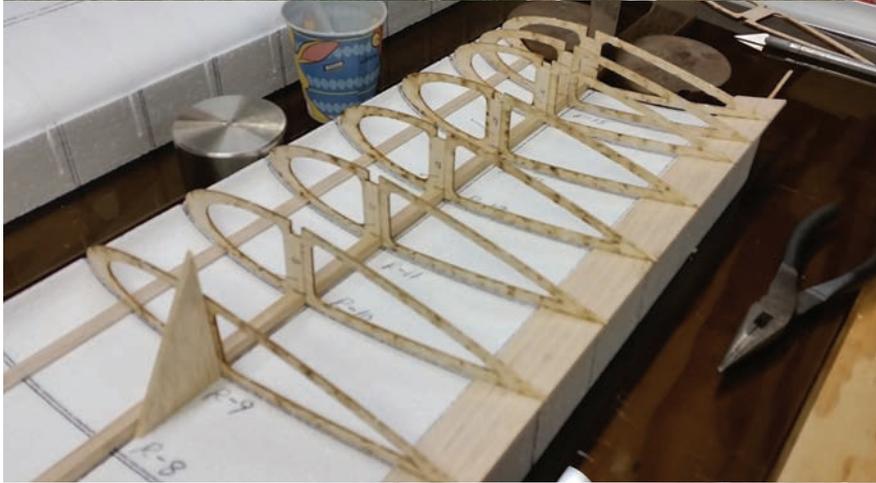
Model aviation is probably why my brothers and sister chose careers in engineering and science related fields. They have all been very successful in their lives because of their career choices.

I chose a different path in management. I received a bachelor's degree in Business Administration from Michigan State University. After graduation, I went to work as a manager trainee for a lumber yard in Northville, Michigan. While I was working at The LumberYard I started a fly fishing guide service. It was at this time that my wife and I found out we couldn't have children and we decided not to adopt. Remember how great I told you my wife was! I asked her, "Since we can't have kids would it be alright for me to do what I wanted to do?" She said yes.

This is when the Lord blessed me by allowing me to provide for my family doing something I love to do. For 25 years I took clients fishing in northern Michigan. I spent a lot of days on the Pere Marquette River, the Manistee River and the Muskegon River. I met a lot of great people. We had great fun catching 25 lb salmon, 15 pound steelhead and monster brown trout. Oh, and did I mention we caught little fish too. The one thing about fishing for a living is that the work is seasonal. For this reason, I always did a lot of odd jobs. One of these jobs was mowing the Jackson Radio Control Club flying field.

About four years ago, shortly after I had finished mowing, my dad showed up at the flying field. While we were flying, a crew of six young men showed up at the field with a crazy looking airplane having a double wing configuration. They took the plane and set it on a rack mounted to the roof of a Subaru Outback. Two of the young men jumped in the car while the other four stood on top of the hill. One man would fly the plane, the other three would take pictures, video and record data from the flight. Once everyone was in position the Subaru took off down the driveway at the flying field. As the car reached about 30 miles per hour the airplane lifted off and climb to altitude. It would circle the field for about five minutes. Then a parachute

*Continued on page 24*



Continued from page 22

deployed and the airplane floated to the ground. As the airplane floated down all of the young men took off running to retrieve it. At this time my dad and I decided this must be a government project. How else could six big kids be playing with such a cool plane?

I know you're all wondering, "Where this is going?" I promise I'll get there. Later that day, while the six young men were cleaning up I was flying one of my dad's RC planes. Shortly into the flight the engine quit. I flew the plane across the field parallel to the flight line. I flew the plane past the end of the runway, did a split s and pulled out about 20 feet above the ground at the end of the runway.

The airplane settled to the ground and rolled to a stop about five feet away from me. Right then, one of the young man shouted, "As soon as these interns go back to school we are hiring you to fly our plane!" Sure enough, at the end of the summer I got a call from Sealandaire Technologies. They hired me as a temporary employee to fly their UAV. Part of my new job included building the air frames for our testing.

