

PAMPA

STUNT NEWS QUARTERLY

JUNE 2022

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From the History Books
District Reports



VSC 2022

Bruce Perry in level flight with his Two Much at the Northwest Regionals



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Stunt News is looking for future articles. Contact David Shorts at m25productions@yahoo.com



Mark is a great teacher and ambassador to CL stunt. Here he helps teach a newcomer how to fly at Joe Nall.

President's Report:

As I write this, it is Day 32 of my 730 days as your PAMPA President, barring impeachment or overthrow! I am truly excited to help lead our organization out of the survival stage and into growth, new opportunities, and more great competition. I am genuinely excited because of the feedback from members, non-members, and your team of PAMPA leadership, particularly our District Directors.

Your Board had its first Zoom conference video meeting a couple of weeks ago and we decided to make these sessions a monthly tradition. We spoke about our organization and its mission(s) and started setting some

priorities. As the new guy, I have the opportunity to look at things "outside the box," from a fresh perspective. The first task that caught my attention is to take all the good things that have taken place in our past and bring PAMPA to a new level of organization, participation, and achievements.

We will present our first stage plan to PAMPA members at this year's annual PAMPA Meeting in Muncie during our National Championships in July. While we have begun to identify many worthwhile endeavors, first things first and that is to add CL enthusiasts to our rolls of PAMPA membership and to add them right now. July is several months away and I am one not to wait until our July meeting to get things going.

I am asking each of you today to do what you can to grow our organization. We possess a tremendous amount of high level experience in all phases of precision aerobatics. We owe so much to those who formed PAMPA and kept the dream alive for future generations. Dave Tribble and his team handed me a financially responsible organization from which to build and grow. Thank you all for all you have and continue to do.

All of us will bring PAMPA off the back burners and into the limelight. Yes, I know the challenges. We face challenges all our lives and we find ways to come through them. Like some of you, mine range from being responsible for the lives of 160 soldiers in Vietnam, cancer bouts for my wife and me, Agent Orange, and negative people. You all have and still are facing much more important challenges.

We can light up PAMPA and the world of CL aerobatics. Our Newsletter is the start of something that is so basic and crucial, communication. We all want to be part of something and that something needs to be exciting, relevant, and fun. Stay tuned. For now, talk up PAMPA. Not what it may have been in the "golden years," but the excitement about what is coming. Joining and maintaining membership in our organization will become an "of course" decision rather than a "why should I" decision.

Thank you for what you have done and what we will accomplish together. I promise you there is a bright, bright light shining on our future in CL precision aerobatics!

Mark Weiss

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VSC XXXIII



Jim Hoffman and his Galloping Comedian

The Vintage Stunt Championships have for over three decades represented one of, if not the largest all-CL stunt contest in the country, although there are undoubtedly other contests (the Nats, as a prime example) which are larger by virtue of including a much wider variety of modeling activities. This year's contest was the 33rd "annual" (having skipped 2021 due to the pandemic) edition. This year's festivities ran extremely smoothly, mostly thanks to the contest's third generation of organizers: Jim Hoffman (CD), Lou Wolgast, Mark Smith and John Callentine (banquet organizer). VSC is a five-day extravaganza which incorporates no fewer than five "official" (albeit non-rulebook) flying events, plus a panoply of special awards and recognitions.

Overall, weather for the contest was better than the historical average. Over the years, it's been learned that afternoons are frequently unflyable due to wind. The contest is arranged so that

that the preponderance of each day's official flying is completed by lunchtime. Out in the Sonora Desert, rain is a rare phenomenon, but most years have at least one day where it is threatened, though rarely realized. This year, not even a threat. All events went off as scheduled, and there were very few wind-related incidents

Tuesday

Competition kicked off with Old Time Stunt. The four round, two day format adopted in 2020 was repeated, but this year, instead of a pilot's score being based on each day's best flight or the best flight per circle, placements were determined by each pilot's two best flights, period. This was enabled by the fact that the OTS competition, for the first time in decades, was run on a single circle in front of a single set of judges.

Attendance at VSC peaked sometime between 2000 and 2010. If memory serves correctly, the Classic event peaked at just short of 100 entries, and OTS, believe it or not, had 81 entries one year. Total entry for OTS this year was a mere 16 pilots, and two of those (myself included) scratched from the event before it started.

The weather was as good as it gets at Christopher Columbus Park. The early morning hours were definitely heavy jacket and/or sweatshirt cold, but the day warmed rapidly and layers began shedding early. The temperature never became oppressively hot, as it so frequently can at this desert site. The last three or four flyers in Round Two did have to factor a definite breeze into their flying, and John Wright, who had the final official flight of the day, had to deal with a 180-degree wind reversal during the flight.

