

STUNT

PRECISION AEROBATICS MODEL PILOTS' ASSOCIATION

News



**Golden State Stunt Classic
Canopy
President's Report
District Reports**

**JULY 14 – 20
MUNCIE, IN**

NATS Support Needed

In Major League Baseball, it is the World Series; The Super Bowl for the NFL; the Stanley Cup for hockey; March Madness for collegiate basketball; and the AMA National Championships for aeromodelling. And for us, members of PAMPA, it is our National Championships; the highest level of competition. **This year, our dates to be center stage are July 14 – July 20 at the AMA International Modelling Center in Muncie, Indiana.**

Control Line Stunt Championships will be fought in Old Time Stunt, N30 Stunt, Classic Stunt, Beginner and Senior Precision Aerobatics, Intermediate Precision Aerobatics, and our CLPA for Advanced and Open contestants. There are a lot of moving parts that need to be finely coordinated in order to produce all these events every July.

I look at it this way as I am a simple person:

- Without PILOTS who build and fly at the very highest levels, there is no flying and there is no contest
- Without JUDGES, all the flying is just that, a Fly In
- Without the Tabulators, computers, printers, CD's, Runners, Pit bosses, Pull test helpers, and other folks, there will be no order and everything will fall apart.
- Without a contest-worthy and prepared facility and supporting staff, the entire event will be severely hampered and no one will be happy. Nor will anyone return the following year.

The AMA provides the venue. We are responsible for nearly everything else. We are one of several Special Interest Groups (SIG's) in AMA and we run our Championships. So? Well, I am one of the volunteers this year. And all of us want our week in July to be a great week in Indiana. And to that, we are asking for your participation as a PAMPA member. What does that mean?

If you look up the page a few paragraphs, without PILOTS, there is no event. Get an airplane ready and get out to Muncie for a terrific experience. I can tell you this; there are no losers during our week! There is no upward limit to how many can enter!

And if I was asked right now in which area do we need the most assistance, it is right here. The Nats takes about a dozen JUDGES to do it right, and that is just for CLPA Wed-Sat. We have a Head Judge, Mark Overmier, but he is only one person. If you want to really get better at flying, judge these pilots for a few days this July. I promise you will be a better pilot. And if you really want to feel good at the end of a contest, judges are thanked and thanked and thanked again.

We need more folks to help. We need RUNNERS, those who take score sheets from the judges to the tabulators; PIT BOSSES to make sure the flow of pilots on each circle is constant and timely.

And finally, I guess, we need more DONATIONS to make sure that all those who deserve to win trophies get TROPHIES and to help offset some of the OUT-OF-POCKET COSTS we incur.

So, in case you didn't know before, the Nats for us is PAMPA. It is our World Series. Any great event takes a lot of willing folks to do their part. I hope by now you have a feeling for the cast of characters we need. Yes, it may be a good ride from your homes and maybe you would rather do something else. Doing your part this year will make you a better person. Giving always does just that. I promise.

Mark Weiss, Event Director
(302)547-4917
email: ama82824@yahoo.com

*** Derek Barry, Ass't Event Director**
email: derk2121@hotmail.com

***Mark Overmier, Head Judge**
email: zorkahn@illinois.edu

**If you would like to chat with Derek or Mark Overmier, please email them first; they can provide their preferred numbers*

TABLE OF Contents

- 4 President/Vice President's Reports
- 7 Trustee's Contact Listings
- 8 Golden State Stunt Championship turns 40
- 14 The Canopy Conundrum
- 22 District Reports
- 35 Membership Form

PRESIDENT/VICE PRESIDENT'S *Reports*

The EC over the past few months has put out several "help wanted" signs. And I am glad to report that, YOU, the membership have responded. We now have two new people to fill a couple of positions. One new and one existing.

First up is an assistant web master. Chris Rud has been doing a good job with being editor AND webmaster. However, as always, time is limited. Especially if you consider the needs of family and work. Chris has had to make a decision as to what has to come first when it comes to time availability. Web master or SN editor. He has chosen editor over Web master which I support. What this means is he does his editing job first and what ever time he has left he works on the web site. Unfortunately the editors job is a big time consumer so the web site has gotten pushed back. Unfortunately a lot. So it was decided to try and find Chris an assistant. And the same day the "help wanted sign" went out we found someone. His name is Mike Ferguson. As it turns out he knows the computer language that the web site is written in so he can "talk the talk" as it were. So there should not be much of a learning curve for him. Chris will be the head web master while Mike will work under him. I will let Chris and Mike decide how they want to divide the work load. So for those who have been complaining that the web site is behind, we, the EC, have been working on a solution.

The other position we, again the EC, have been looking for to fill for quite some time is the unofficial position of Historian. This is a much more specialized position since you have to find someone who is not only a history buff but also a history buff of CL Aerobatics. Wynn Paul has been doing this for MANY years now and has decided it was time to pass the torch as it were to someone else. And after a long hunt, read into that the sign was getting quite dusty, we have found someone to take over for Wynn. His name is David Shorts. He is an actual History teacher in California and as he put it, a control line nerd. He has also done some

publishing. All of which are a huge plus when it comes to the history position. This makes him a really good fit for the position.

With that I would like to thank both Mike and David for stepping up and volunteering for their respective positions. I would also like to also thank all those volunteers who are currently filling the other positions. Because as of this writing for the first time in my Presidency I now have ALL positions filled. Took 11 months to do it but they are now ALL filled! This is a huge relief for me. Not to mention a nice mile stone.

As of this writing, Christmas is just a little over a week away. Then of coarse New Years. This means a, well, new year is about to start for all of us. As you know 2018 was one for me that I will not forget for all the wrong reasons because of the fire at the beginning of the year. Always the optimist, since 2018 was so lousy, 2019 should be a banner year of good fortune for me. Hey it has to balance out right? I am working on a new plane and have high hopes for the future. I hope you have as well.

One of the things that I will want to do at the start of the new year is resurrect the Hall of Fame. Somehow that has gotten dropped over the past few years and it is time to bring that back. With everything going on I just have not had the energy or time to really look into that but I am hoping to get that rolling again after the first of the year. Dave Tribble and I both agree on this. So look for this in 2019.

Also as a reminder, Chris Rud is always looking for things to put in SN. With today's phones that take extremely good pictures it would not be hard to take pictures of your plane as it is being built. Many of you do this anyway. With that, how about thinking of writing a how to article on something. Say how you do your landing gear blocks? Or how you mount your battery in your plane? Or even the motor? It does not

Continued on next page

Continued from page 4

have to be a really long article. Even a page of something simple would be a huge help and a benefit to ALL the membership. Write ups on contests are also nice. They don't have to be the MEGA contests that we generally hear about, they can be the normal smaller ones as well. Not only does it show the comradery that is going on but it can help promote the contest. Promotions never hurt since this is one of the ways that can grow the hobby.

One of the things that you may have been noticing is that SN is getting out more frequently and on a more normal schedule. This really shows the commitment that Chris Rud has had in doing his job as editor. I would expect by the middle of next year he most likely will be caught up schedule wise. He has had the EC get their articles in on a 6 week turn around instead of an 8 week turn around. In so doing he has taken a huge bite out of the lag time that has occurred. I am sure he will be glad when he gets caught up so he can go back to the 8 week turn around periods. But with this he is also has less time to look for articles. So please send in your ideas and articles to Chris.

Matt Neumann
President



2018 | Issue 6

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.

CONTACT:

James Zolbe
4801 Bradock Court Lincoln, NE 68516-4264
Phone: (402) 488-1778
Email: pampamembership@gmail.com

COVER PHOTO:

Marshall Palmer at the Golden State Stunt Championships.

No part of this publication may be reproduced or transmitted without prior written consent from the publisher. ©2019 All rights reserved.

