

2018, Issue 4

STUNT

PRECISION AEROBATICS MODEL PILOTS' ASSOCIATION

News



**Brodak Fly In
Meet 'N Meat
Practice
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 or 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. 19th – Wed. 20th)

Classic @ \$20.00 _____ (Thu. 21st – Fri. 22nd)

OTS Ringmaster @ \$20.00 _____ (Fri. 22nd – Sat. 23rd)

IGN OTS @ \$20.00 _____ (Sat. 23rd)

Super 70s @ \$20.00 _____ (Sat. 23rd)

- 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)

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

CENTRAL AZ CONTROL LINE CLUB WEB SITE: www.azucontrol.org/

TABLE OF Contents

- 4 President/Vice President's Reports
- 7 Trustee's Contact Listings
- 8 Brodak Fly-In
- 12 LE Construction
- 14 Meet 'N Meat
- 16 Practice
- 21 District Reports
- 33 Membership Form

PRESIDENT/VICE PRESIDENT'S *Reports*

PAMPA now has a new Secretary. Mike Strand has had to reluctantly step down from his position as Secretary because of his business taking off and the need to care for his wife. Dave Tribble and I wish Mike well in his endeavors to come. He has served PAMPA well over these past few years and I thank him for his service.

In his place, James Zolbe has stepped forward and volunteered to take over the position of Secretary. He is from Lincoln, Nebraska, has a BS in Economics and is semi-retired. He has good qualifications and will be a welcome addition to the EC. So, we would like to give a big round of applause and thank you to Jim for stepping up and taking over this valuable position.

To top it off, Jim would also like to take over the PAMPA products part of things. He is closer to Mike than Elliot Scott. Elliott is in California which has made it difficult and expensive to ship the products from Michigan to California. However, both Mike and Jim have the possibility of meeting somewhere halfway to get the products from Mike to Jim. So this is also a big plus.

PAMPA products in the recent past has, well, floundered due to one issue or another. We are happy to report that Jim has some exciting ideas and experience about how to market the products to make it easier for members or anyone for that matter to buy. This could be a big boost in revenue for PAMPA, which could potentially lower dues. We are going to

We are happy to report that Jim has some exciting ideas and experience about how to market the products to make it easier for members, or anyone for that matter, to buy.

ask that Jim, Elliott and Chris work together to get a good presentable storefront for the products on the website. This may take a little bit of time, but it looks very promising for the future of PAMPA products.

By the time you will be reading this you, the membership, should have gotten the ballots for the new proposed By-Laws Changes in your email box. I know this probably would come to a bit of a surprise to some members because they may have been expecting it in the physical mailbox outside their residence. This was done since 99% of the members have email and it, obviously, is a lot cheaper not to have to print and then spend .50 cents per member to mail out the votes. It is also a lot easier on the staff to not have to manually do all that.

We are hoping to do similar things in the future when it comes to ballots for office and renewals for membership. This is one of the things that we are striving for; to bring PAMPA into the 21st century when it comes to things like this. Not to mention the cost saving benefits that go along with this.

Oh, and if you do not have an email address don't worry; we will be sending you any ballots and forms the good old fashioned way. We have not forgotten our roots and realize that some members prefer the good old way. And there is nothing wrong with that.

As for what lies ahead? One of the things that again has gotten pushed aside over the years is the Hall of Fame nominations and inductions. Again, we don't know why the Hall of Fame nominations have gotten dropped over the years, but we and many of the other EC members would like to resurrect the Hall of Fame.

So, in the coming months the EC will be working on doing so. There have been many worth while candidates that, because this has gotten pushed aside, have not gotten their due recognition. We would like to fix that.

Continued on next page

Continued from page 4

With that said, we still have one more position to fill. That of Historian. Wynn Paul, after many years of service, has also decided to try and pass the torch to someone else. This person does not really need to be a true "historian." Just someone who would like to learn more of the history of stunt and write about. Are you this person?

Matthew Neumann/Dave Tribble
President/Vice President



2018 | Issue 4

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:

Appearance judging at Brodak 2018

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CONTRIBUTERS WANTED

PAMPA needs contributors like you! If you are willing to write an article on a stunt event, building technique or anything you think the PAMPA membership would benefit from please contact Chris Rud at 815-557-5375 or me@chrisrud.com.

TRUSTEES LISTINGS

and Contacts

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FEATURE ARTICLE

BRODAK *Fly In*



By Mark Weiss
Photos by Mark Weiss and Will Davis

Background

When you get to the correct little intersection just outside of Carmichaels, PA, going straight ahead takes you past the Brodak Hobby Shop, past the very soon to open Brodak Museum, and into the little town itself. If you make a left turn, you will see an actual working Drive-In movie theatre! And if you turn right, just follow the fuselage profile mock up sitting about 5 feet up on a post, that is Park Avenue, small town PA style. Go a block, stop for the Stop sign, and then continue as the road becomes Locust Street and makes a sharp bend to the right.

And then about 100 feet ahead and on the left is the home of Buzz and John Brodak. This lovely home was actually not on their property where it sits today. They wanted it moved to its current location. John told me the moving company used 50 Brodak .40 engines to get the job done. Who am I to question his memory?

Directly across the street from their home is ample grass-covered parking for a bunch of RV's, tents, and everything in between. Now you will see a large banner welcoming everyone to the Brodak Fly-In and there, you turn left for parking and the areas to set up shelters and tents. And this is their backyard, highlighted with six CL circles; four on the lower tier and two on the hilltop. And in their house, open 24/7, is John's fully-equipped shop ready to tackle about any repair or whatever.

The setting, the closeness, the jockeying of positions for each competitor's tent, is all part of the experience. It is a homecoming as much as a contest. If you are seeking a pure contest, mechanical in nature, the Brodak Fly-In may not suit you. But, why not try it once? After all, the hot dogs are only .50 cents; same for slices of pizza, coffee is .25 cents, and donuts only .50 cents. Heck, even if you do not fly, you can eat real cheap! And if you do not like the food, John has the most modern and comfortable Port-a-potties anywhere!

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PHOTOS:

(Left) Brodak Cup Trophy winner, Chris Rud, with daughter Emma. Chris and his daughter flew in a Cessna Skyhawk to attend the final day at Brodak.

Continued from page 9

The actual results of all the many events flown during the six days at Brodak were published in Stunt News several months ago. This year's dates were June 10 – June 16, 2018.

Some Special People

This is the year of the FAI World Championships in France. We were very proud to have in attendance 2018 USA Stunt Team members Chris Rud, Joe Gilbert and Samantha Hines! Chris and his precious little daughter flew in the prior night in Chris's private plane. How's that for great participation!

Shortly before the Brodak event, I received a forwarded email about a family living in Carmichaels whose son had a great interest in learning to fly

The actual results of all the many events flown during the six days at Brodak were published in Stunt News several months ago. This year's dates were June 10 – June 16, 2018.

control line. Others got involved and you will see a photo of this young man with Will Davis and others. He flew and the family was so appreciative.

And we had a level of sportsmanship that will be hard to surpass. Rising young star Sam Londke presented one of his own airplanes to this young man from Carmichaels. He did this in front of the crowd at the Awards Ceremony on Saturday afternoon. I did not see many dry eyes while this was taking place.