In spite of the depleted entries, all 14 contestants took both their flights. You couldn't have asked for a better start to a multi-day contest.

This year the Jamison Special relinquished its crown as most popular design in OTS, with only a single entry in the event. Most popular this time around was the Humongous, of which four were entered. Those, plus three Ringmasters, represented half the field, the balance composed of a pair of Naccarato Big Jobs and the rest being single examples of different designs.



Wednesday

The menu for the second day's competition started with the final two rounds of OTS. Conditions were similar to Tuesday's: a few degrees cooler early, a few degrees warmer later, all under cloudless desert skies. In contrast to the previous day, there was a



David Shorts' Jack Sheeks Staggerwing

recognizable breeze present from the start of the third round which gradually grew in intensity as the morning progressed, but its direction remained relatively constant and the air smooth, so conditions remained a non-issue for both rounds

Much as on the first day, all entrants, with a single exception, flew two official flights. Unlike the first day, several unofficial attempts were called, yet the OTS competition ran a bit more quickly than on Tuesday, ending slightly before Noon. This turned out to be a good thing, as the wind began to blow with serious intent about 10-15 minutes later. This impacted the non-competition Exhibition "event." Normally this includes flight demonstrations of offbeat or otherwise interesting craft, but the wind converted this year's version into a largely static display affair. Final results in OTS appear below.

Old Time Stunt

Judges: Mark Gerber, Warren Tiahrtr



Colleen Gilbert holds while Joe Gilbert signals the judges

Place	Pilot	Model	Rd. 1	Rd. 2	Rd. 3	Rd. 4	Final Score
1)	Joe Gilbert	Ringmaster	310	302	308	311	621
2)	Lou Wolgast	Humongous	308.5	304.5	236	305	613.5
3)	John Wright	Big Job	300.5	302.5	282.5	307.5	610
4)	Jim Hoffman	Galloping Comedian	301.5	307	300	296	608.5
5)	Keith Trostle	Big Job	297	302	305.5	69	607.5
6)	Dennis Adamisin	Joker	288.5	302	304	299	606
7)	Chris Brainard	Ringmaster	298	273	271.5	293.5	591.5
8)	Rick Green	Humongous	281.5	285.5	263	284	569.5
9)	Jim Lee	Sr. Go-Devil	285	280.5	277.5	264.5	565.5
10)	Jerry Higgins	Jamison Special	237	289	202	273.5	562.5
11)	Jim Rhoades	Humongous	280	220	277.5	281.5	561.5
12)	Chris McMillin	Vampire	154	253	241	243.5	496.5
13)	Tim Tipton	Ringmaster	237.5	178.5	258	180.5	495.5
14)	Bob Brookins	Humongous	99	139	74	Pass	238

Once again, we were fortunate in that there was no model attrition during official flights, but a couple moments of high drama caught spectators' attention. Right at the start of Chris Brainard's third round flight, his lines snagged on some runway imperfection, and upon launch his ship leapt into the air at a 45 degree angle with almost no rollout whatever. Chris got the ship gathered back up quickly, but by then it was halfway to the top of the circle, and it took around a full lap for him to drag the Ringmaster back down to normal level flight height. The other moment of excitement came in Keith Trostle's fourth flight. Almost immediately after release, the engine began making noises which, although they might have been natural, were definitely anything from normal. For the lack of a better description, think of this as intermittent grinding sounds. These increased in frequency/intensity as Keith flew the early portion of the flight. The engine cut out relatively quickly, announcing its complete lack of motivation by forcefully spitting out the spinner, propeller, and a good chunk of the crankshaft. Keith did a superlative job of landing the now tail-heavy ship to the applause of the incident's witnesses.



Mike Haverly and his Barnstormer

After a lengthy afternoon break, everyone assembled at the pavilion over by the boat pond for appearance judging and the yearly raffle. The proceedings were kicked off with a surprise for Wes Dick: the recognition of his 90'th birthday (making him this year's eldest competitor) via the singing of "Happy Birthday" and the widespread distribution of sheet

cake. Due to high winds, it proved impossible to conduct appearance judging using the usual "Nats system" of arranging the entries on the ground in rows of models of similar perceived quality. Instead, the ships were judged one at a time as they were held by their owners. This wasn't ideal, as it prevented direct ship-to-ship comparisons, but it was the best that could be done under the circumstances.

For those who participated, the raffle was kind of a big deal this year. It is not comfortable to admit this, but as more CLPA competitors decide that they've aged out of the event, their residual unused kit and material inventories are making each year's raffle stash more impressive than each which came before.