There were also a lot of crashes in the beginning, so I did a lot of repairs as well. After working there for about a year they made me a full-time employee. The Lord truly has blessed me, because now I'm getting paid to do what I have enjoyed doing as a hobby all of my life. I know it makes my dad happy to know that the hobby that we enjoyed together is now providing a living for my wife and I.

Contest season is almost over for us in district 7. I just got back from the Aurora contest and I'm planning on attending the Cleveland contest in September. That will most likely wrap up my contest season.

I started the season by attending the Windy City Classic. The Chicago Circle Cutters put on a good contest and serve up a hearty lunch for those who attend. This year the weather was good for flying and everyone had a good time.

The next event I was able to attend was the Nationals. District 7 was well represented in Muncie. Bob and Elaine Brookins came from Des Moines, Iowa to compete and run the Intermediate event. Bob and Elaine have been running this event for years and did a wonderful job as usual. The

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*Congratulations to David Fitzgerald to winning the NATs this year. His consistent hard work is paying off by winning multiple championships and in this case, several in a row.*

---

conditions for the event were outstanding. It truly was stunt nirvana with light winds blowing from the east and pleasant temperatures. Pat Imhoff from Grand Rapids, Michigan had a high score of 493 which placed him 6th in the event. That's a very good finish for his first time contest.

In the advanced class, we had good representation. John Paris, Bob Brookins, Greg Voumand and Vince Bodde made the finals. It's nice to get to fly all three days and you could tell by the smile on Bob Brookins face that he was a happy camper.

Dick Imhoff was also entered in the advanced event, but went home early because of a bad knee. Although Dick didn't compete I noticed a lot of his airplanes flying throughout the week. He has designed a nice profile stunter that flies well with an LA 46. It makes a good entry level plane and performs well in profile events.

In the open event, we were represented by Bob McDonald. Bob is a consistent top 20 performer as well as an outstanding builder. His airplanes are always in one of the front rows and this year was no different. Bob was on top of his game this year and finished 6<sup>th</sup> over all.

# DISTRICT *Reports*

## *District 9*

Hello again from District IX. There were several District IX people at VSC this year. Chris and Linda Brainard, Jerry Higgins, Mark Gerber and the newly transplanted Keith Trostle, plus myself all made the trek to sunny Arizona. We will try much harder to get a group picture next year!

We did manage to get a contest going in Topeka this year. With one grass circle the options are limited, but PAMPA classes and OTS made for a nice day with a good turnout. New PAMPA member Jim Zolbe came down from Lincoln, NE to spectate.

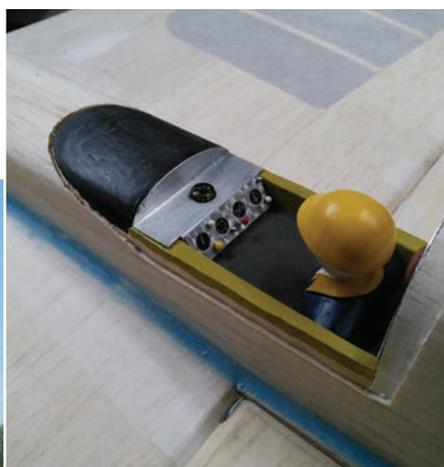
Dave Tribble and I waved the district flag at the Nat's, with Dave doing a better job than I. There is always next year.

Dave and Kevin Prier have been doing a lot of contests lately. Kevin is technically not in our district but we have adopted him... He is getting familiar with a new piped plane and showing a lot of progress in the advanced class.

Jared Hays will be CDing a contest in Omaha the first Sunday in October. Jared has been very active at

contests the last couple of years. A good plane and lots of practice make him a real contender. It is good to see some renewed activity in the Omaha area. A note from Gary Mondry in Wichita says that they are trying to fly every week, but contests are probably done.