Controlline Parts

CONTROL LINES
BRASS CARBON STEEL
READY TO USE & KIT SET

amazon Try Prime

All ▾ CONTROLLINEPARTS 🔍

Controlline Parts <small>READY TO USE</small> BRASS STEEL CONTROL LINES	Controlline Parts <small>KIT SET</small> STAINLESS STEEL CONTROL LINES	Controlline Parts <small>KIT SET</small> BRASS STEEL CONTROL LINES	Controlline Parts <small>KIT SET</small> STAINLESS STEEL CONTROL LINES
.016 ^s 65'	.015 70'	.016 ^s 70'	.018 70'
4str 50lb	7str 30lb	4str 50lb	7str 40lb

1-646-568-5425

controllineparts@gmail.com controllineparts.com



JOIN US

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

Voting EC members

President

Matthew Neumann
mrstuka@rocketship.com

Vice President

Dave Tribble
vegasdave4@gmail.com

District 1

Rick Huff
rgh.skh@gmail.com

District 2

Joseph Daly
stunt38o6o@gmail.com

District 3

Bob Hudak
hawkwind5usa@netscape.net

District 4

Scott Richlen
scttva@gmail.com

District 5

T Michael Jennings
siuengr@fuzzface.com

District 6

Larry Fruits
lfruits574@gmail.com

District 7

Vince Bodde
boddeoutfitters@gmail.com

District 8

Matt Colan
flycl@yahoo.com

District 9

Jim Lee
jleeg@cox.net

District 10

Jim Hoffman
windswept4@cox.net

District 11

Randy Powell
randympowell@yahoo.com

Secretary/Treasurer

Jim Zolbe
pampasecretary@gmail.com

Non-Voting EC members

Membership Secretary

Steven Smith
pampamembership@gmail.com

Newsletter Editor

Chris Rud
me@chrisrud.com

Other Positions

PAMPA Products:
Jim Zolbe
pampasecretary@gmail.com

Advertising

Dane Martin
treasurerdane1@gmail.com

Webmaster

Chris Rud
me@chrisrud.com

Assistant Webmaster

Mike Ferguson
mike.ferguson1@gmail.com

Historian

David Shorts
m25productions@yahoo.com

Golden State Stunt Classic TURNS 40

By David Shorts

Perfect skies and low 80's greeted 45 pilots during two glorious days of control-line stunt at the 40th annual Golden State Stunt Classic (GSSC). Four of this year's Nats Top Five were flying in expert class on Sunday. Three pilots were US National Champions (two of whom have won the worlds) and a Western Canadian Champion. Ages ranged from 12 to 82 years and came from Arizona to British Columbia and everywhere in between.

I don't want to give you a simple rundown of the competition, but also give you a rundown of what the Golden State Stunt Classic is, and the forty years it has been flown. The theme of Saturday night's banquet at the Madera Hampton Inn & Suites was remembering the past 40 years, as well as encouragement for the future. Several previous CDs took turns sharing as did previous winners. Bob Whitely harkened back to his first time flying at a WAM (Western Aero Modelers) contest just before the Golden State began. Bob reminisced of arriving at his first WAM contest and seeing more than two hundred pilots flying on multiple circles in 1975. Bob won and one might say a Southern California/Northern California rivalry began, hence the old North South Contest which became the GSSC.

I don't want to give you a simple rundown of the competition, but also give you a rundown of what the Golden State Stunt Classic is, and the forty years it's been flown.

David Fitzgerald shared about Gilbert Rodriguez for whom the Golden State perpetual high score trophy is named. David met Gilbert at the 1976 Nats in Dayton, Ohio. Gilbert was flying stunt while his son flew combat. Fitzgerald has met few men that showed so much enthusiasm, energy and joy in flying and supporting control line. "You wanted to know him." When the first "North South" control line contest was organized in 1978, Pampa President, Arlie Preszler, chose Gilbert (who had just passed away from Pancreatic Cancer) to name the trophy after.

The contest has had different homes over the years before arriving at the Madera Airport several years ago. One of the most beloved homes of the event was Buchanan High School in Fresno. As Bob Swan was flying at the school site one day, prior to becoming the event's location, the head grounds keeper came walking across the field toward him. After his flight, Bob nervously went to meet him as many of us often have after flying in "unproven" locations. The first words from the groundskeeper's mouth were, "I used to have a ringmaster."

I wish I could share more of the stories, but one theme was, "If you can win the Golden State, you can win anything." Many judges from the Nationals and even a World Champ's judge, Bill Fitzgerald, have been judges at Golden State. David Fitzgerald has judged at every Golden State since the beginning. Considering that at least 30 Nats have been won by individuals that have won the GSSC, I'd say it's true.

Old Time Stunt was closely fought between last year's champion, Bob Whitely, and Jim Hoffman and his beautiful Galloping Comedian. Whitely held the lead at the end of round one, but Hoffman came from behind and edged Whitely out by a point and a half with Lou Wolgast clinching third. Congrats Jim.

18 flew it out in classic. Ray Firkins grabbed third, while Bob Whitely was able to edge out Lou Wolgast and his beautiful Patriot to capture first. Congrats Bob.

Continued on next page

Continued from page 8

Sunday began early with 25 flying in expert. Flying wouldn't finish until 4 p.m. Hat's off to all who judged. Chris Cox (whom I believe must practice even when sleeping) took an early lead with a 597. Chris was flying his amazing Hellcat which not only landed him in the top five at this year's Nats, but also won him the Conquors d'elegance. Paul Walker, flying his former Nats champion, Predator, took the lead with a 606. (Has anyone noticed that Predator is the only electric to win the U.S. Nationals?) David Fitzgerald flew a 605 and held second at the end of round one. Howard Rush's Impact was one point out of third and Bob Whitely managed a fifth spot despite having some engine trouble with his Oracle Raven.

Between rounds I overheard Fitzgerald remark to Walker, "I guess I'll have to concentrate a little more." As they looked at the scores.

To which Walker responded, "Me too." Not the least bit intimidated, Howard Rush flew an amazing 607 to capture the lead. Fitzgerald apparently did concentrate a little more to take the lead back with a 610 just a few flights later. Walker also concentrated a little harder, but only enough to take second away from Rush.

Things stayed this way for the next ten flights until Chris Cox. Although some of the bottoms of Chris's maneuvers appeared a bit below four feet, his corners and intersections were very crisp with a landing that could only have scored 40 and thus moved him into a tie at the top of the leader board. A fly-off was suspected, but contestants and CD Brian Massey (who has directed the event for seven years) all agreed to use the round one score as the tie breaker and to share the Gilbert Rodriguez award for highest score. Curious to note, last year Paul Walker won high score and the conquors award with his P-47 and this year Chris ties for high score and wins conquors with his Hellcat. You can't have too many warbirds. Congratulations Chris and David.

Beginner was won by 12 year old Henry Feistel and intermediate by David Shorts. Last year Dennis Nunez won intermediate handily and moved to advanced. Well, this year Dennis won Advanced by a margin of 15 points over Gary Gingrich. The night before at the banquet, Walter Hicks commented that in all his years of flying he had never earned a score over 500. Walter captured third place with 500.5. Congratulations Dennis...and Walter.

With typically beautiful weather and always great competition, maybe it's time for you to make the trek out to California next October and have a great time at the 41st Golden State Stunt Classic.



Photos (top to bottom):
Advanced flyer Larry Wong watching a competitor; airplane line up; AMA District 10 rep Jim Hoffman showing that lefties can do it, too.



Photos (left to right):

Bill Ervin's ST 51 powered Cobra; Bill Whitley heading for the circle with his DS 76 powered Raven. Bob put in two great flights, 570 and 574.5; Brian Moor with Expert judges Clint Ormosen and Walter Hicks looking on; Chris Cox and David Fitzgerald share a moment. Later they would share a great score; Chris Cox's beautiful Hellcat begins its take off roll after being released by Paul Walker.





Photos (left to right):

Dave Fitzgerald shows the form and concentration that keeps him at the top; David Fitzgerald's Thundergazer in flight; David fueling up; Eliot Scott putting in one of his two official flights; first place beginning Henry Feistel.