Thursday

The competition menu for Thursday included the first two rounds of Classic, spread between two circles, and both rounds of the Ignition event, which was flown on the grass circle adjacent to the boat pond. The early morning breeze was light, but in nearly the reverse direction compared to the previous two days, blowing nearly dead-straight from Circle 1 to Circle 2. The air was totally flyable until about 9:30, which coincided with the break between the two Classic rounds. By the

start of the second round the wind had picked up substantially and had become turbulent via having been strained through the trees lining the now upwind edge of the field. Scores dropped precipitously, and multiple pilots decided to pass on the second round, hoping for better conditions Friday.

Every year, the Ignition event draws roughly a half-dozen entrants willing to do battle with these sometimes cantankerous, 70+ year-old engines. Of this year's five (metric half-dozen) entrants, three posted official scores. The competitors ultimately ended up flying a single flight each, although two rounds were scheduled. Bob Brookins experienced ignition problems which ultimately traced back to an improperly soldered high-tension lead. Keith Trostle's ship also remained grounded due to an unexplained lack of spark.

Ignition

Judges: Leroy Black, Burt Brokaw

Place	Entrant	Model	Score
1)	Lou Wolgast (pilot)		289.5
	Glen Allison (builder)	Humongous	
2)	Jim Lee	Go-Devil Senior	149
3)	David Shorts	Icarus	57.5
4(Tie)	Bob Brookin	Humongous	DNF
	Keith Trostle	Wildman 56	DNF

Classic

This year brought a bit of a twist to the Classic event: competitors were allowed to fly the Cloverleaf using either the new entry from level flight, or the maneuver's previous incarnation, with entry at 42 degrees elevation. Fears before the contest start that this might cause confusion proved completely unfounded, and the judges had no trouble at all scoring the maneuver properly.



Steve Harris flies by with his Gypsy enroute to winning classic



Wesley Dick at 90 years young flies his electric Ares



John Callentine's Al Rabe P-51 entering inverted flight

degrees elevation. Fears before the contest start that this might cause confusion proved completely unfounded, and the judges had no trouble at all scoring the maneuver properly.



Wesley Dick celebrating his 90th birthday



Mike Scott with his refinished, well traveled Genesis

Friday

The original plan for Friday was to complete the final two rounds of Classic and fly the first of two rounds in the one-design Ringmaster event. As the weather forecast for Saturday pointed to increased wind, the suggestion was made that both Ringmaster rounds be flown on Friday, back-to-back. This suggestion was adopted unanimously by the competitors.

Classic

Judges: Jack Comer, Al Hieger, Pete Peterson, Lou Wolgast

Pilot	Model	Rd. 1	Rd. 2	Rd. 3	Rd.4	Final Score
1) Steve Harris	Gypsy	565	570	592.5	574	1166.5
2) Joe Gilbert	Cavalier	566.5	580.5	589	232.5	1155.5
3) John Callentine	Rabe P-51	560.5	Pass	558	499	1118.5
4) Dennis Adamisin	Swinger	561.5	514.5	551.5	546	1113
5) Bruce Jennings	Cavalier	505.5	546	553	518.5	1071.5
6) Antone Kephart	Quasar	539	Pass	524	543.5	1067.5
7) Chris Brainard	Roadrunner	528	499	520	519.5	1048
8) Dave Riggs	Trophy Trainer	534.5	507.5	483.5	501	1042
9) Chris McMillin	Gieseke Nobler	477	408.5	532.5	504.5	1037
10) Bob Compton	Shoestring	429	485.5	470	547.5	1033
11) Jim Rhoades	Apteryx	458.5	270.5	543.5	481.5	1025
12) Lanny Shorts	Gypsy	463.5	257.5	486	520.5	1006.5
13) Steve MacBride	Patriot	495.5	469.5	499.5	505	1004.5
14) Wes Dick	Ares	483	Pass	518.5	420	1001.5
15) Jerry Higgins	Jamison Special	338	Pass	483.5	516.5	1000
16) Mike Haverly	Barnstormer	454	Pass	516	460.5	976.5
17) Gary Akers	Oriental	506	Pass	454.5	514	968.5
18) Mark Gerber	Parrott P-40E	439	Pass	436	455	891
19) David Shorts	Beech Staggerwing	170.5	Pass	395.5	411	806.5
20) Tim Tipton	Ringmaster	219	274.5	369	406	775
21) Rick Green	Cavalier	507.5	Pass	Pass	Pass	507.5
22) Bob Brookins	Oriental	249	Pass	100	Pass	349
23) Gary Gingerich	Hawker Hunter	251	Pass	Pass	Pass	251

We almost certainly did not catch every "incident," but carnage seemed to be on the low side this year. One of the most damaging, and peculiar, was suffered by Wes Dick when the electric motor in the front end quit as the Ares was in the overhead 8. As it arced into the circle, an Olympic sprinter would have had trouble making the save. Wes, who turns 90 this week, didn't have a chance, and the Ares dropped in vertically on its nose.