With the passing of Marvin Denny and Lew Woolard, the core of the Wichihawks is missing. Hopefully a picture from our Topeka contest will appear here plus the cockpit detail from my new plane. Yes, after flying the same plane for twenty three years (!!), I am building the second new one in four years. Thirty years ago, with myself and both the boys sharing the shop, I was building two to three new planes a year. Plus, the boys were doing two or three themselves. Now that I'm retired, I'm struggling to get one done in two years. I can't figure that out. So, as always, I need to know what is happening in your part of our district. Let's go flying!!



# DISTRICT *Reports*

## *District 11*

Mark Scarborough is having some health issues and I've been asked to take over for him. I've known Mark for quite a while and I know he would much rather be flying and writing this report than dealing with medical types. We miss him. We hope he can come back soon and try to beat up on me at local contests.

I am just getting back to flying regularly myself since breaking my pelvis a year ago and have managed to attend a few contests this year. Some pictures that I took at a couple of contests this year should be posted with this short missive. I didn't take many as I didn't know I was going to be reporting. I'll try to do better as time goes on. The attendance at local contests has steadily gone down the last couple of years. I suppose age is catching up with all of us. There should be a group shot at the Northwest Skyraider's Stunt-A-Thon back in June. Also, a picture of a Bruce Hunt's plane now flown by Jerry Eichten.

I'll try to include things like tech tips or tricks I've learned along the way as I do this report. For now, just a couple of comments about the district. Chris Cox and Alan Resinger from British Columbia, Canada are competing this year with really beautiful planes that also fly very well. Both are doing a great job of flying them.

Most should know about Chris's Hellcat as it was highlighted with a great article in Stunt News. But you have to see him fly it to really appreciate it. Paul Walker's new P-47 is quite nice and flies, well, like all Paul's planes seem to fly. Brilliantly. It's fun to watch him, Chris, Alan and Howard Rush duke it out at contests. One note, our friend from McMinnville, Oregon, Jerry Eichten, is back flying and it looks like we may pull Bruce Hunt back into flying soon. So, there are some good points to the season.

For myself, I've had a tough time getting something together that actually flies well this season. My Classic plane, A Jerry Worth Mirage III came out a bit heavy and with some control system problems. I think I've gotten that all fixed now and will include a pic here somewhere. Hopefully, a pic here of the Classic. It's a cool plane. My new PA plane is still not done, but I hope to have it done for the Northwest Skyraiders' Raider Roundup next month. Again, I'll send a picture along.

So, for now that's it. I will try to put something more substantial for the next issues. Until then, Fly Stunt.





## EVENT 322 OPEN SEMI-FINAL

Place	Name	Score
1	Derek Barry	0
2	Chris Cox	0
3	David Fitzgerald	0
4	Howard Rush	0
5	Paul Walker	0
6	Robert McDonald	1107.67
7	Matt Neumann	1093.00
8	Michael McHenry	1091.33
9	Joseph Daly	1090.67
10	Eric Taylor	1087.33
11	Dan Banjock	1085.33
12	Frank McMillan	1083.33
13	Dave Tribble	1071.67
14	John Hill	1066.00
15	Steve Millet	1064.00
16	Gene Martine	1062.67
17	Tom Dixon	1059.33
18	Robert Storick	1057.67
19	Wes Eakin	1022.67
20	Steve Moon	820.33
21	Dennis Vanderkuur	1034.00
22	Wayne N. Smith	1034.17
23	Kestutis Dvarvydis	1042.50
24	Richard Huff	1015.00
25	Scott Reynolds	1036.67
26	James Smith	1008.83
27	Allen Goff	1025.00
28	Jim Lee	1026.00

## EVENT 322 OPEN FINAL

Place	Name	Score
1	David Fitzgerald	1195.67
2	Derek Barry	1186.16
3	Paul Walker	1185.66
4	Howard Rush	1164.16
5	Chris Cox	1152.50