Photos (left to right):

Gary Gingerich flying his way to 2nd place in Advanced; Gary Gingerich with his Hawker Hunter; Henry Feistel's Ringmaster in flight; Howard Rush put in a great flight scoring 607.5; Lou Wolgast shows great form in launching Jim Hoffman's PA 51 powered Impact.





Photos (left to right):

Mike Massey came all the way from Oregon so he could work all weekend; Mike Scholtes launching Eliot Scott's Sequence; Paul Pomposo cleaning the lines to his E-Flight 32 powered Temptation V; Paul Walker showing the form that earned him a score of 608.5; Ray Firkins flying his Heinz 57 to a score of 566.

THE CANOPY

Conundrum

By Chris Cox

When planning and building a top level stunt ship every effort into saving weight must be considered. If one does not devote a lot of time and effort to building a light aircraft, a heavy one is pretty much guaranteed to be the final result. It seems that models seldom weigh-in at their initially targeted weight, generally picking up two or three additional ounces that were never accounted for during the build process.

One area we generally assume that weight can be saved, in addition to avoiding a lot of added work, is the canopy and corresponding cockpit detail. Far simpler to carve a light balsa block to shape, hollow it out and glue to the fuselage. Paint it a suitable color to indicate that it is indeed a canopy and your work is done. The clear canopy with a cockpit is quite a different beast. It can be as simple as a clear bubble canopy and no cockpit detail to some of the exotic jet cockpits that were so popular in the 1960 - 1970's with shiny instruments, ejection seat details, oxygen delivery systems, and a pressure suit clad pilot (and don't forget the one hundred or more colored pin heads scattered about the cockpit!). Not many would

The decision on last year's Hellcat to install a clear canopy and cockpit was made a little easier when I decided to build a one-piece airplane rather than a take-apart airframe as I have done on most of my previous models.

argue they did not look great, but at what cost? It was not hard to imagine that a couple of additional ounces of weight had been added. The addition on one or two more Appearance Points is an appealing proposition, but perhaps those couple of points would be quickly offset by a lighter airplane with potentially better flight characteristics?

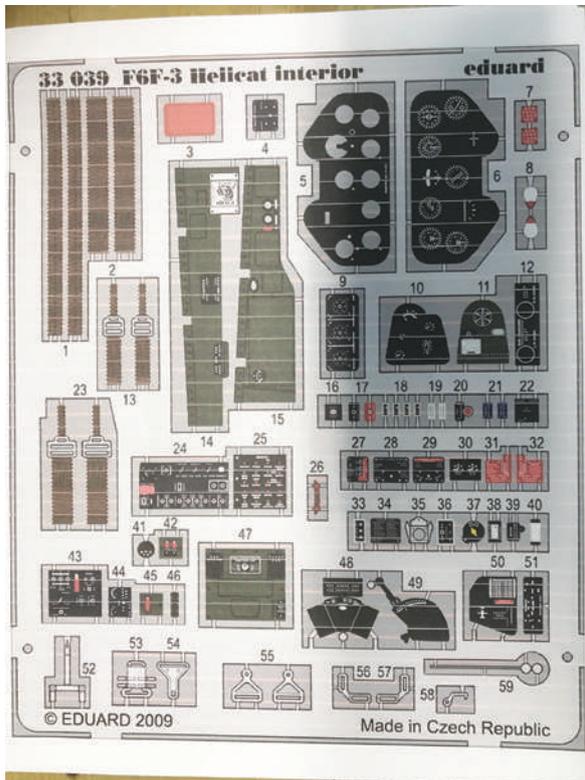
I will be the first to admit, I do like a clear canopy and some simple cockpit detail. The decision on last year's Hellcat to install a clear canopy and cockpit was made a little easier when I decided to build a one-piece airplane rather than a take-a-part airframe as I have done on most of my previous models. I figured some of the weight saved on the take-a-part hardware could be reinvested in some kind of a realistic cockpit. Interestingly, this year's Hellcat will feature a take-a-part airframe, so the decision on whether to go clear canopy and some cockpit detail was much harder to make. I had all but made the decision to go solid, but because I had another clear canopy sitting on the shelf, I just couldn't bring myself to not using it.

So, you may ask, "What is the actual weight penalty when using a clear canopy vs. a solid balsa block canopy?" Well, hang in there for a few minutes and I will let you know at the end of the article!

The Canopy

When the decision was made to install a clear canopy, the very next question that came up was, "Can I buy a ready-made canopy that will do the job, or am I going to be faced with molding my own?" I wasn't in the mood to venture into the exciting world of vacuum molding just yet, so I employed a Google search of radio control kit manufacturers that produced F6F Hellcat's. As luck would have it, there were indeed several, so now I needed to identify those that would be in the right scale, i.e. a corresponding 60 ('ish) inch wingspan, and whether they would sell me the canopy rather than the entire kit, which clearly would not be a

Continued on next page



Photos (left to right):

Using the instrument panel outline as a template, I copied it onto a piece of 1/32" plywood; I used epoxy to glue in the interior in order to have some working time. I was afraid that if I used CA and accidentally glued something in askew, I would be stuck with it. Something like that would drive me crazy; Next, you need to vacuum, blow and swab the interior to the best of your ability before gluing on the canopy; Next, you need to vacuum, blow and swab the interior to the best of your ability before gluing on the canopy. Just be aware that a mystery dust speck will always appear once the canopy is glued on; I estimate I might be able to carve a canopy and hollow it out to a final weight of six grams, although this might be a little tough based on the Hellcat canopy size and shape.

Continued from page 14

viable option. As luck would have it, I found exactly what I was looking for following a very short search and very shortly after that, had two canopies on their way to me (the second canopy was in case I screwed up the first one...).

The Cockpit

With the canopies on their way, the next challenge was the cockpit, and more specifically, how much detail? Common practice is an instrument panel and a pilot's seat. The problem with that, at least when it came to the Hellcat, is that the cockpit is so large, a little added detailing seemed necessary. Google was, once again, employed to search out some actual Hellcat cockpits with the idea of employing some accuracy into the layout. I actually found what appeared to be a decal sheet for a plastic model. It had a nice reproduction of the instrument panel, as well as radio's, circuit breaker panels, trim wheels, etc. I simply sized the sheet to

the correct scale and printed it on regular paper. Using the instrument panel outline as a template, I copied it onto a piece of 1/32" plywood. Then, using a sharpened brass tube(s) of an appropriate size chucked into my drill press, I cut holes into the plywood that would line up perfectly with the panel instruments. I then cut the panel to the correct outer shape and painted it flat black. Next, I took a thin piece of acetate and glued it to the back side of the plywood to simulate the glass faces of the instruments. I then glued another copy of the instrument panel to the back of the acetate. With the instruments now nicely lined up with the holes in the plywood face, a very nice replica of the panel was ready to be glued into the cockpit.

The pilot seat frame was built up using 1/16" balsa. The seat cushions were made from 1/8" balsa. The seat frame and the cushions were painted separately and then glued together. For a little added realism, I glued a couple of pieces of

Continued on page 16

Continued from page 15

aluminum tubing to the rear corner of the seat to simulate the up/down adjuster rails. The two side panels were built from 1/16" balsa. Throttle quadrant utilized appropriately colored plastic pin heads to replicate the throttle, propeller, mixture and carb heat controls. I dug around in Joan's used button collection for a trim wheel. The radio and circuit breaker panels were cut from the decal sheet reproduction, which were then glued onto a piece of 1/32" balsa, trimmed to the instrument outline and glued to the side panels in various locations for added realism.

The gun sight was fun to make using some dowelling and clear acetate. Again, lots of artistic license was utilized in the final shape, but overall, when looking at it, there is no doubt what you are looking at.

I used epoxy to glue in the interior in order to have some working time. I was afraid that if I used CA and accidentally glued something in askew, I would be stuck with it. Something like that would drive me crazy...