Memorial Service

Situated behind the long row of tents is an area dedicated to CL modelers who have passed and who had been associated with this wonderful event. Their names are etched on stones. An American Flag is centered on the area. And Jim Duckworth has led this

annual service, each year at 5:00pm, on Thursdays. And every able-bodied attendee makes their way over to remember those who have been taken from us in the past 12 months. Thank you, Jim.

Special Awards

In addition to all the awards for many, many stunt events, part of the tradition here is the awarding of special recognition that might not be evident inside the circle....

Most Arduous Journey:

Masahiro Matsui (Japan)

Club Participation Award:

Metroliner CL Society (Carolina)

Pilots Choice Award:

Joe Adamusko (Viper), Rick Huff (Saturn), Dan Banjock (Raven)

Spirit of '52:

Doug Benedetti

Rusty Brown Award:

Jim Vigani

Brodak Cup Trophy (1st Place CLPA Expert):

Chris Rud

Spirit of the Sport Award:

Price Reese

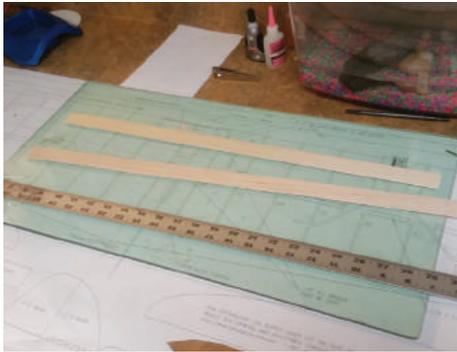
Finally

You can listen to others who have attended the Fly-In. You can read articles and look at photos of those who have been here. Or you can decide for yourself why this destination is on so many bucket lists. Join in next year. Check the Brodak website for exact dates. It is almost always the second full week of June. Bring a \$20 and you can eat all week!!

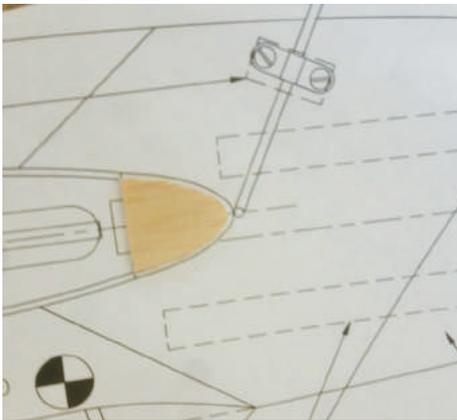


LE CONSTRUCTION: Here's how I build a ringmaster leading edge. It's light, strong and always comes out straight. Better than better on store bought pre-shaped LE.

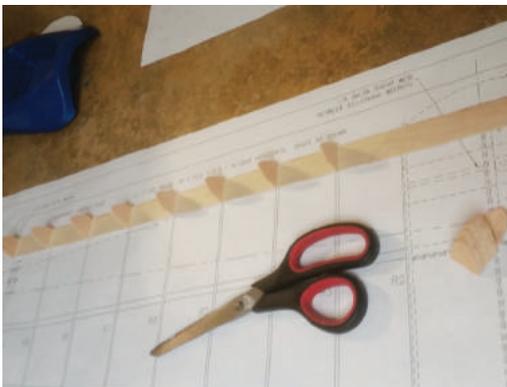
- 1 Start with 7/8" strips of 1/16" for the base. Splice two together to give the 42-inch length the wing needs:



- 2 Cut out 20 riblets and stack sand them even.



- 3 Line up the strip so it's on the back edge of the LE on the plan. Then you can quickly set the riblets using the plan ribs as a guide. This is actually a fast process. Cutting the little riblets is the longest part, and that's not bad at all.

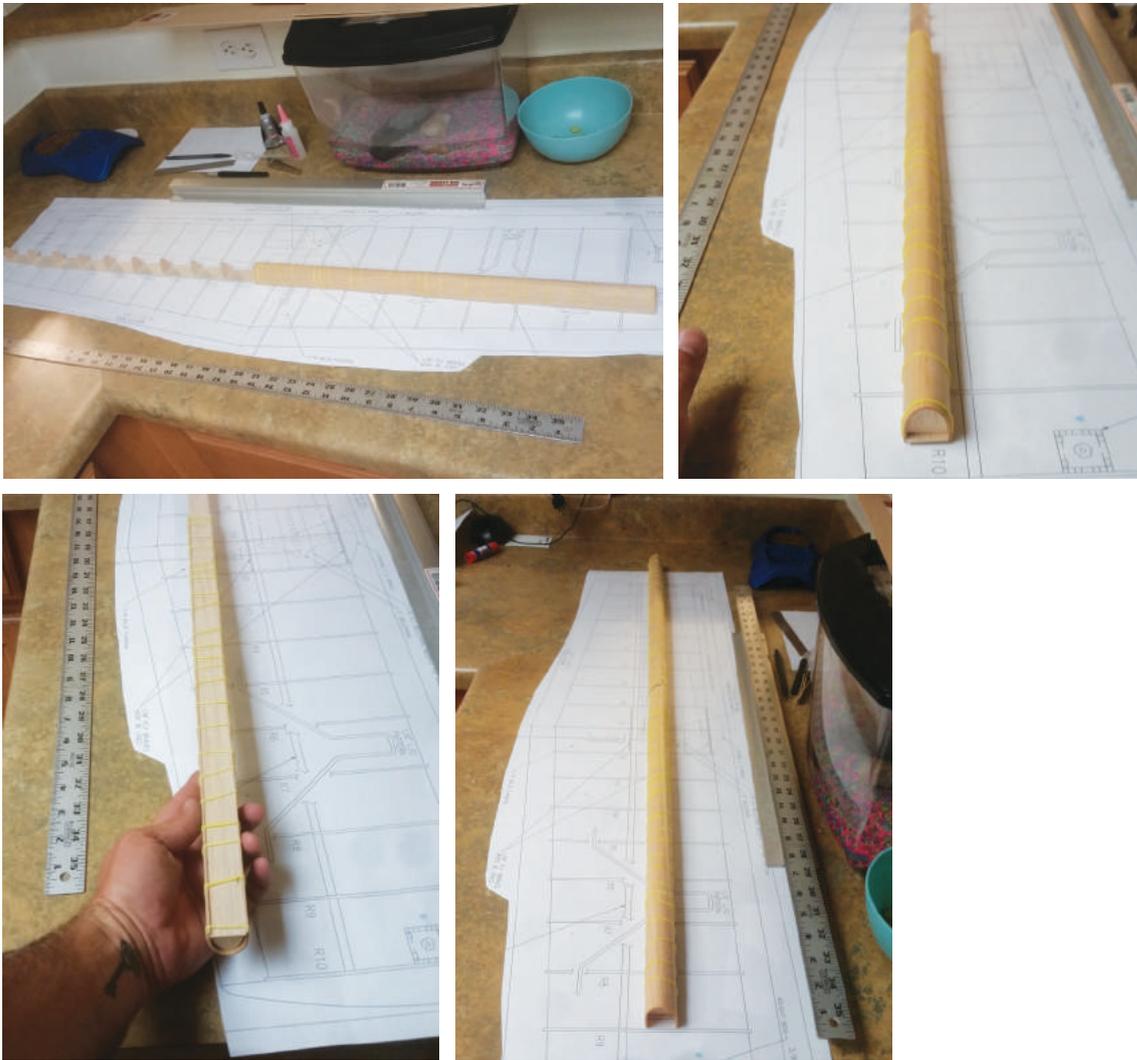


Continued on next page

Continued from page 12

4

I have cut a 1/16 sheet to 2-1/2 inch wide. I wet one side of the sheet with a quick spritz, and soak down the other side pretty good. Let that sit for a while and then start to work it into a U shape by hand and mist the wet side again. Set it on the mold you made earlier. I use a bunch of rubber bands to start. Ace bandage is better, but I think it's safer after the rubber bands. I like to use ace bandage for the actual adhesion of the LE sheet to the riblet mold. The bands get the shape started slowly.