## EVENT 325, ADVANCED

Place	Name	Score
1	Don Cranfill	1076.00
2	William DeMauro	1048.50
3	James Mills	1037.50
4	Michael Schmitt	1036.50
5	Traian Dorin Morosanu	1032.50
6	Vincent Bodde	1028.00
7	Johnny Paris	1028.00
8	Jerry Haupt	1007.50
9	Mark McKinney	984.50
10	Joe Hildreth	944.50
11	Robert Brookins	922.50
12	Greg Voumard	0
13	Ronnie Thompson	973.50
14	Jordan Segal	950.00
15	John Jordan	927.00
16	Thomas Smeltzer	845.50
17	Ben Mills	854.67
18	Bruce Jennings	491.50
19	Mike Londke	0
20	Richard Imhoff	0

# MEMBERSHIP Form

- NEW MEMBER  
 RENEWAL  
 ADDRESS CHANGE: \_\_\_\_\_

Name: \_\_\_\_\_ AMA No. \_\_\_\_\_

Age: \_\_\_\_\_ Mailing Address: \_\_\_\_\_

City, State, Zip +4 (or Postal Code): \_\_\_\_\_

Telephone: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ Email Address: \_\_\_\_\_

Comp. Member: (Check One:)  HOF  Other Date: \_\_\_\_\_

## ► Annual Dues Options: (Please Check One:)

Basic Member (\$28)  
Internet Access Only

US Member (\$53)  
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 M.O.  
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Membership Card (Goes to Junior World Champs Team Fund (\$2)

Additional Donation for Junior World Champs Team Fund  
(Please fill in amount): \_\_\_\_\_

Signature: \_\_\_\_\_ Referred By: \_\_\_\_\_

Mail to: PAMPA Membership N2W31920 Twin Oaks Drive Delafield, WI 53018

Phone: 262-352-0645 Email: pampamembership@geartekinc.com

### 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 31<sup>st</sup>.
2. Renewals after April 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 online or by purchase.
4. Renewals for the current year, after January 1<sup>st</sup>, 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:

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

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:  
262-352-0645  
pampamembership@geartekinc.com

## BEGINNER ELECTRIC

Name	Design	Designer	Wing Area	Weight	Line length in feet (eyelet to eyelet)	Line Diameter	Braided or solid
Saramarie Huff	Shark 402	Brodak (Johnston)	402 sq inch	29 oz	60 feet	0.015	Braided

## BEGINNER IC

Name	Design	Designer	Wing Area	Weight	Line length in feet (eyelet to eyelet)	Line Diameter	Braided or solid
Bill Gray	Time Machine 40	Tom Dixon	540 sq inch	43 oz	60 feet	0.015	Braided
Sam Lonoils	Checkmate	Dick Imhoff	475 sq inch	44 oz	60 feet	0.015	
Robert E Maxwell	Tutor 2	Top Flite	599 sq inch	46 oz	66 feet	0.018	Braided
John G Park	Madman (OTS)	Yates		40 oz	60 feet	0.015	Braided
Bryce Scott	Super Clown			28 oz	56 feet	0.015	Braided
Jeffrey Scott	Cardinal	Windy Urtnowski		43 oz	60 feet	0.015	Braided
Katelyn Scott	Super Clown				56 feet	0.015	Braided
Richard Speer	Stills Stuka Enlarged	Richard Speer	630 sq inch	48 oz	60 feet	0.018	Braided

## INTERMEDIATE ELECTRIC

Name	Design	Designer	Wing Area	Weight	Line length in feet (eyelet to eyelet)	Line Diameter	Braided or solid
Matthew Brown	SV-11	Randy Smith		70 oz	63 feet	0.018	Braided
Joseph Daly	Prowler	Bob Hunt	500 sq inch	44 oz	60 feet		
Steven Daly		Tom Farmer	570 sq inch	56 oz	60 feet		
Don Main	Cavalier	John Simpson	540 sq inch	49 oz	62.5 feet	0.015	
Tim Redelman	Cardinal	Windy Urtnowski			64 feet	0.015	Braided
Ed Wallace	Cavalier	John Simpson	540 sq inch	44 oz	61.5 feet	0.015	Braided