Next, you need to vacuum, blow and swab the interior to the best of your ability before gluing on the canopy. Just be aware that a mystery dust speck will always appear once the canopy is glued on... If anybody makes fun of dust inside the canopy, simply point out that full size airplanes also have dust and you were going for added realism. Like the interior, I use epoxy to attach the canopy in order to allow sufficient time to ensure the canopy is properly aligned and straight! Once dry, fillets can be added for a smooth transition from the fuselage to the canopy. On the Hellcat, I was able to utilize 1/8" by 1/4" balsa to simulate the canopy slider rails, which also made installing the canopy much easier.

The Final Weight Tally

I estimate I might be able to carve a canopy and hollow it out to a final weight of six grams, although this might be a little tough based on the Hellcat canopy size and shape. Eight grams may be a little more realistic weight. The clear canopy weighed in at 14 grams once trimmed

to size, for a net weight gain of approximately six or eight grams. The interior, ready to glue in, weighed a whopping six grams! So, the total weight penalty for the clear canopy and cockpit detail versus a carved canopy was about 14 grams, or 1/2 ounce. Certainly not the two or three ounces I had originally thought it might be.

For the overall enhanced appearance of the clear canopy and cockpit, I would have to say, "Not bad and worth the added effort"!

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)
Bulk Mail
- Canada/Mexico First Class Mail (\$63)
 International First Class Mail (\$88)
- Membership Card (Goes to Junior World Champs Team Fund (\$2))
- Additional Donation for Junior World Champs Team Fund
 (Please fill in amount): _____

- Check
 M.O.
 Cash

Signature: _____ Referred By: _____

Mail to: PAMPA Membership 8551 Markdale Drive, St. Louis MO 63114

GENERAL:

PAMPA Membership Renewal Instructions

- 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.
- Dues structure will be as noted on the Membership Form.
- 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!
- 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!)
- 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:

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

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

- Email your scanned renewal form, to pampamembership@geartekinc.com Your first issue of *Stunt News* will arrive with the next issue.
- 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.
- 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).

Steve Smith

PAMPA Membership
 Phone: (314) 393-1368
 8551 Markdale Drive
 St. Louis MO 63114
pampamembership@gmail.com

TOM DIXON

Controline Sales LLC · 315 Santa Anita Ave
Woodstock, GA 30189 · Phone/Fax: (770) 592-3279

**Stalker Engines · Stunt Engine Tuning · SIG Fuels
Foam Wings, Kits, Hardware
Over 200 C/L plans, OTS, Classic & Modern**

<http://members.tripod/~TomDixon/tomdixon.htm>

ELECTRIC CONTROL-LINE

Field adjustable timers/flight managers for
electric CL, for all ESCs, for all modes.
Also throttle emulators for ground checks
or test stands. \$10 and up.

Will Hubin, 719 Cuyahoga St., Kent, OH
44240, 330-678-9319, whubin@kent.edu.

Aero Products

“World Class Stunt Stuff”

**Custom made SV Laser cut kits; Precision Aero Engines;
CF Props; CF Gears & Wheel pants; Custom cut foam wings.
Magnum; Super Tiger; OS; SAITO; Evolution engines;
Custom CC mufflers; Old Time; Classic; Modern kits.**

Randy Smith: Aero Products 1047 Sawgrass Ct. S.W.
Lilburn , GA 30047, USA Ph (678) 407-9376; Website: www.Aeroproduct.net

DISTRICT

Reports

DISTRICT *Reports*

District 2

Here is District 2 we have lost another hero. On December 13, 2018, Bob "Champions" Lampione flew his last flight on earth. If you met Bob, you would never forget it. He would make us sing the National Anthem before his contests and he was always wearing an American flag! Bob was a very special person to many who flew at Flushing Meadow Park in the late 60's and early 70's. To them he was their childhood hero and stunt legend. I only met him a few years ago and right away he made me feel like I was his friend. By the time I met him he was not flying much, but he loved to come down and watch us fly. After a flight one day, Bob came over to me to give me some pointers and encouragement. To him it was probably nothing, but to me it meant a lot. Here I am only a beginner and I have the 1969 Walker Cup Champion helping me.

A little bit about Bob, he was an outspoken person to say the least. He always had a good story about stunt to tell and there were always good stories about Bob's antics in the stunt event. One of them is in early 1969 before the contest season, Bob told the East coast stunt guys that he was going to win the NATS that year and I am told they said, "Yeah Right!" (And a few others things which I can't write about!) Not only does Bob win that NATS that year, but he does it in story book fashion. He wins the NATS on the last

flight of the event and "everyone hoisted Bob up on their shoulders and walked him around the field for a few moments. If that scene doesn't get you wanting to fly competitive stunt, nothing will." (Quote from Bob Hunt). To add to the legend, he wins every stunt event he enters that year, undefeated season!!! This is just one of the many stories about Bob, I think it sums up who Bob really was.

During his flying career in the 60's and 70's and took a break until the 90's till a few years ago. Bob had three original design stunt planes published in magazines: an F-86D Sabre Jet (FM June 1970), the Vulcan (FM June 1971), and The United (FM April 1972). In later years he re-designed the United into a .60 size ship using Patternmaster moments and airfoils. In 1993 Bob won the Concourse award at the NATS with his United 2, which is a testament to his great building and finishing ability. So much so, we honor him at the Flushing Contest with the Bob "Champions" Lampione Concours de Elegance Award. This year's award will have a lot more meaning.

This contest season is dedicated to Bob "Champions". He was the most colorful and friendly guy at the flying field. May he have fair winds and tight lines. God Speed, my friend.

Photos (left to right):

Bob's United 2. Notice the writing on the out-board wing! Bob's last United. This paint is gorgeous!



Bob Lampione's United II - ST 60





Photos (left to right):

Bob acting as Contest Direct at Flushing; Bob's 2004 Sabre; Bob Lampione and Billy Suarez at Flushing contest; Bob Lampione and Windy at a Flushing contest (nice hat!); Bob Lampione and Gene Martine at Flushing Contest where Gene beat Bob with Bob's plane!; Bob "Champione" Lampione 1969 National Champion.



DISTRICT *Reports*

District 4

Clinic on Electrifying Plans and Planes Presented by Tim Staggs

Every year when the weather turns cold I host building sessions in my workshop. To kick each year's session off we host something special: a clinic given by Tim Staggs of Eastern Shore Aeromodellers. This year's clinic was all about how to convert a Control Line Glow powered model to Electric Power. John Tate took some great pictures and notes of what Tim covered and then wrote it up. I also took notes and added them into John's write-up as follows:

Tim first addressed some of the advantages and disadvantages of electric power. Advantages: A more consistent engine run and it is much easier to modify engine RPM versus adding nitro to your fuel. Disadvantage: The ease of burning two acres of flying field. Before going electric, a pilot needs to get past the "not sure to go inverted or upright as you finish the wing-over" stage of flying ability. Also, prop strikes that have little or no effect on an I.C. engine can ruin an electric system.

Tim discussed the weight of the electric versus I.C. power systems. He first showed how much a typical OS LA 46 power package would weigh on a model.

The engine, muffler and the fuel tank weigh in at 11.9 ounces. With fuel, that weight becomes about 17 ounces at take-off.

A comparable electric package would weigh in at 19 total ounces. So, everything else remaining the same, an I.C. package would have about a 2 ounce weight advantage. However, everything else doesn't need to remain the same.

There are a number of changes that can be made to the airframe to take advantage of using an electric package that would give you a weight advantage.

At this point, the discussion veered into a little side-talk about battery break-in and arming plugs and then came back to addressing that 2 ounce disadvantage in weight. I'm an I.C. flyer so I knew that I.C. engines needed to be broken in, but I never realized that batteries, also, need a break-in. Tim suggested that a new battery be run 10 times for a minute to a minute and a half with recharging after each run. The runs should be made with your regular stunt prop. He also noted that while some people just unplug the battery, at the Nats you must use an arming plug.

Continued on next page



Photos (left to right):
The engine, muffler and the fuel tank weigh in at 11.9 ounces; a comparable electric package would weigh in at 19 total ounces. So, everything else remaining the same, an I.C. package would have about a 2 ounce weight advantage.