I'll let this sit overnight. Then we will get back to it in the next issue!

MEET 'N *Meat*

The twentieth Meet 'n' Meat brought not only some of the best fliers to the meet, but some of the best meat to the fliers. The weather at the Woodland Davis Aeromodeler's field was some of California's best. Temperatures did break the 90 degree mark, yet with low humidity and plenty of shade, it was nothing worth complaining about.

Saturday morning CD "Uncle Jimby" Jim Aron began the event with Classic and Old Time stunt. Old Time was rather uneventful except many fliers enjoyed listening to my McCoy Redhead powered Ringmaster. Bob Duncan took a sizable victory with his Jamison Special and with some technical difficulties, Jerry Arana came in third.

Classic, on the other hand, was anything but uneventful. Ted Fancher flew his Ruffy to an early lead scoring a 543.5 on the first flight. Of the ten pilot field, this score held until Jim Aron's Feno took the lead. Fancher's second flight bested Aron with a 562 for the victory. Lanny Shorts flew his electric powered Gypsy to third.

Lanny Shorts was the newest member of expert. At 82 years he demonstrates that practice makes progress at any age. At awards, Lanny welcomed Bob Duncan to the 80+ club by presenting him with a specially designed Pampa hat.

Then it was time for the meat of the meet. No planes earned perfect scores for appearance, but the grill sure did as it sizzled with the fat of various beast and fowl. Sunday's barbecue was blessed with a giant pot of Larry Fernandez's 20 point chili.

On Sunday a group of six intermediates fought a closely contested battle on circle two, but in the end home field advantage gave Doug Barton an edge over the rest of the field as he captured first by an eight point margin.

The advanced class boasted twelve pilots from Los Angeles up to Washington. A sibling rivalry heated up as Mike Massey took an early lead but little brother Brian zoomed ahead four flights later. A one-two Massey sweep dissolved away as Dennis Nunez from Stockton rocketed past with a 517.5. Carter Fickes, flying his gorgeous USA-1 maneuvered his way into second.

Two years ago Dennis returned to the hobby. Last year he won intermediate at the Golden State, and now leads the local advanced field. Although this was to many advanced pilot's chagrin, I think we are excited to see just how far Dennis will go in this hobby. In round two, Denis slammed the door on any challengers with a 534.5 making it a battle for second place. Jeremy Schultz flew a 496.5 to capture second from Fickes.

At the end of lunch the "Greatest event of the year" was held. That is according to Brett Buck. Using the concrete flight circle as the shot putters mound hurlers lined up to see who could throw...correction—hurl a Fox .15 the furthest.

Proper technique came quickly to rookie hurler Dennis Nunez who surpassed both defending champion David Fitzgerald and Zack Schultz with a 164 foot throw and roll. Not even Fitzgerald's enigmatic geezer points could make up the 13 foot deficit. In expert David Fitzgerald scored a one point lead over Howard Rush. Brett Buck flew a disappointing 571.5 placing him in fifth behind Kestas Dvarvydis and Ted Fancher who managed a 580.5 flying his little classic Ruffy.

Scott Dinger's second round flight looked good until he decided that three squares were better than two. No scores changed until the end of the round when Buck and Fitzgerald took their second flights. When scores came out, Buck earned a 598.5 for second while Rush held off Dvarvydis and Fancher for third. Fitzgerald scored 601.5 for the victory.

As everyone knows, great events take great teams of volunteers. Thanks to Doug Barton, Pete Cuhna, and assistant CD Brian Moore for field preparation. Jim Aron and tabulator Christiana Tran for keeping things moving smoothly. All the judges including the three Nat's champions Fitzgerald, Buck, and Fancher, who also helped with guidance on maneuvers and airplane set-up. With as demanding as precision aerobatics is, it's vital to have so many people helping make this hobby possible.



Photos (Left to right):

Fred Staley's Shark 45 may have been the oldest plane in the contest; Lanny Shorts e-flight powered Gypsy; With cane in hand, Jerry Arana is a class act; Lanny Shorts studies how Kestas Dvarvydis holds his battery.

PRACTICE

*IN EVERY SPORT THERE IS PRACTICE,
STUNT IS NO DIFFERENT*

By Chris Rud

Since returning to stunt in 2015 I have been on a quest to figure out the best way for me to improve. I have had some great help along the way so I thought it would be a good idea to pass along what I have learned.

I have been watching a lot of baseball this season and I have noticed that stunt and baseball have a lot in common. Both have a lot to do with consistency, averages and peaking at the right time. If you followed the Cubs this year they went from being one of the hottest teams in baseball to a team that couldn't hit. They peaked too early and didn't win the division after being up at least 5 games in September.

My entire practice regiment is built around peaking for the big day whether that's top 5 day or the top 15 at the worlds. As I told Joe Gilbert at the World Championship, "This is a Marathon" and you have to plan to peak at the right time. I'm asking myself how do I make sure the plane is at its best for the conditions and I'm flying strong enough based on what the judges are looking at. It takes a lot of focus and good feedback from coaches you trust.

I build my season around three main initiatives.

1. Trimming
2. Coaching
3. Innovation

I normally build at least one plane per year and sometimes two. Currently I'm building two. A matter of fact I'm always building a plane but it seems that I average about two a season. If you base it off of calendar year then Jan-Mar I'm typically in the finishing

process. I try to complete the plane(s) by the time it gets up to about 50 degrees. I don't fly the new plane until I have flown 30-40 flights on last year's plane. I find this helps get me a good base for where I ended last year. Sometimes I want to change everything and I resist that urge. Often it isn't the plane that's wrong it's me being really rusty. After 10-15 flights I then allow myself to make changes. I find that starting with last year's plane gets me semi turned up and gets me ready to start trimming the new plane. If you aren't flying pretty good you might try to trim out something that isn't the plane's fault it's yours. When it's this early in the season I really try and ask myself is this a plane problem or me? Sometimes it is the plane and you compromised in your flying all last season. Just slow down and keep asking yourself was I settling last year or is this a pilot error.

After I feel good pretty good as a pilot I start trimming the new plane. I won't go into how I trim as Paul Walker wrote a great set of articles a few issues back but I will say that it's almost pointless to practice until you are happy with the trim. Practicing with an out of trim airplane only hurts you in the long run. A great example of that was in 2017 I wasn't happy with the Peregrine XL. It didn't turn the same insides at outsides. I had made enormous fake fix on the handle. I had so much bias in the handle that Jose Modesto walked passed it in the pits at the NATs and gave me this look of pure confusion... or maybe pity. You will have to ask him.