Joe Gilbert pancaked his Cavalier inverted during the reverse wingover during Round 4. Joe flies fast and at the low end of "level flight," and it takes just the tiniest little twitch to put the bird into the ground. Fortunately for Joe, he rarely twitches. Ironically, he had precisely the same accident two years ago while putting his Ringmaster through a practice run of the modern pattern. Between these two incidents, it's conceivable that he may not have actually glitched even once.

Dave Shorts flew a semi-scale Beech Staggerwing (tan, with "Beechcraft" in red lettering on the top wing) in Classic: a bold choice. The LA .46 in the nose provided adequate power, but the added drag of the biplane was evident in flight. On Thursday, something came apart during an official flight, sending a small piece of balsa fluttering away and leaving the nose cowling askew, where it threatened to catch the prop and do something really horrible, but Dave managed to land the ship without further problems.

Ringmaster

This annual one-design event was helmed, as always, by Steve Holt. As mentioned above, the event's nine contestants were able to get in two full rounds on Friday before Noon, with only a single passed flight. The best flight of two was counted for scoring purposes. Once again, Joe Gilbert demonstrated his absolute mastery of this most ubiquitous of designs.

Ringmaster

Judges: Linda Brainard, Mark Smith

Pilot	Rd. 1	Rd. 2	Final Score
1) Joe Gilbert	276.5	252	276.5
2) Jim Hoffman	275	181.5	275
3) Chris Brainard	266	253	266
4) John Wright	258	246	258
5) Dennis Adamisin	254.5	251	254.5
6) Jerry Higgins	202	237	237
7) Rick Green	208	148.5	208
8) Tim Tipton	194.5	169	194.5
9) Chris McMillin	172.5	Pass	172.5

The relatively greater impact of higher wind speeds on these smallish models is reflected in the fact that, with a single exception, each contestant scored his best flight in the first round. Each of these models is identical in terms of physical dimensions, yet building methods and materials cover the full spectrum from 1952 practices to the most modern. Interestingly, perhaps, the engines used to power these entries ranged from as small as a .20 to as large as a .40 and cover a similar range of technologies.

Saturday

The only competition event remaining on the agenda was Super '70s: entries being designs originating in that decade. Given the extraordinary number of excellent-performing and cool-looking designs produced during this "second golden age of Stunt," it's somewhat surprising that this event vies with Ignition for smallest entry each year. The minimal entry permitted both rounds to be completed by about 9:40 (first flight having gone off a bit before 8:00), avoiding the heavy wind which had been expected to come.

Super '70s

Judges: Jack Comer, Pete Peterson

Pilot	Model	Rd. 1	Rd.2	Final Score
1) Lou Wolgast	Corsair II	563	580.5	580.5
2) Mike Scott	Genesis Mk. III	561.5	508	561.5
3) Steve MacBride	Stiletto 660	516	548	548
4) Jim Lee	Imitation	547.5	543	547.5
5) John Wright	Gieseke Nobler	487	253.5	487
6) Leroy Black	AD-1 Skyraider	351	Pass	548

With the competition drawn to a close, all that remained was to gather in the evening at the Tucson Marriott for the awards banquet, at which, in addition to the distribution of contest trophies, a series of special awards recognizing special aspects and efforts related to VSC, were conferred as well. - Al Heiger



Keith Trostle poses with his Big Job



Leroy Black shows off his very scale A1 Skyraider



Mark Gerber holds his Scientific Air Champ from the exhibition event at VSC



Chris McMillian holds while John Callentine signals the judges for an official flight in classic with his Mustang