Continued from previous page

Okay, back to our weight-loss program.

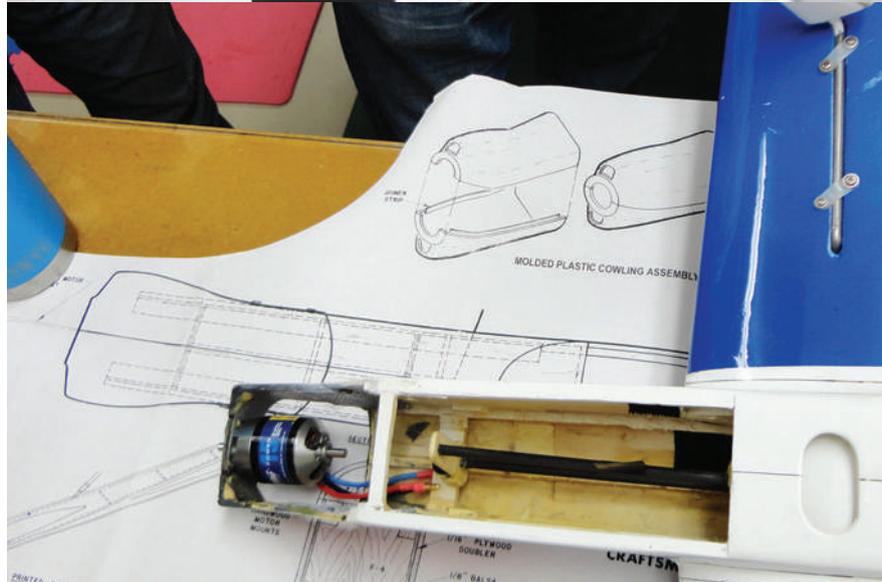
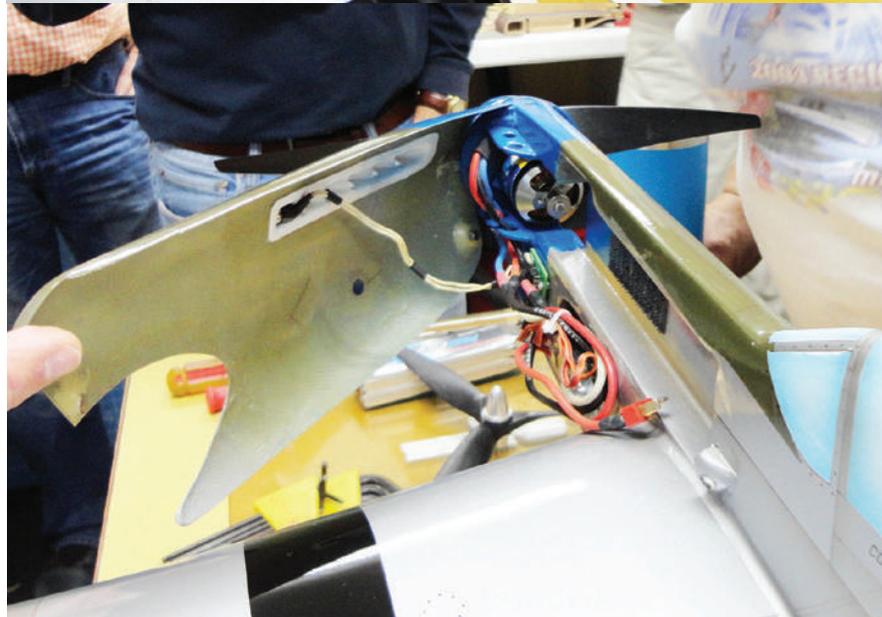
Below is an example of an electric motor installed on a profile model. The electric motor is front mounted onto the fuselage. The maple motor mounts are no longer needed. Plus, no thick plywood nose doublers are required due to the low level of vibration of the electric motor. Some guys have only used 1/32" plywood for the nose doublers with electric power.

Tim also made a lightweight fiberglass cowl to hold/hide all of the electrical components on the inboard side of the profile model. Note: The fuselage has been cutout for the battery installation. The hatch is held in place by one small screw in the front and two small magnets on the rear. With electric power there is the opportunity to lighten up almost every part of the model and not lose integrity (such as cut larger holes in the ribs of the wing, cut large holes in the stab and elevators, plus make hollow profile fuselages). Additionally, on his Mustang, Tim increased the tail moment by 1 1/2" (a good thing to do to balance the electric motor and battery) and then increased the stab area. He saved some tail weight by hinging his rudder with bendable wire that he can adjust to set his rudder off-set.

Note the front mounted electric motor in Tim's Chipmunk (the front mounted motor partially balances the motor weight with the prop and spinner, whereas a rear motor mount loads the bearings a lot.) The motor mounts and front bulkheads are eliminated, providing weight savings. Also, note the leading edge of the wing in the fuselage has been notched (the notch is clad in aircraft grade plywood for strength and the bellcrank is moved back.) This allows the battery to be moved after if needed to help balance the model. The battery is loaded from the bottom of the model.

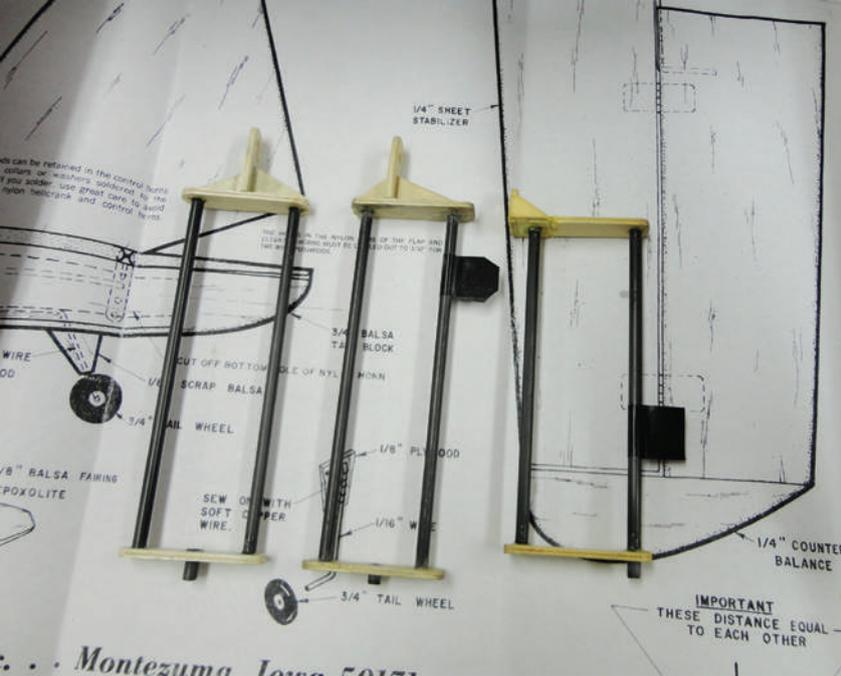
Here are the battery mounts that Tim uses in his built-up fuselage models. The mounts are made of lite plywood and carbon fiber tubes. This system is very strong and lightweight. Also, note the top section of the picture: The mounting plates of the mounts are in different locations.

Continued on page 24

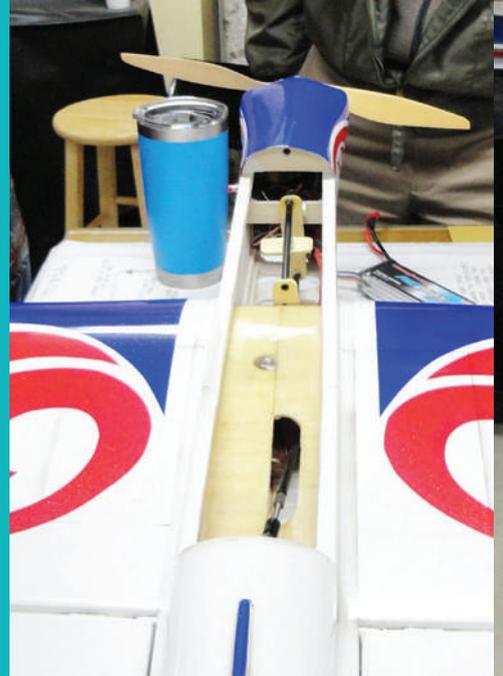


Photos (left to right):

An example of an electric motor installed on a profile model; Tim also made a lightweight fiberglass cowl to hold/hide all of the electrical components on the inboard side of the profile model; Note the front mounted electric motor in Tim's Chipmunk.