## INTERMEDIATE IC

Name	Design	Designer	Wing Area	Weight	Line length in feet (eyelet to eyelet)	Line Diameter	Braided or solid
Rick Ballinger	Vector 40	Randy Smith			62 feet	0.015	Braided
Bob Fisher	Pathfinder	Delaney			62 feet	0.015	Braided
Patrick Imhoff	Vector 40 Profile	Tom Dixon			63 feet		
Mike Londke	Brodak P-40 ARF	Pat Jonson					
LeRoy Polk	Time Machine Profile	Tom Dixon	540	52 oz	60 feet	0.015	Braided
Don Sopka	Cavalier			44 oz	62 feet	0.015	Braided

## BEGINNER ELECTRIC

Prop: number of blades	Diameter	Pitch	Manufacture	Motor	ESC	Timer	Battery Mfg	mAh	Cell	Extra Info
2	10"	5"	APC	Cobra	Castle	Hubin	Arrow Ind		4S	Carbon Fiber Spar, Polyspan, Dope and Epoxy Finish

## BEGINNER IC

Prop: number of blades	Diameter	Pitch	Manufacture	Engine	Pipe or Muffler	Fuel Brand	% Nitro	Glow Plug	Extra Info
2	10"	6"	Brodak	OS LA 46 Dixon	Muffler	Omega +	10	Sig R/C	Foam Wing Open Bay
2	10"	5"	Zinger	FP 40		Sig	10	Sig R/C	
2	11"	4"	APC	OS LA 46	Muffler	Home Brew	5	OS	
2	11"	6"	Master Aircraft 3 Series	OS 40 FP	Muffler	Rich's Brew	10	RC	Silkspan/Dope Made by Byron Barker
2	9"	6"	Top Flite	OS Max 25 FP	Muffler	Power Master	10	OS	No Castor, All Synthetic
	10"	6"		Enya	Muffler	Power Master	10	OS	
2	9"	6"	Top Flite	OS Max 25 FP		Power Master	10	OS	No Castor All Synthetic
2	11"	4.5"	Tiger	LA 46	Muffler				Profile of Scaled Up Don Still's Stuka

## INTERMEDIATE ELECTRIC

Prop: number of blades	Diameter	Pitch	Manufacture	Motor	ESC	Timer	Battery Mfg	mAh	Cell	Extra Info
2	13"	5"	Brodak	Brodak	Castle 75	Hubin	G-Force Elite	4000	4S	Brodak Arf
2	11"	5"	APC	Cobra	Castle	Hubin	Admiral		4S	
3	11.5"	6"		Scorpion	Castle	Hubin	Thunder Power			
2	12"	6"		Eflite 15	Castle	Hubin	Thunder Power2800	2800	4S	
2	12"	6"	APC	Scorpion	Castle	Hubin	Zippy	3000	4S	
2	10.5"	6"	APC	Cobra	Castle	Hubin FMg	Pulse	2700	4S	Polyspan covering w 2 coats PPG Base, 2 color PPG stripes 2 clear coats

## INTERMEDIATE IC

Prop: number of blades	Diameter	Pitch	Manufacture	Engine	Pipe or Muffler	Fuel Brand	% Nitro	Glow Plug	Extra Info
2	11"	4.5"	ThunderTiger	Magnum 36	Muffler	Sig	10	Merlin	Bodak Vector 40, Silkspan, polyspan, dope paint
2	12"	5"	Y&O	Supertiger 46	Muffler	Riches Brew	10		
				LA 46			5		Dixon kit
2				Dixon LA 46	Muffler	Sig	10	Sig R/C	
2	10.5"	6"	Brodak	Dixon FP 40		Sig	10	Sig R/C	Open Bay Foam Wing
2	11"	5"	APC	LA 46	Castle	Power Master	10	Fox	Polyspan covering w 2 coats PPG Base, 2 color PPG stripes 2 clear coats