The bottom line is I was trying to make do with a terrible trim problem. It got so bad that after appearance I went and practiced with David Fitzgerald. We had a maybe a 10-13 mph wind and the plane just wouldn't turn inside when it wound up. It was so bad that I thought I was going to hit the ground. David decided that we were going to take a good hard look at the airplane back

Continued on next page

Continued from page 16

at the hotel. After an hour or so of many competent people (Paul Walker, Chris Cox, Bob McDonald and David Fitzgerald) looking at the control system Paul Walker noticed that stab didn't look lined up. Sure enough it was a 1/16 of an inch low at the aft end of the stab.

That's a lot of incidence. Since it was a take apart we were able to shim it to make it straight. The next day was spent fixing the the handle to make it right again and almost all the handle bias was removed. The plane flew great and I was able to make the top 5, win the Team Trials and get 7th at the World Championships in France. I almost stopped flying the airplane because of the problem, but once resolved it became world-class airplane. To some it up don't start practicing until the plane is at say 85-95% trimmed.

Once I feel that the plane is in pretty decent trim I invite my coach Fred Krueger out to start watching. Fred is a huge support and meets me out 2-3 times a week to watch me fly. He brings his video camera and notepad. The video camera is used just so that I can see what he is seeing. The camera isn't all that good for anything more than interactions and consistency of shape. Now there is a big difference on camera between consistency of shape and shape. The angle of the camera clearly distorts the shape.

Let's talk about practice progression. At the start of the season I focus on intersections and shapes. The foundation to the stunt pattern is shapes and intersection. Size follows this closely but often I hear that people start with bottom and corners. Those are the icing on the cake. If you have an issue with shapes and intersection as a maneuver progresses it will only compound the initial issue. Lets take the clover for example. So common is it to start the clover at the right height and come out of the first loop to low. What happens next is you either have a very small bottom left loop or a noticeable climb in the intersection. Then what comes next is a choice. Which intersection do you hit next. Both will look wrong. You get the point. It makes it really difficult to correct mistakes if you start with the wrong shape and/or intersection.

Fred and I spend maybe a 100 flights just talking after each flight and working on 1 thing for per maneuver and usually just 5 of the maneuvers. More than that and I have a hard time remembering what to work on. I'm interested to see how this will change as I switch to electric. I'm assuming that we will just fly those 5 maneuvers and we will just have a walkie talkie to hear his feedback. The junior Chinese pilot and his dad had a similar setup at the Worlds Championships this past summer. Seemed to work as he qualified for the top 15.

As Fred coaches he doesn't comment on bottom bobbles or high or low bottoms. They are obvious and don't help my mental state. When we first started he made a few comments on them but we quickly realized it doesn't help. One thing that is a little harder for the pilot to tell is bottom slants. If the plane dives a foot or even a foot and a half its hard for the pilot to see that. If Fred sees a consistent climb or dive during say the inside square he asks me if I see it. If I don't he points it out. Some times I can see the slant and other times I can't.

Now after a few hundred flights and I feel like there isn't much consistent problems with shapes, intersection or size he starts to write down the bottom or corner mistakes he sees. Here is the important part, he doesn't mention the issues on bottoms until he's seen the mistake a lot. Like three times in a session. That means either I'm not seeing the issue or we need to look a few turns or so before to find the issue. This is important to note.

Most of the time the issue on a corner isn't in the corner its showing. Most of the time its the corner before or even two corners before. Best example is in the square eight. If you are over rotating the bottom left corner it could be that you are under turning the top corner proceeding the bottom corner. This causes the plane to turn harder then it needs to which can causes a higher chance of missing the corner. Since Fred has coached me for a few years he knows what to look for my consistent mistakes.

Continued on next page

I ALMOST STOPPED FLYING THE AIRPLANE BECAUSE OF THE PROBLEM BUT ONCE RESOLVED, IT BECAME A WORLD-CLASS AIRPLANE.

NOW FRED CAN'T TRAVEL WITH ME TO EVERY BIG CONTEST. IN FACT, HE HAS NEVER MADE IT TO COACH ME AT A BIG CONTEST. HE'S THE SILENT HERO IN MY STUNT PROGRAM.

Continued from page 17

To go back to my baseball analogy, Fred is looking for consistent issues. We are changing two things for our coaching program this year. I got a great practice chart from Kaz at the WC and what we are doing is charting all the mistakes for a given week and then important them to a spreadsheet. That way I can see mistakes I consistently make can continually be charted and my focus can stay on them. The most important thing is that when you are in the finals you know what to focus during those flights. I find that if I'm not focusing on something per maneuver my mind wanders and I make non common mistakes.

The second new thing is a program developed by Alberto Solera which takes your video footage and traces the flight path of the airplane.

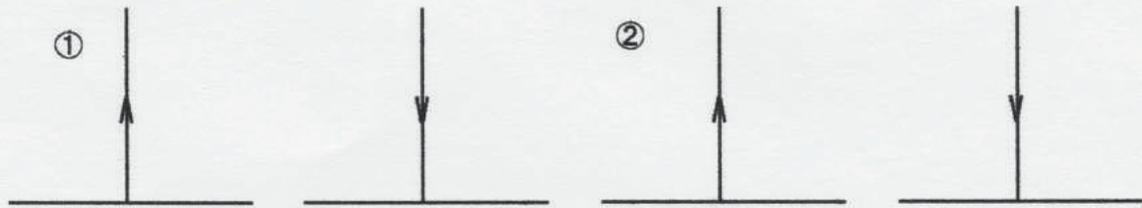
<https://videof2b.blogspot.com/2018/07/presentation.html>

This is a great tool which essentially saves time. What I used to do was take the video footage Fred shoots and put cellophane on my computer screen and trace the maneuver with a marker to see if the plane is flying over its previous flight path. This was a painstaking process and one I only did once maybe twice a month. Now I can do 5 flights in about 30 minutes. I again will document the errors for review later and to ask Fred to look for them as I practice. You can download this program for free and use on a PC. Great job Alberto!

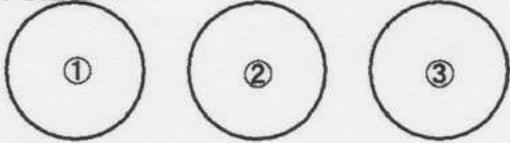
Now Fred can't travel with me to every big contest. In fact he has never made it to coach me at a big contest. He's the silent hero in my stunt program. So what do you do when you have an entire week or two when you don't have your local coach? You find one. My first priority is always to find a coach. Now realize that is ONE coach maybe two but never more. I learned this the hard way. What happens with lots of different feedback about all the one off issues instead of the consistent errors. It will drive you mad. So pick one that has the time and the desire to help. Often it isn't another competitor. Other pilots are too busy though they would love to help. This isn't always the rule but it helps. At the World Championships Keith Trostle was my coach with help from Kaz toward the end. They worked together and gave me feedback that they discussed together. I remember the first time I asked Bill Werwege to coach me he asked to watch 3 flights before he would comment.

Now the last part of this article is about innovation. I save nearly all of my experiments until after the NATs. There is enough work to be done to get into top shape before then. I start preparing for the next season as soon as the big contest are over. This last year I experimented with electrics and inline planes as I built a test plane to learn with. I have cut into that airplane at least 7 times and made adjustments control adjustments. That was the second airplane I built this last year in preparation for the 2019 season. My point is not to go and make a whole bunch of innovation prior to a big contest and if you do make sure you have done some previous test prior to the start of the season.