Photos (clockwise): Note the top section of the picture: The mounting plates of the mounts are in different locations; one picture is worth a thousand words - a shot of the LiPo battery in its custom mount; Tim's battery mounts that Tim uses in his built-up fuselage models; Here is the canopy of the Chipmunk by itself.



Continued from page 23

This way the vertical CG can be changed to help the model track and fly better.

One picture is worth a thousand words - a shot of the LiPo battery in its custom mount:

Tim noted that he uses mostly medium CA for building with epoxy used only in fillets. He uses carbon fiber in his motor mounts with aircraft plywood. Here is a shot from the top of Tim's enlarged Chipmunk looking into the battery compartment (canopy section removed). The battery is loaded from the top on the model. This airplane is built around a Time Machine foam core from Tom Dixon and uses a Cobra 2826 motor with 6 cell battery.

Here is the canopy of the Chipmunk by itself:

Tim modifying a drawing of a Ruffy to convert it to electric power for Tom Taylor. Once you watch Tim make the changes to the drawing, one can see what it would take for the electric power plant to work in most any control line model.

Scott Richlen had a good group of control line modelers crowded in his basement.

Everyone got to get involved in the many question and answer sessions. We all got to share many ideas. We all left with a bunch of good and new information that we can use on our next build.

The seminar was about converting a glow engine powered control line model to electric; (that will work very nice). The problem with most of us is that once in awhile there is the crash. Just remember that electrical items do not like crashes. Note the Electric Speed Control (ESC) shown below:

Tight lines.
John Tate

Thanks to John for writing up the notes and pictures. And a big "Thank You!" to Tim Stagg for once again sharing his knowledge with us.



Photos (left to right):

An example of an electric motor installed on a profile model; Tim also made a lightweight fiberglass cowl to hold/hide all of the electrical components on the inboard side of the profile model; Note the front mounted electric motor in Tim's Chipmunk.

DISTRICT *Reports*

District 6

By Larry Fruits

By the time this is printed, 2018 will have been in the books for a month or two. Where did it go? Seems like only a few days ago, that everyone was busy flying and enjoying their latest creation from the 2017 building season. Time sure goes fast when having fun. However, I am sure that most everyone in District 6 is finishing up their new planes with anticipation of it flying well for the 2019 contest trail. It's been a long time since I have finished up a new plane, but I am getting close to doing so. Hopefully, it will be done by the time this reaches you.

I received a nice letter from Tom Dixon concerning a method of adding nose weight that I wrote about in the number 2, 2018 issue of Stunt News. You may recall it dealt with adding flat washers to the nose ring. Tom reminded me of another method in his letter. Here are his comments:

The following is an old trick but worth doing if you "don't have room" for nose weight.

1. Trim the plane using globs of modeling clay, stuck on the top of the nose over the location of engine backplate. When satisfied, remove and weigh the clay. Note: Modeling clay, in this world of "safe" toys, is hard to find. Toys R Us is gone and Wal-Mart does not sell it. However it is available from Brodak and Dare Designs free flight catalog. (A good art supply store may carry it also. -Larry)
2. Obtain some lead, old tire weights are good for this, and match the weight of the clay with the lead.
3. Remove engine backplate and any gasket that may be present on the backplate, or obtain another backplate sans gasket, then melt the lead into the engine backplate and allow to cool. A "Benz-O-Matic" torch or similar can be used.
4. Rap the backplate sharply with a block of wood

or rubber mallet, so the lead falls out. Clean the backplate cavity with a solvent and reinsert the lead using some 5 minute epoxy to hold the lead in place.

5. Re-install the backplate/engine in the plane and go fly.

This method avoids having to re-finish the nose area and is easily fine-tuned to the exact weight needed. To remove the lead, remove the backplate and reheat pouring the lead out. I hold one of the backplate "ears" with vice grip pliers while heating with a torch. With some engines you can get 3 or 4 ounces of weight added. Of course, if using an OS LA engine, a metal backplate must be used in place of the plastic one. (Small holes can be drilled into the lead to remove weight for fine tuning. Just be careful to not drill through the backplate. -Larry)

Thanks Tom for reminding us of an old time trick. This proves that there are many ways to accomplish a task and that we sometimes forget old and proven solutions to the problem at hand. I have used many different methods to add weight wherever needed, including lead shot from shotgun shells, BB's, various fishing weights, lead sheet cut and folded, cut nails, and even pennies. I am not sure there is any 'best way' to add weight, but there are many choices to fit the need. Choose whatever method best suites your particular situation.

I have not received any additional info from the district members for this issue so I am going to take this opportunity to introduce your new District 6 Director for 2019/2020. He is none other than James Mills from Ozark, Missouri.

My term will expire on March 30, 2019, and I have chosen to not run for re-election. James has graciously agreed to take over as the District 6 Director beginning April 1, 2019. I have known James for a long time

Continued on next page

Continued from page 26

as I am sure many of you have as well, and think he will serve you well as your new District 6 Director. I am asking you, the members of District 6, to support James, as you have me, by submitting info about your activities, building, flying, photos and personalities to help make his job easier. Believe me; he will greatly appreciate you doing so. Welcome aboard James.

With that being said, I want to thank all the District 6 members for your support over the past several years that I have been privileged to serve as your District Director. It was indeed a privilege and honor to have done so. Thank you for sending me info and photos of your events and activities. I apologize if I missed some of your events, but I tried my best to attend as many and as often as I could. I won't go into detail, but life as a caretaker can, and does, interrupt what we would like to do. Thank you again, members of District 6 for your support.

I am not going to mention names of those that deserve the most thanks for their support over the years for fear of missing someone, however, there are three individuals that I want to give recognition and tribute to, for helping me achieve the level of modeling I have to this date. They are John Davis, Roger Wildman and Bill Rutherford. Unfortunately, they are no longer with us and have passed on to the great circles in the sky, but here is a little about each.

John Davis: I first met John in 1968 when we both worked for McDonnell Douglas, (MDC) in St. Louis, Missouri. Ironically, we both attended the same trade school in Indianapolis at the same time, but did not meet until working at MDC. John brought me out of Half-A models and into the world of full size stunters, at that time 35/40 size models. We spent many hours, days and evenings at Buder Park with him patiently tutoring me in learning the pattern. In those days, I was content to just being able to fly the pattern and did not care to compete, as there was no PAMPA and skill classes.

I felt there was no way I could compete against the guys that could really fly, but John helped and encouraged me nonetheless. We spent many hours in my basement talking and building our planes. Sometime in the early to mid-80s John moved back to the Indianapolis area to help with his dad's business

and we did not see one another that much, but would talk on the phone occasionally. I became more involved with full scale aviation and took a hiatus from

I am asking you, the members of District 6, to support James, as you have me, by submitting info about your activities, building, flying, photos and personalities to make his job easier.

modeling for a few years.

Then in 1999 I took my youngest son to a contest at Buder Park for him to see stunt models in action. John had come to compete and we reacquainted, with John making me promise to return to flying and building stunt models. And so I did with my son. That day at Buder Park was also the first time I met Roger Wildman. Little did any of us know at the time that John would pass just two years later in 2001. Keeping my promise to John, later that year in 2001, I entered my first modern pattern contest at the FCM contest in Muncie, Indiana. (I had competed in the Old Time event a few times in the early and mid-70s). I had fulfilled my promise to John and have not looked back. Thank you John for the many good times we shared, graduating me from Half-A to 35/40 size planes and making me promise to return and compete.