## ADVANCED ELECTRIC

Name	Design	Designer	Wing Area	Weight	Line length in feet (eyelet to eyelet)	Line Diameter	Braided or solid
William De Mauro	Voltron	Bob Hunt/Owner	675 sq inch	64 oz	65 feet	0.018	
Jerry Hunt	Crossfire XLT	Bob Hunt		61 oz	66 feet	0.015	Braided
Bruce Jennings	Juno	Bill Werwage	565 sq inch	52 oz	62 feet	0.015	Braided
Mark McKinney	Fixed Wing P-47	Bill Werwage	680 sq inch	64 oz	68 feet	0.018	Braided
Ben Mills	Impact XS	Paul Walker	650 sq inch	60 oz	67 feet	0.015	Braided
James Mills	Triumph	Brickhaus	700 sq inch	70 oz	64 feet	0.018	
Traian D Morosanu	Revolutions	Traian D Morosanu	710 sq inch	58.6 oz	68 feet	0.015	Braided
Jordan Segal	Legacy 40	Allen Brickhaus		59 oz	62 feet	0.018	Braided
Thomas Smeltzer	Crossfire	Bob Hunt	660 sq inch	62 oz	64 feet	0.015	Braided

## ADVANCED IC

Name	Design	Designer	Wing Area	Weight	Line length in feet (eyelet to eyelet)	Line Diameter	Braided or solid
Vince Bodde	Ambrosini Sal 7	Bodde/McDonald	650 sq inch	62 oz	65 feet	0.018	Braided
Robert Brokins	Windy Lew (Airbender)	Lew Woolard		54 oz	61 feet	0.018	Braided
Don Cranfill	Maverick	Richard Oliver		72 oz	61 feet	0.018	Braided
Joseph Hildreth	Profile Cavalier	John Simpson	540 sq inch	43 oz	58 feet	0.015	
John Jordon	SV-23	Randy Smith		70 oz	64 feet	0.018	Braided
John Paris	SV-11	Randy Smith	630 sq inch	61 oz	64 feet	0.018	Braided
Michael Schmitt	Impact	Paul Walker		72 oz	65 feet	0.018	Braided
Ronnie Thompson	RT-1	Ronnie Thompson	700 sq inch	65 oz	66 feet	0.018	Braided

## ADVANCED ELECTRIC

Prop: number of blades	Diameter	Pitch	Manufacture	Motor	ESC	Timer	Battery Mfg	mAh	Cell	Extra Info
3	12"	5"	Igor Berger	Cobra 3520	Jeti	Fieretti	Thunder Power	2800	6S	Active Timer
2	13"	4.5"	APC	Cobra	Castle	KR	RSM	2800	5S	
2	12"	6"	APC	Cobra	Castle	Hubin	Thunder Power	2700	5S	Transparent Ultrakote, PPG Paint, I beam wing
3	12"	5"	Berger	Axi	Spin 66	Berger	Thunder Power	2800	6S	P-47 Fuse with Junar XL Wing
2	13"	4.5"	APC	Eflite 32	Talon 45	Hubin	Thunder Power	2700	5S	
3	12"	6"	Cox/Rssinger	Cobra 3520	Ice Lite 50	Hubin	Thunder Power	2800	6S	Morris Controls, Foam Wing, Brickhaus finish method, will be drawn and published in SN.
3	11"	5"	Igor Berger	4250	Jeti 66	Igor	Thunder Power	2800	6S	All Carbon Fiber
2	12"	6"	APC	Cobra 3515/14	Phoenix 50	Hubin FM9	Zippy Flight Max	3000	5S	
3	11"	5"	Cox/Rssinger	Cobra	Castle	Hubin	Thunder Power	3300	4S	Built by Bob Hunt