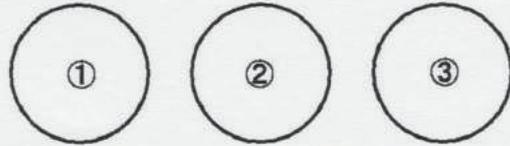




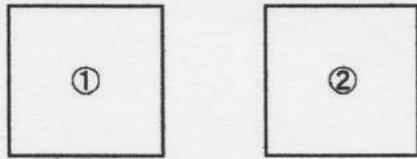
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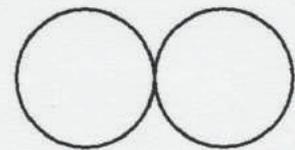
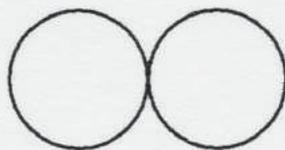
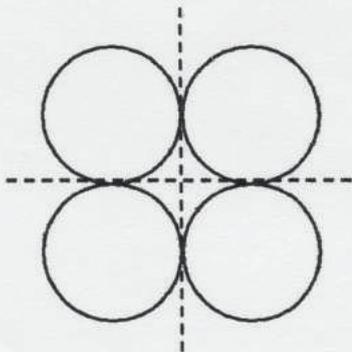
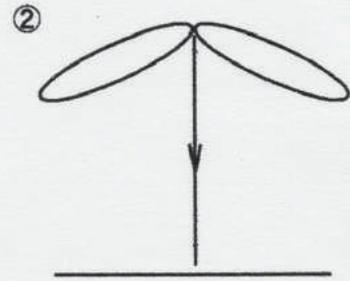
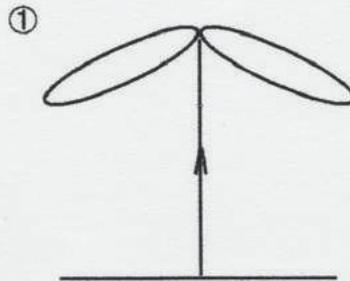
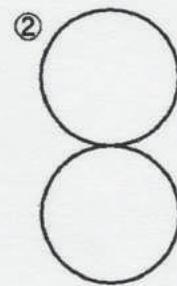
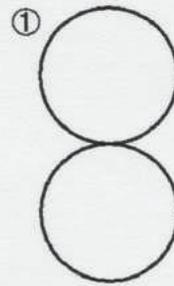
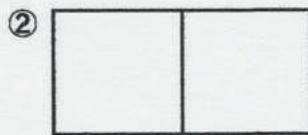
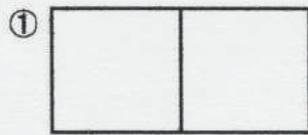
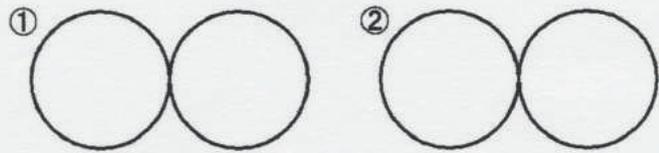
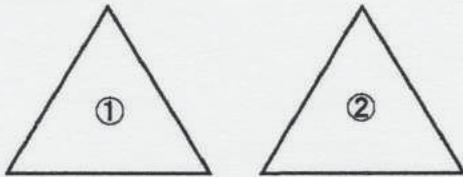
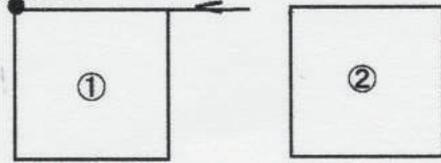
OUT SIDE



IN SIDE



OUT SIDE



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DISTRICT

Reports

DISTRICT *Reports*

District 2

For this issue's report, I am going to do a wrap up on the stunt contest season as just about all contests in District 2 are in the books. For a couple of us the season started off with the NATS in early July. The first stunt contest of the season in District 2 was the Garden State Circle Burners (GSCB) contest for the Red Reinhardt Cup in Lincoln Park, NJ in mid-July just after the NATS.

The next one was in early August held by the Middlesex Models which turned out having to be at Lincoln Park due to The President's travel plans (Long story). After that, the New York Control Line Stunt Team held our annual Gene Schaefer Memorial Cup Contest on Sept 1st and then the GSCB's held their annual John D'Ottavio Cup Classic/ OTS Contest. This pretty much closes out the contest season here in District 2!

This year only two District 4 members made the haul out to Muncie for the NATS. William DeMauro and three Dalys. I can say for myself, this year was a total success. I was able to achieve all of the goals I set for myself after last years disappointment. I took a brand new plane with a few flights on it and was able to make the top 20! I finished 9th and took Rookie of the Year honors. William also did very well finishing 2nd in Advanced. My sons, Joseph and Steven, also did well and finished 2nd in SR and JR. All in all, it was a great trip and we had a lot of fun. It is a great place to fly and you get to see friends! For anyone who has not attended a NATS; you are missing a lot. So I suggest you attend in 2019!

Well, after getting back from the NATS the following

weekend, the GSCB held their Annual Red Reinhardt Cup Contest. They had 14 stunt fliers competing for a chance to put their name on the cup. Saramarie Huff won beginner. Tom Huff took down the win in Intermediate, with Rich Martinez coming in 2nd and Ron Tesla in 3rd. Advanced was Tom Schaefer edging out Jim Vigani for first and those two would battle it all summer long! (I think Tom has the edge). And coming in 3rd was Rich Peabody.

When the dust settled in Expert, Mike Cooper came in 3rd, Mike Ostella in 2nd, and myself taking first. On to the fly off, where the one who improved the most (or decreased the least!) by percentage for Intermediate, Advanced, and Expert would win the Cup. The fly off was flown in some really bumping air and after all three had flown, I went down the least (-.5 of a point) and won the cup! The cup itself is really nice and there are some big-time stunt names on it. It is an honor to be able to put my name next to theirs.

The Middlesex Models annual stunt contest was held in Lincoln Park this year due to no flies issued by the FAA and AMA at their normal contest field. It had rained for a few days before, making the field a little wet. However, the sun did come out to dry the place out. The turn out was pretty good. There were 19 entries in Pampa classes and 7 in OTS. In Beginner, Steven Daly took down the win over Saramarie Huff. Intermediate saw Al Ferraro take 1st followed by Rich Martinez and Tom Huff. Another shoot out in Advanced leaving Tom Schaefer again taking down the win over his buddy Jim Vigani with Ed Berry coming in 3rd. Expert was a close one; I was able to edge out Dan Banjock for 1st by 2.5 points and Jose Modesto was a

Continued on page 24

Photos (left to right):

1. Joe Daly's High Voltage and Rookie of the Year award
2. Dave Fitzgerald invite Joseph Daly out to fly with him for the Walker Cup! Dave is a class act.
3. Red Reinhardt Cup it has some of the great names in stunt on it. Billy Simons, Billy Suarez, Windy Urinowski, and Jim Casale
4. Top 5 From Gene Schaefer Memorial Cup Fly off. Top Left to Right William DeMauro, Rick Huff, Jose Modesto. Bottom Right to Left Billy Suarez and Joe Daly.
5. Bob Hunt Flying Keith Ferguson's Judge first full patterns in 2 years! I am sure that brought back memories for Bob fly Gene Schaefer's Judge. For us watching it was priceless.
6. John D'Ottavio Cup Winner! Keith Ferguson and his Judge.