Roger Wildman: As previously stated, I first met Roger in 1999 at a contest in St. Louis, at Buder Park. He had come with John to compete. He was instantly likeable, as anyone that knew him would attest. Over the next several years I spent many hours with Roger in his shop; exchanging stories that each of us had shared with our time with John. Roger brought me from the 35/40 size planes into the modern world of the 60 size planes with tuned pipes. He helped me break-in my

Continued on page 28

DISTRICT *Reports*

Continued from page 27

first PA engine in the woods behind his shop. I was so impressed with how smoothly the engine was running, that I remarked to Roger, "If it weren't for the noise, you wouldn't even know it was running".

Of course with Roger's quick wit, he immediately replied, "If you weren't talking I wouldn't know you were here." Then that unforgettable laugh the Roger possessed. During those many hours we spent in his shop or on the phone, he taught me a lot about building and finishing techniques. He was always ready with answers and advice whenever I would ask. And sometimes advice was volunteered after a contest was over, during which he had judged my flights. Thank you, Roger, for the advice, encouragement, and many good times we shared.

Bill Rutherford: I knew Bill the least amount of time of the three men. I knew who he was from reading and seeing photos of him and his planes in the different model publications from the 60s and 70s, however I did not meet him until 2011 or 2012. I had seen a video of him that he had made and from that I got the impression that he was a "grumpy old man." After a few years had passed since seeing that video, I was sitting on the tailgate of my Tahoe while watching the Intermediate contestants fly at the Nationals.

Along comes Bill, all by himself, glances over at me, continues on for a step or two, then stops, turns and looks back at me commenting "I know you. You're Larry Fruits. I recognize you from the magazines." (Allen Brickhaus had recently been giving me coverage in Stunt News and Flying Models.) Bill stuck out his hand to shake hands and then sat on the tailgate with me. We talked like we had known each other for years about models, full scale planes, home built, piloting and flying in general. In a matter of just a few minutes he had completely altered my impression of him from being a "grumpy old man" into being a really cool and friendly dude. After about 45 minutes or so, another very well-known modeler came walking by and beckoned Bill to go with him for something. As Bill got up to leave, he shook my hand once more and said,

"If you need anything let me know and I will help you

out." Now that was the very first time I had met and talked with Bill, and to think he would say and offer his help to me, an unknown, was unbelievable to me. Bill taught me a lesson that day, and that is to be careful making and assessing first impressions of someone, without really getting to know them a little more or longer.

From that day on, whenever I met or saw Bill, he would always shake my hand and give me a big hug. I am glad that I was fortunate enough to have met him that day and have the opportunity to change my impression. He became an instant friend.

Thank you for allowing me to share a little about each of these men that have helped me along with my modeling and life. I cherished my relationship with each one of them. I hope that you will learn from, teach, or help every acquaintance you make in your lifetime. It is not just about model planes, building or flying them, but the relationships we build with the people we meet and get to know. I am looking forward to meeting and getting to know more of you.

I am not retiring from building, competing, or attending events, only from being your district director. I plan to write a saga about one of my planes in the future and will send it to James. That may be interesting as it has been quite a journey. (Dennis Adamisin has been twisting my arm gently to do so, but I need a couple more details to finish putting it together).

I hope to see, talk and fly with all of you on the contest circuit. Thank you all, once again, as it has been a privilege and honor to have served as your District 6 Director. Please give your support to James.

Build straight, light, and fly stunt.

Many Blessings to all;

Larry

DISTRICT

Reports

District 8

December is upon us; Christmas season is in full swing and so is building season for next year's flying season. The last three contests in District VIII are now a distant memory as I look outside and see 40-degree weather, and a cloudy and rainy day.

At the end of September, the Tulsa Gluedobbers hosted their annual contest. I got to spend a lot of time at that field over the last couple years when I lived in Oklahoma City and it felt like I was back at my home field. In the week leading up to the contest, I received a box from my grandparents that had my United inside of it. My grandfather built almost a bomb-proof box and the airplane arrived safe and sound. FedEx tried their hardest to break the airplane by stepping on it and even putting a hole in the box.

After putting the airplane together and getting it ready to fly, I took a drive to Hobby Park in Dallas to get some flights on the airplane. I remembered the airplane flying really well when I last flew it three years ago. After the first flight I realized it needed a lot of work. Over the course of the day, I managed to get the airplane to go from practically un-flyable to a reasonably well-trimmed airplane; good enough to fly that weekend in Tulsa in classic.

I arrived at the contest on Saturday morning in time for an early morning practice flight. It was a cool 60 degrees to begin the day and eventually warmed up to the low 70s by the end of the day and stunt heaven air. When I initially trimmed the United in Dallas, it was in 85 degree weather. The cooler temperatures made the plane hop after a corner and was a bit lively. I put a couple grams of nose weight in the spinner and that helped it out.

Over the course of the day in classic, I had an overrun on my first official flight, and that had Frank McMillian in the lead. Frank had an incredibly well flying Vulcan with an Aerotiger 36 in it. My second official flight would be just good enough to knock Frank out of the lead and take first in classic. Frank ended up second and John Blanchard came in third. Watch out for

John in the near future. I met him two years ago and his flying has improved by leaps and bounds and is knocking on the door of expert.

The next day would be roughly the same temperatures, but much windier. The Tulsa field has a line of trees separating two circles. When the wind comes from that direction, it can make flying a good pattern very tricky. Luckily, the wind managed to stay down for most of the day. The flying quality in expert was superb and there was a shootout for the top three, with only 1.5 points separating first through third.

When the wind comes from that direction, it can make flying a good pattern very tricky. Luckily, the wind managed to stay down for the most of the day.

Richard Oliver flew an older Maverick that had some neat carbon fiber paintwork on it and came in third with a 614. Don Cranfill flew his own green Maverick, which gained a Krispy Kreme decal during the weekend, and came in second with a 614.5. I elected to fly my Staris in expert. Halfway through my first official flight, for reasons still unknown, the motor run went lean and flew the second half of the pattern at 4.5 second lap times.

Richard Oliver commented how it looked like a combat plane going through the square 8. Even with the bad motor run, I was able to post a 615.5, good enough for first and the weekend sweep at the contest. John Blanchard took victory in advanced, with Jim Svitko in

Continued on page 30

Continued from page 29

second and Bob Brookins in third. Intermediate saw

Jamie Holford take the win and Al Eygabroad in second. There were a few junior beginner flyers this year at the contest and they all flew well! Hopefully, this is a sign of things to come with more youth coming into the sport.

Unfortunately, I wasn't able to make the Zachary or El Dorado contests due to my work schedule. At Zachary, Joe Gilbert was flying his well-traveled and excellent flying T-6 in profile. When he went to go inverted on the reverse wingover, the outboard wing folded, but Joe managed to fly the tank out and land it safely. He went home and repaired the wing.

A few weeks later at Dale Gleason's house, Joe flew it and the outboard wing folded again, destroying the airplane beyond repair. Joe now has it hanging up in his shop as a memorial for the thousands of flights it flew. To replace the T-6, Joe is building a Don Hutchinson F4f Wildcat. Joe has also finished up a new profile Force finished in similar colors to his Hurricane.

Tim Tipton has been busy building some 1/2a airplanes to play with. Tim is an expert at covering with monokote, and he gave me a couple of lessons on taping and laying out color schemes using the same basic techniques he uses with monokote.

My new airplane that I have been working on for the last two years is finally nearing the paint stage. The SV-11 has had two coats of primer on it so far and, as of this writing, I believe it's ready for a coat of silver, and getting the airplane finished and ready to fly.

That's it for this issue. Hope District VIII and all of PAMPA have a wonderful holiday season, and get their new airplanes finished and ready for next year's flying season.



*Photos (top to bottom):
Jim Lee's Gee Bee, Frank and Matt
discussing Frank's bird, Dave Tribble's bird*



DISTRICT *Reports*

District 10

Meet Al Hieger.