## ADVANCED IC

Prop: number of blades	Diameter	Pitch	Manufacture	Engine	Pipe or Muffler	Fuel Brand	% Nitro	Glow Plug	Extra Info
3	12"	4.2"	Bolly	PA 50	Pipe	Riches Brew	5%		
2	11"	5"	APC	Silver Fox LA 46	Muffler	Excalibur	10%	Thunderbolt	Brodak Dope and Silkspan
2	11"	4"	Bolly	RO Jett 67	Pipe	Home brew	15%	Merlin	
2	10"	6"	Rev Up	OS Max 35 S	Muffler	Sig	10%	Thunderbolt	Klasskote \$ Monokote Finish
3	13"	4.5"	Mesinic	PA 65	Pipe	Home brew	5%	Thunderbolt	Built from plans, Brodak Dope, Tom Morris Controls
2	12"	6"	Master Airscrew Wood	Stalker 51 RE	Pipe	Sig Champion	5%	Tower Hobbies	Foam Core short kit, Bodak Dope Windy landing gear, adjustable elevator horn.
3	12.5"	5"	Bolly	PA 65	Pipe	FoxCat	10%	Thunderbolt	
2	12"	5"	Rev Up	ST 51	Muffler	Sig	5%	Sig	Combination of SV-22 airfoil, Strega tail, Rest of it I just winged it.

## OPEN ELECTRIC

Name	Design	Designer	Wing Area	Weight	Line length in feet (eyelet to eyelet)	Line Diameter	Braided or solid
Chris Cox	Hellcat	Chris Cox	690 sq inch	62 oz	67' 6" Center to Center	0.015	Braids
Joe Daly	High Voltage	Joe Daly	650 sq inch	60 oz	64 feet	0.015	
Kestas Dvarvydis	SBACH-326	Kestas	693 sq inch	62 oz	68 feet	0.018	
Rick Huff	Saturn	Bob Hunt	670 sq inch	61 oz	65 feet	0.015	Braids
Matthew Neumann	Enterprise A	Matthew Neumann	730 sq inch	69 oz	66 feet	0.018	Braids
Scott Reynolds	Voltaire	Bill Reynolds	680 sq inch	66 oz	64 feet	0.018	Braids
Howard Rush	Impact	Paul Walker	700 sq inch	72 oz	68 feet	0.018	Braids
James Smith	Tracer	Wayne & Jim Smith	690 sq inch	74 oz	64 feet	0.018	Braids
Wayne Smith	E Tracer	Wayne Smith	690 sq inch	66 oz	62 feet		
Paul Walker	P-47-N-2	Paul Walker	675 sq inch	62 oz	66.5 center to center	0.016	Braids

## OPEN IC

Name	Design	Designer	Wing Area	Weight	Line length in feet (eyelet to eyelet)	Line Diameter	Braided or solid
Dan Banjock	Raven	Dan Banjock		66 oz	66 feet	0.018	
Derek Barry	Dreadnaught	Randy Smith	685 sq inch	70 oz	65 feet	0.018	Braided
Tom Dixon	Vantage	Tom Dixon	655 sq inch	66 oz	65 feet	0.018	Braided
Wes Eakin	Katana	Randy Smith	680 sq inch		64 feet	0.018	
David Fitzgerald	Thunder Gazer	David Fitzgerald	630 sq inch	65 oz	65 feet	0.018	
Allen Goff	Bear	Bob Geiske	675 sq inch	66 oz	66 feet	0.018	Braided
James Lee	Gee Bee Y	James Lee	670 sq inch	75 oz	66 feet	0.018	Braided
Gene Martine	SV 11	Randy Smith	680 sq inch	70 oz	64 feet	0.018	Braided
Bob McDonald	Apogee 7	Bob McDonald	710 sq inch	72 oz	66 feet	0.018	Braided
Mike McHenry	P-39	Keith Bryant/McHenry	670 sq inch	66 oz	66 feet	0.018	Braided
Frank McMillan	Stardust	Frank McMillan	710 sq inch	70 oz	62 feet	0.018	Braided
Steve Millet	Novar	Smith/Werwage	680 sq inch	66 oz	62 feet	0.018	
Steve Moon	Furias 965	Steve & Doug Moon	700 sq inch	68 oz	65 feet	0.018	Braided
Robert Storick	XL	Rober Storick	700 sq inch	57 oz	64 feet	0.015	
Eric Taylor	SV-23	Randy Smith	680 sq inch	64 oz	64 feet 4 inches	0.018	Braids
Dennis Vanderkuur	Impact	Paul Walker		61 oz	65 feet	0.018	Braids