Continued from page 22

very close 3rd. In OTS, the master around here for this event, Dan Banjock, took the win with Tom Schaefer in 2nd and Jim Vigani in 3rd. Another excellent show put on by those guys in Middlesex!

The NYCLST held our annual Gene Schaefer Memorial Cup contest. The weather was good and the wind was stunt heaven. We had 16 entries, however there were no advanced fliers. In Beginner, Steven Daly took the win over Saramarie Huff. Intermediate was a close one. The winner was by .33 of a point. Joe Jawawski edged out Rich Martinez and Damian Sheehy came in 3rd. In Expert, we had 9 competing for the top 5 spots to earn them the right to fly for the Cup. After both qualifying rounds, the top 5 were Rick Huff, William Demauro, Billy Suarez, Jose Modesto and myself. That is how we all finished. I was able to win the Gene Schaefer Memorial Cup for 2 years in a row!

This past weekend, the GSCB held their annual John D'Ottavio Cup Classic/ OTS Contest. It was a good one. The story was Bob Hunt's return to stunt. He borrowed Keith Ferguson's beautiful Judge to compete in Expert and he was able to edge me out for 2nd place. However, Rick Huff was the class of the field and topped us all for his first win in Expert! Congrats Ric! Well deserved. In Advanced, the Tom Schaefer and Jim Vigani battle continued and this time Jim prevailed!

In intermediate, Ron Testa took the win with Steven Daly right behind him. (You guys, wait till he can do the whole pattern! Then we are all in trouble) The winner of the John D'Ottavio Cup was Keith Ferguson's beautiful Gene Schaefer designed Judge.

I am sad to say Summer is over and the contest season comes to an end! The good news is that building season starts! What are you building for next year's contest season? Don't forget to send me photos at Stunt38060@gmail.com. What a great contest season!!!



Checkout the cockpit detail on the Judge!
Beautiful plane for sure.

DISTRICT *Reports*

District 4

A report from John Lindberg out in West VA:

Well, I cleared off enough space to get my 12-year-old piece of cardboard out and use the center lines drawn on it to line up and glue the wing on the fuselage.

Mark Stockman had two brand new planes to fly for the first time. By the way, Mark used Duplicolor Wheel Gloss to get that shiny clearcoat. Apparently, it holds up well to fuel. Some of us like Cox 049 power.

I asked Stephen Fitton if he had any "builds" under way:

Hi Scott!

As a matter of fact, I am actually building something for the first time in almost two years!

It's a Bob Hunt Genesis, the first version published in 1974. I'm not too terribly far along, I got some cores from Hunt and have sheeted them and made up the landing gear blocks. Have the tail cut out and am working on the motor crutch assembly too. Power to be a John Tate tuned FP-35.

Steve



Photos (Left to right)

John launching my P-51 B;
John Lindberg's plane; Mark's
new o49s; Bub Reese's electric;
Denny's Ares; Jigging up tail;
Paul's Baby Flite-Streak



DISTRICT *Reports*

District 6

I am running short, (actually none), on input from the members of District 6 for this issue of Stunt News. So I am going to report on the February 2017 Ice-O-Lated contest in St. Louis, MO, the June 2017 Fun Fly/Stunt Clinic in Sellersburg, IN, and the June 2017 Muncie, IN, contest.

On February 26, 2017 the Lafayette Esquadrielle hosted their Ice-O-Lated contest at Buder Park near Valley Park, Missouri. Weather at this time of year in the St. Louis, MO. area can be in the low 20's to mid-70, and this year proved no different. Saturday, practice day, air temp was upper 50's to mid-60's, with a light southwest wind. It was really nice flying weather for February. Sunday, however was a different story. The weather had changed and greeted us with temps in the upper 20's to mid-30, by first flight time, with a stiff and gusty wind from the south. This is not exactly good for Buder Park, especially with a high bluff, elevated rail road and tall trees on the south side of the flying circles.

Five stunt pilots braved the elements to fly Profile, Advanced, and Expert. Starting engines proved to be the biggest problem with most using lighter fluid for priming and a nudge from electric starters. I was accused of using "funny" fuel as I had forgotten that I had doctored my fuel, as a joke to a friend the summer before, to make it smell like coconut during flight.

Most of the other pilots were standing downwind of my flight, I was first up, and got a pretty good whiff of coconut as I flew, thus the accusation of using funny fuel. Well, low and behold as one of the other pilots was fueling up right beside me in the pits, I detected ether, and immediately inquired who is using "funny" fuel? Then I said, "Oh, that's your secret, put everyone to sleep so we can't see and score your maneuvers". We laughed. I won't tell Fred. Oops, guess I just did...

Profile; Judges: Bob Arata and Mark Hughes

1. **John Garret**, Primary Force, OS .32, 575.5
2. **Fred Krueger**, Modified Tutor, Modified Evo, .36, 567

3. **Dan McEntee**, Sakitumi, OS .46, 553.5
4. **Larry Fruits**, Tutor II, ST 51, 460

Advanced; Judges: Mark Hughes and Dan McEntee

1. **Doc Holiday**, Ringmaster Imperial, OS .46, 437

Expert; Judges: Bob Arata and Mark Hughes

1. Dan McEntee, 588
2. John Garret, 579
3. Fred Krueger, 564.5
4. Larry Fruits, DNF

Contest Director: Fred Cronenwett

Tabulator: Randy Ross

Thanks to all the Lafayette Esquadrielle members for your work and hospitality.

Up Next, the Skyliners Fun Fly/Stunt Clinic held on June 3 & 4 2017 at Sellersburg, IN. This was more or less a Skyliners Club picnic in lieu of their normal contest due to declining contest attendance. Many of their club members attended with a few out of towners showing as well. The weather was almost stunt heaven with many types of planes being flown, from half-A combat to Kenny Stevens new SV-22, and everything in between.

Many flights were put up with the emphasis being placed on fun of which I think everyone had from the smiles I observed all day long. The only down side to the day was when Tin Lackey left early in the day not feeling well. When one of the club members called a little later in the day, we learned that Tim had been taken to the hospital after arriving home. Turns out that Tim had suffered a heart attack, apparently at the flying field, with none of us knowing. Glad to say that everything turned out okay and that Tim is still with us.

Wes Eakin and Kenny Stevens provided the critiquing for the Stunt Clinic portion of the Fun Fly of which several pilots took advantage. Much advice and tips were handed down by both of these fine gentlemen. Many thanks for their time and expertise in helping

Continued on next page



Photos (Left to right):
 Contest Director, Fred Cronenwett. Larry Fruits photo;
 Line up of entries. Top to bottom, Sakitumi, modified Tutor II, Primary Force, Ringmaster Imperial, Tutor II. Fruits photo;
 Fred Krueger with modified Tutor II, and John Garrett with his Primary Force. Fruits photo;
 Dan McEntee and his Sakitumi. Fruits photo.



Continued from page 26

others to improve. Thank you guys, it is much appreciated. I know it is difficult to coordinate and put on a Stunt Clinic, but it would sure be nice if more of them were around to take part in. Much more can be learned from just attending a contest. Clubs, please think about adding such an event to your schedule and offer to all.