This will likely be my last *Stunt News* column as District 10 Director. Al Hieger of Simi Valley, CA has agreed to accept the District 10 Director job and should be writing the column going forward. Al is a regular at west coast contests and has been a perennial judge at both the Vintage Stunt Championships (VSC) and the Golden State Stunt Championships (GSSC). Al is a long time stunt enthusiast and well versed in its history. He is also a prolific writer and circulates a weekly email every Monday morning sharing the goings on in the southern California control line circles. Did I mention

he's a great guy? Welcome Al and thank you for stepping up to volunteer for PAMPA.

Marschinke Contest

The Umpteenth Annual Karl Marschinke control line contest was held the weekend of Sept. 29-30, 2018 at Christopher Columbus Park in Tucson, AZ. Lou Wolgast served as the CD. Ricki Pyatt and Mack Davis, again, opened their home to us and hosted a wonderful dinner party Saturday night. It was nice to have Bob Harness from California as well as Dane Martin and Bill Ervin from Las Vegas in attendance.

SATURDAY OLD TIME STUNT <i>(Judges John Callentine and Warren Tiahr)</i>			
Name	Round 1	Round 2	Final Place
Bob Whitely	309	-	1
Lou Wolgast	300.5	300	2
LeRoy Black	298	298.5	3
Bob Harness	275.5	-	4
Rick Green	256.5	272	5
Jim Hoffman	Pass	Pass	6

SUPER 70S <i>(Judges Jack Comer and Bob Whitely)</i>			
Name	Round 1	Round 2	Final Place
Lou Wolgast	645	-	1

Continued on next page

Continued from page 32

CLASSIC

(Judges John Comer and Bob Whitely)

Name	Round 1	Round 2	Final Place
Lou Wolgast	569	572.5	1
Bob Harness	568.5	571	2
Warren Tiaht	563.5	559.5	3
Dave Riggs	505	546.5	4
Gary Gingerich	525	480	5
Tom McClain	519.5	509.5	6
Rick Green	497	498.5	7
Dane Martin	469	416.5	8

SUNDAY (BEGINNER)

(Judges Jim Hoffman and Lou Wolgast)

Name	Round 1	Round 2	Final Place
Angelo Smythe	171	76.5	1

ADVANCED

(Judges Jim Hoffman and Lou Wolgast)

Name	Round 1	Round 2	Final Place
Dave Riggs	507	519.5	1
Rick Green	445.5	454	2
Steve Stewart	445	420.5	3
Dane Martin	360	427	4

Continued from page 33

EXPERT

(Judges Jack Comer and Randy Cuberly)

Name	Round 1	Round 2	Final Place
Bob Whitely	567	589	1
Lou Wolgast	553	582	2
Jim Hoffman	574	581	3
Bob Harness	580.5	566.5	4
John Callentine	574	570.5	5
Bill Ervin	516.5	555	6
Warren Tiaht	546.5	-	7
Gary Gingerich	507.5	503	8

Tabulation and Registration: Kathy Comer and Deb Hudson

Pull Test: Lew Corbett and Brian McPhail

Runners: Linda Wolgast, Brian McPhail and Angel Smythe

Saturday night party Hosts: Rickii Pyatt and Mack Davis

Set up and Tear Down: John Callentine, Jack Comer, Rick Green, Jim Hoffman, Warren Tiaht, Lou Wolgast

GSSC

The Golden State Stunt Championships is one of the highpoints of the contest season in District 10. This year marked the 40th anniversary. I'd like to publicly thank Brian Massey for his service as CD for the past years and welcome Brian Moore as the CD for 2019 and beyond. This year we enjoyed near perfect weather as well as some special upgrades to commemorate the 40th anniversary. All contestants were given GSSC wall clocks and the trophies were more high end than is usually seen at model plane contests. The Saturday night banquet and appearance judging were fun. I did notice that the back row of the PAMPA stunt appearance judging were populated by nice models. I find that to be testimony of the near universal love of fine craftsmanship amongst stunt fliers. I believe there will be a GSSC write up in Stunt News so I will not give you a blow by blow.

Las Vegas Stunt Challenge

The 2nd annual Las Vegas Stunt Challenge was held Nov 10th & 11th. Thank you Dane Martin and Reuben MacBride for the photos.

Photos (opposite page, clockwise):

Your new District 10 director, Al Hieger, flew a Barnstormer at VSC in 2018; Tom McClain brought both a Crusader and a Patriot to the Marschinke contest in September; Bob Harness and his great flying Thunderbird at the Marschinke contest in September; Bill Ervin's (Las Vegas) Cobra at the Marschinke contest. This model was built in approx. 2006 and still looks great; Scott Dinger and his pit crew await the next round at GSSC/Piped Tempest flies great and feature a green anodized spinner; Jerry Silver and his immaculate Southwick Lark at the GSSC event; Outgoing GSSC CD Brian Massey gets the OTS/Classic events moving at the morning pilots meeting. PAMPA stunt appearance judging at GSSC. Models in the middle of the pack are show stoppers anywhere else. Several bazillion man-hours represented as well; Front to back: Paul Pomposo, Jim Hoffman and Bill Ervin in the pits at GSSC.





BRODAK MANUFACTURING AND DISTRIBUTING COMPANY, INC.

THE LARGEST KIT MANUFACTURER IN THE WORLD -- AND GROWING!
NO MATTER WHAT YOU FLY -- OR WHAT YOU NEED -- BRODAK HAS IT!

Classic Stunt Legal

We have dozens of designs!



BOB PALMER HURRICANE
CLB-90 \$131.99

Competition Stunt Legal

Designs for fliers of all skill levels



LIT'L Elle
CLB-95 \$109.99

Old Time Stunt Legal

We have more than a dozen kits!



Yak 9
CLP-67 \$98.99

Warbird Stunt/Fun Scale

We have lots of options!



BEARCAT
CLB-30 \$153.99

Scale

Our designs are very accurate!



B-25 (Pacific Princess)
CLP-94 \$164.99

Check out our complete line of coverings, bell-cranks, hardware and more – including electric conversion kits! For hard-to-find parts and supplies, check out our website. Brodak is your one-stop source!

Visit brodak.com to see our **Bi-Wing** designs, **Navy Carrier** kits, **Classic/Modern Carrier** designs, **Racing** planes, **Trainers**, and extensive line of **1/2A** planes.

Great Finishes Start with Brodak Butyrate Products!

We have the largest selection of colors ever – **MORE THAN 50 COLORS** – and Clear, Flattener, Primer, Sanding Sealer and Thinner!
VISIT BRODAK.COM FOR A COMPLETE LIST OF COLORS AND PRODUCTS.

Our full-line of aluminum spinners includes 2-hole, 3-hole and no-hole styles. Our design includes a hub that installs on the nose of the spinner for better performance (less drag) and a great look! We have everything you need!



The Wing Jig Kit by Brodak

BH-1000 \$38.49

Build straight and strong wings. The jig accommodates up to a 34" wing panel. All parts are pre-cut with laser accuracy from high-quality materials for accurate assembly. Complete instructions are included.



No matter what you fly, you should use the best fuel filter. Brodak Fuel Filters are lightweight (6 grams) aluminum with 80 mesh screens for durability with optimum performance.

BH-935 \$6.59

ARF / ARC Kits

If you don't have the time to build, these kits are for you! Visit brodak.com to see our full line of ARF and ARC kits!

ARF / ARC SV11

ARF comes in Red, Blue or Green



Can only be ordered by phone.

ARF-016 \$199.99
ARC-0016 \$189.99
ARF Electric \$209.99

ARF / ARC Vector 40

ARF in Red, Blue, Green or Yellow



Can only be ordered by phone.

ARF-010 \$189.99
ARC-0010 \$179.99
ARF Electric \$199.99



**100 Park Avenue / Carmichaels, PA 15320 / www.brodak.com / email: flyin@brodak.com
(724) 966-2726 (voice) / (724) 966-5670 (fax)**