## OPEN ELECTRIC

Prop: number of blades	Diameter	Pitch	Manufacture	Motor	ESC	Timer	Battery Mfg	mAh	Cell	Extra Info
3	12"	4.5"	Igor Berger	Plett 15-22	Jetti Spin 66	Berger Timer	Thunderpower	2800	6S	Molded Fuselage motor/wing/stab are inline
3	12"	5"	Igor Berger	Plett 15-22	Jetti Spin 66	Foretti	Thunderpower	2800	6S	
3	12"	5"	Igor Berger	Axis 2826-3B	Spin 66	Berger Timer	Thunderpower	2800	6S	Semi Scale
3	12"	5"	Igor Berger	Cobra 3515	Jetti Spin 66	Berger Timer	Arrowind	2200	6S	Titanium Landing gear, Carbon Fiber Torque Tubes on flaps
3	12"	5"	Igor Berger	Eflite 32	Phoenix Lite 75	Hubin FM9	Thunderpower	2800	6S	Dope Finish, Lost foam wing, carbon torque tubes in flaps
2	12"	6"	APC	EMP	Phoenix Edge	Hubin FM9	HMR	2600	5S	
3	11'	5"	Igor Berger	Plett 2016	Jetti	Igor Tut	Thunderpower	2800	6S	Igor Nonlinear Flaps, Home made Landing gear, spinner
3	12"	5.5"	Burger	Plett 2016	Schulz	Hubin	Venom	3600	5S	
3	11"	5"		Plett 2016	Schultz	Hubin	RC Juice	3000	5S	
3	12"	4.5"	Mezjlic	Plett 1522	Jetti Spin 66	Igor Active	Thunderpower	2800	6S	Modified P-47-N-1 :)

## OPEN IC

Prop: number of blades	Diameter	Pitch	Manufacture	Engine	Pipe or Muffler	Fuel Brand	% Nitro	Glow Plug	Extra Info
3	13"	4.5"	Mezlic	PA 75	Mjuffler	Powermaster	10	Thunderbolt	Semi Scale stunter of full size Raven
3	13"	4.5"	Mejlick	PA 65	Pipe	Sig	10	Thunderbolt	
2	13"	6"	Brodak	Stalker 66	Muffler	Home mixed	0%	Sig R/C	Time Machine 60 foam wing, longer moments and different look
3	12"	4.75"	Drone	PA 61	Pipe	Sig	7.5	Merlin	
3	13"	4.2"	Eather	PA 75	Pipe	Power Master	15	Thunderbolt	2008 World Champ and 2018 NATS winner
3	13.5"	4.5"	Bolly	PA 75R	Muffler	Sig	5	Thunder tiger	
2	12.75"	4.5"		Evo 60	Muffler	Sig	10		
3	14"	4.6"		PA 75	Pipe	Sig	10	Thunderbolt	Sig Dope, built 2012 Ball joint controls
3	14"	4.2"	McDonald	PA 75	Pipe	Riches Bres	10	Merlin	
3	13"	4.5"	Mezlic	PA 65	Muffler	Sig	5	Thunderbolt	Morris Controls, Wicks Randol[h Dope Finish
3	12.5"	4.8"	Bolly	PA 75	Pipe	Homebrew	12.5	Merlin #4	Foam wing/stab auto base-coat clear coat
	12.75"	4.25"	Bolly	PA 75	Pipe	Powermaster	10	Glow Devel	Brodak Dope finish
2	14.25"	7-5"	Vox	DR 76	Muffler	Sig	0	Merlin	Side mounted motor/ Carbon fiber canopy/wing tips
2	13"	6"	Rev Up	ST 60	Muffler	Sig	10	Thunderbolt	
3	12.5"	4.5"		PA 65	Pipe	Sig	7.5	Merlin Hot	
3	13"	4.3"	Bolly	PA 65	Pipe	Byron	5	Thunderbolt	



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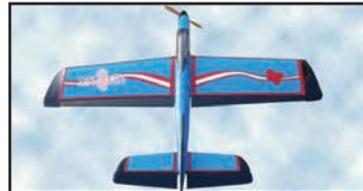
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