In addition to all the flying and fun, the club put out a picnic lunch for everyone to enjoy. And enjoy we did. If you left hungry it was your own fault. Many dishes were served including some of the largest hot dogs I have ever seen, brought and prepared by Pat and Mike Starrett. Best part was no charge for lunch and they would not let anyone make a donation either. Thank you one and all for your generosity. This was a fun event enjoyed by all.

The Skyliners held a second Fun Fly on September 9 & 10; however I was unable to attend and sadly I received no information as to how it turned out. If it was anything like the one held in June, it was a success, and I am sure was enjoyed by everyone in attendance. Last, but not least, I attended the Muncie Controliners contest held on June 25, 2017 at the Westside Park in Muncie, IN.

The weather forecast was for temps to be in the upper 70's to mid-80, perhaps a little breezy. Well, breezy was an understatement. I noticed on my drive down to Muncie that Sunday morning, the trees bending from the wind. Not a good sign if you can actually see the trees moving around while driving.

Continued on next page

DISTRICT *Reports*

District 6 (Continued)

Continued from page 27

I arrived a few minutes later than planned, due to several detours around road construction, only to learn that the contest had just been canceled a few minutes earlier by contest director, Allen Goff. The winds that were bending the trees I noticed while driving, were light compared to the winds at the contest site. A disappointed for all that had come to fly, but I did not here any grumbling from anyone about not getting to fly. The winds were wicked and a good call by Allen.

Much work had been done to the flying surface in the previous weeks by club members, removing overgrown sod on the inner and outer edges of the circle. Large cracks in the 60 year plus pavement were filled and sealed to allow for safer, smoother takeoffs and landings. It was unfortunate that the contest was cancelled due to the winds, so the club members could see the fruits of their labor being used. Thank you to all who repaired the circle to like almost new condition. I am sure your efforts will be enjoyed by all that use the circle for years to come. Well done.

Allen had everyone hold their plane for a few group photos and then had the contestants assemble by the skill class that they had entered. We lined up as requested, then Allen said that since he had the placement awards already printed out, he wasn't going to throw them away, and went down the line, randomly handing them out. First and only time I have seen people receive awards from 1st through 3rd without one flight being flown by anyone. A big laugh was had by all.

I have no clue as to the order of finish, but all seemed to be happy with the placing they received. And no, I didn't receive one, as there were four pilots entered

in Expert and I was on the wrong end of the line. Bob "Sparky" Storick did receive the Concours award, as voted on by the pilots, for his beautiful Junar XL.

After the contest, a few photos, and a brief bragging session on how well we all flew, we retired to a local eatery for a grand breakfast. Great fun and fellowship was had all around.

Thank you Muncie Controliners for a great contest... LOL. Hopefully next year will yield better weather and we can actually fly.

Heads up: My term as Director for District 6 will expire at the end of December 2018. I am not going to run for the position for 2019. I am giving you all a heads up with this notice, as to my intentions, so please give some serious thought to filling this position. It is not difficult, and is very rewarding.

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

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

Build straight, light, and fly stunt;
Larry

DISTRICT *Reports*

District 8

It is now the middle of September, Summer is starting to come to an end and a cold front provided some relief from the 90 plus degree weather. Flying and contest season has been in full swing. The NATS, and World Championships have come and gone and the second round of contests are getting started in District VIII.

This year at the Worlds, we had two members from District VIII representing the country in F2B, Richard Oliver and Joe Gilbert.

Both flew Kaz Minato's Blue Max design and flew very well. Joe remarked that if you can make the team and be able to represent the United States at a World Championships, it is worth doing at least once. At the NATS this year, District VIII was well represented.

Frank McMillian, Steve Millet and John Hill each earned top 20 births in open finishing 12th, 15th and 14th respectively. Don Cranfil flew at his first NATS and took victory in the advanced class. Don told me earlier this year he wanted to hit 3000 flights this year, and his practice was evident this year with his victory. Congrats Don and everyone else that was at the NATS this year!

At the local contest scene, The John Gunn Open Invitational contest in El Dorado and Charles Ash memorial contest in Dallas have come and gone at the time of this writing. I was able to attend the El Dorado contest in May and was lucky enough to take first in expert followed by Don Cranfil and Joe Gilbert. Advanced was won by Mike Troutman followed by Dan Berry and Jim Svitko.

Mike Makepeace won Intermediate with Courtney Tanner and Ty Marcucci rounding out the top 3 and James Holford winning as beginner. Three weeks later in Houston, James entered in profile thinking there was beginner profile. Unfortunately, there was only

one class of profile. Rather than back out of flying, James, with the help of a caller went and flew his first full pattern as an official flight. Here is Jamie's take on his experience through his first full pattern:

"Being in Houston for my first ever contest in Texas. I toted two planes with me to compete with. A "hand me down" Primary Force with a .46LA and a Brodak ARF Ringmaster with a .25LA as a backup. I was ready! Flying all day Friday before contest day Saturday, I

put up many flights trying to get myself in tune and adjusted to Houston heat and surprise gusts. I was ready but quite tired. But this is Houston and there's no crying in baseball.

"Saturday morning was flowing quite well; camaraderie everywhere, friends helping friends and tons of stories happening along the tall fence of

Scobee Field. OTS and Classic was flown showing many great flights from everyone and only one mishap in Classic.

"As the day was winding down, Profile was getting started. I walked to the board to see my spot only to see that it wasn't broke down in skill classes, but that it said 'OPEN PROFILE.' I asked Sheila Cranfill if the pilots were broken down in classes and she quickly responded, "It's Open. Everyone flies together." Being the Beginner I am, I got numb, so I said "Well, I guess I have an hour to go learn the full pattern!"

"Up to this point I've never flown the pattern in its entirety. I have always flown the Beginner AMA pattern and after the pattern flight was over I would throw in a 4-leaf clover or an outside square just to do it. I knew this was going to be interesting. I quickly took off in stride as fast as I could to grab my primary force and lines to the 2nd circle used for practice flights.

I jumped to the ground and did pushups as I felt unstoppable only to jump up and do a little dance from excitement.

Continued on next page

Continued from page 29

"My fellow club members and stunt coaches, John Blanchard and Steve Millet, were putting up flights. They asked me what was up since I was running like a fat kid to cake towards the circle. I expressed that Profile was Open and I didn't know the pattern so it's time to learn it quick! John asked me what size tank I had on my Primary Force. I told him 3.5oz. It broke my heart when he said that isn't enough for the pattern with the .46LA on it. I thought for sure I wouldn't be able to fly the Profile Event. I asked

"What about my Ringmaster? It also has a 3.5oz uniflow tank on it." He quickly said, "That will do it!" I took off back to my canopy, where my Ringmaster, was to get this learning curve going! I get back to the 2nd circle to run the lines and fuel up.

"Steve Millet sat in the center circle to call out maneuvers for me because I didn't know the pattern much less the order of them! John fired up the Ringmaster sporting the .25LA with 9x5APC Sport prop ran on Uniflow pressure. I take off and started flying the maneuvers while Steve called them out. I was all over the place trying the triangle, Square 8's, and Hourglass. Upon doing the 4-leaf clover, I come out of the 3rd loop entering the final loop just to pancaked the Ringmaster busting the prop! I ran to my box to notice I have no more 9x5 props!

"Now for sure I believed I was done! I asked Gregg Elley, who was also flying a Ringmaster the day before, if he had a spare he would sell to help my predicament. He took the prop that was on his ringmaster off and told me to go get 'em! I ran back to the board to see how long I had until I flew only to see that I went from 4th in flight order to 2nd. Leaving zero time for another flight as Rich Stubblefield was just about to complete his first Official for Profile. I ran back to the 2nd circle to retrieve my plane and lines and fuel up for this hopefully successful flight and not embarrass myself.

Steve M. ran to the center circle awaiting me. This was all happening so fast. No time to think. I wave to the judges, flipped that .25LA to life and ran to the handle. I give John the signal to release and proceed to take-off. I tried to go easy and gradual to level laps to approach the wingover. Up to this point I never tried the reverse wingover with this Ringmaster.

"It wasn't pretty, but I did it. Then, I hit the inside loops, inverted flight and it was on to the outside loops. Squares were funky, but outside squares

weren't bad. The triangles were anything but Triangle. Horizontal 8's weren't bad, which followed into the Squares 8's. Those were decent. Vertical 8's were mediocre.

Steve is pep-talking me through every approach to each maneuver letting me know when to start and what's next. The hourglass was bad and the overhead 8's could have been better. Now, it was time for the Clover! I reached the point of no return as I climbed up through the start of the maneuver. I eased into the 1st inside loop and came across for that dreadful outside loop. I went up to the 3rd loop and came across to the 4th loop, hoping to not repeat the pancake. I sailed through it and came up over the top with the biggest monkey jumping off my back as I pulled overhead and out of the wingover. Next, was waiting for the motor to kill and land so I could breathe again. The motor killed and I tried to grease the landing as best as my nerved-out, stressed, self could do only to bounce and have the Ringmaster spin to a stop.

"I sat for a quick second with my eyes closed as I felt a relief just flow through me after completing my first ever full pattern flight as my 1st Official in Profile! That second went quick as I heard the applause of everyone clapping and cheering me on. I didn't think they knew that was the first time I ever flew the pattern, but word got out quickly.

I jumped to the ground and did pushups as I felt unstoppable only to jump up and do a little dance from excitement! I waved to the judges and thanked them trying to calm myself down; as I was on cloud 9. I reached the pits to set the plane down in its spot. I received hugs and handshakes and many congratulations from everyone. I hugged Steve and thanked him because he sat on the hot asphalt in the scorching Houston heat to coach me thru each maneuver. Without him and John B. I wouldn't have been able to pull it off!

"I settled down and walked to the board to see I scored a 402.5 for my flight and had sole possession of 2nd place. It didn't last long for me, as everyone put up great flights. On my second-round flight, my engine cut in the vertical portion of the third loop of the clover. I pulled up on the handle and the Ringmaster flipped over. I coasted it in to land. In the end, I finished last with the 402.5, but I didn't care. I did something I didn't think I could pull off. The next day, I looked at the board and saw I was placed in

Continued on next page



Continued from page 30

Beginner for PA. I went to the tabulators and said, "Put me in Intermediate. No more Beginner for me. I am now a man!!!"

"Many thanks goes out to the Houston Crew for a finely run event. Made new friends. Had a blast and will be back next year!!!"

At the Labor Day Dallas contest, Doug Moon won expert followed by Joe Gilbert and John Hill. Advanced was won by John Bender, followed by John Blanchard and Jim Svitko. In intermediate, Al Eggabroad took

home the victory followed by James Holford and Brent Rogillo.

John Hill sent me a picture of his new P-51. Knowing John, it is a work of art and looks beautiful from what he sent me. John reported that it came out to 53 ounces and is powered by a RO-Jett 65 cast case.

The rest of the year is filled with contests almost every other week until the beginning of November here in District VIII. Then the year will be winding down and building season will be upon us soon.



Photos (Left to right):

During practice for the world championships, many airplanes made their way to the shade to keep cool; There was a large crowd around the team racing circles all week; Joe Gilbert built a 1/2a airplane to teach his grandkids how to fly control-line. They have a great teacher! John Hill's new Al Rabe P-51 Mustang; Richard Oliver, with help from team USA, gets ready for an official flight in France; Team USA come together for a group photo between official flights.



District 8 (Continued)



Photos (Left to right):
All of the F2B competitors came together for a group photo during the world championships; John Hill's new Al Rabe P-51 Mustang. Motor is a RO-Jett 65 and weighs 53 ounces; Phillip Nickles, Doug Moon and Mike Scott flying in Dallas on an early morning practice session; Mike Scott's new electric, with Igor Burger's active timer setup.



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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 on-line 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:

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
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DISTRICT *Reports*

District 10

Tucson Crew

I often drive to Tucson to fly with the Tucson crew. This past Sunday, I made the trek and flew with the regulator suspects, John Callentine, Jack Comer, Sean Cheung, Randy Cuberly, Rick Green, Steve Stewart, Warren Tiaht, Bob Whitely, and Lou Wolgast. Gary Gingerich made the trek from Safford, AZ. to join us also. This hardy crew arises early to beat the heat and summer flying starts at sunrise.

Hatch

Elevator hatches are common and needed for elevator horn/clevis access on a built up fuse stunter. They take a bit of effort to build and achieve a nice fit. Laser cutting is a great aid and provides uniform radiused corners with no effort on the part of the builder. I have included some photos of the one I just built for my latest stunter without the aid of laser cutting. It features a single 2-56 bolt and blind nut on the aft side and a tongue on the front to hold the hatch in place.

The bolt hole in the balsa skin is lined with thin wall aluminum tubing. The aluminum tubing is easily sanded flush with the balsa, carbon fiber tubing is a fine alternate material. The removable hatch has a 1/32 plywood doubler. The fuse hole is backed with 1/32 plywood for strength, which creates a seat for the hatch and retains the blind nut. All hatch corners have a very generous radius to prevent stress cracks and make for a nice fit. Notice its size; a large hatch is needed to permit one to access and wrench the clevis as needed.

I find that access on both sides is very handy and I often add a small removable circular plug on the opposite side. The circular plug is about the size of a quarter and is retained with tape or a drop of silicone glue, often from the inside only.



Photos (Top to bottom):
Careful cut and fit elevator hatch and fuse side access hole. Do this while fuse side is still a flat piece. When perfect, harden the edges with thin cyanoacrylate glue.

Access hole completed, plywood backing doubler and blind nut installed. Notice the circular access hole on opposite side.

Hatch completed, plywood doubler installed. Notice the 2-56 screw on the left and the tongue on the right. Hatch in photo weighs 2 grams.



Photos (Left to right):

Semi scale Raven stunter designed, built and flown by Bob Whitely of Tucson. Power is a Roy Trantham prepared Double Star 76; Semi scale Yak 55 from Discovery Aeromodels (Yatesenko Brothers) is owned and flown by Gary Gingerich of Safford, AZ. This "Ready to Fly" take apart model is a superb flying stunter; Check out the clean cockpit of the Discovery Aeromodels Yak 55; The beautiful Eureka seen at VSC in 2018. Built and flown by Denis Cousineau of Burnaby, British Columbia, Canada. This Classic model was not a production of a model from the ear, it was built and flown in the era and remained a beautiful model. Sadly it met its demise when the motor quit during a practice flight. Jerry Higgins flew a Dolphin at VSC in 2018. Jerry was able to pitch in at the last moment and help prevent a VSC calamity.





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