Special Awards	Sponsor	2022 Winner
Spirit of VSC (Exhibition Event)	VSC	Mark Gerber - Air Champ
Eagle (Overall Flight Placing)	Keith Trostle	Joe Gilbert
Spirit of '46 (OT-Ignition)	VSC	David Shorts - Icarus
Spirit of '52 (OTS)	VSC	Rick Green - Humongous
Spirit of '64 (Classic)	VSC	Steven MacBride - Patriot
Spirit of '70 (Super 70's)	VSC	Lou Wolgast - Corsair 2
OTS Best Appearing	VSC	Bob Brookins - Humongous
Most Unusual Entry	VSC	David Shorts - Beechcraft Staggerwing
Pilots' Choice Concourse (Classic)	VSC	John Callentine - Mustang
Pilots' Choice Concourse (Super 70's)	VSC	Leroy Black - Skyraider
Highest Ringmaster in OTS	Dee Rice & Louis Sullivan Brotherhood of the Ring	Joe Gilbert
Highest Ringmaster in Classic	Dee Rice & Louis Sullivan Brotherhood of the Ring	Tim Tipton
Master of the Ring	Dee Rice & Louis Sullivan Brotherhood of the Ring	Joe Gilbert
G.M.A. Memorial award:	Dee Hill & Rusty Brown	Chris McMillin
Pachyderm Award:	VSC	Rick Green - Humongous
Gialdini Sportsmanship Award:	Bob Gialdini	John Callentine
Keeper of the Flame:	Walt Menges	John Wright

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From the History Books



First off, let me congratulate Mr. Tom Thomas and Mr. Derek Barry for their answers to "New Rule from '92". The new rule I spoke of last issue was the mandatory safety thong. Having given the answer, they are officially added to the Pro-Smarty Pants wall of fame (location classified).

I recently dug through some of my dad's boxes of model stuff (while he napped) and came across an issue of the NCLC Gazette from May-June 1983. Doubtless, some of you are familiar with the NCLC, National Control Line Coalition. If you are, throw some light my way. I welcome more details M25productions@yahoo.com Subject, NCLC. It pertained to all aspects of CL flying all over the world. Although less than half of the gazette pertained to stunt, the cover featured Bob Gieseke with Wynn Paul behind him.

In the gazette, George Lieb expressed his concerns over dwindling contest attendance. Bear in mind this is 1983 at the end of WAM and weekly CL contests. "I do not know the reason for low contest attendance in recent years, but, it cannot be boiled down to something simple like the high cost of fuel, etc. Most all types of model airplane competitions are down including radio control. A lot of clubs are declining in members. Probably, there are so many things to do nowadays, that individual hobbies are suffering..."

The good news was that contest attendance did rise again. Maybe not to the glory days Mr. Lieb was describing, however there definitely was a resurgence, especially in the late 90s and early 2000s. I think one reason for that was people were having fun again. Many things are debatable, but a dying attitude breeds death,

and a growing attitude breeds life. With all the "things to do nowadays," we are going to engage in the ones that give the biggest reward. Control line is packed with rewards, but one of the biggest is the people. Be sure to show up and share a laugh or two with an old friend—hopefully not at an old friend.

Speaking of Mr. Lieb's concerns over dwindling attendance. I was reading Model Airplane News, January '56, where Bill Dean runs down '55 Nats attendance by event. Let me highlight a few. 1/2a free flight had the most participation at 286 entries. This was followed closely by two other gas free flight categories. In sixth place was CL Combat with 151 entries. In tenth place was something called Control Line Stunt with...98. This year, I counted 78 stunt competitors in advanced, open, and classic. It is true our sport has declined. But compare that to other modeling disciplines and we must have something special which other groups do not. We have you, and we have PAMPA. Keep it Fun - David Shorts

District Reports:

District II

Hello everyone and big welcome back to Stunt News! A lot of happens here in District 2 over the winter. With Covid – 19 kind of behind us, I have a feeling there will be a lot more activity here on the Northeast. If you are looking for events in the Northeast this check out this thread Northeast Schedule for 2022 (stunthanger.com). Looking forward to seeing everyone this summer!

With the winter building season coming to an end, I would like to highlight a few folks, who sent me photos of their builds. Mike Ostella is building an electric version of Lou Wolgast Corsair II. Mike does really outstanding work and here a few shots of his progress.



Mike Ostella's new A7 Corsair nearing the finish line in the build and finishing process

Last I spoke with Mike he had all the color on and was getting ready to shot clear. I cant wait to see and hopefully catch a flight on it. Thanks for sharing Mike.

As I do every year, I build another new High Voltage plane and this one is number 8 in the series. What is nice about building the same design is you can make improvements each year and when it comes to trimming, you have a great database of information. Here are a few shots of number 8 and special thanks to Sina Goudarzi for the great paint scheme.

This one is slightly different from number 7, it uses a little different wing and also this one was built using 12lb wood on the fuselage! The finished weight is 62oz with Battery on board.

I really want to thank David Shorts and Matt Colan for putting the effort in to bring back Stunt News!!!!

Joe Daly



Joe Daly's attractive new High Voltage, the 8th in the series

District IV

Sometimes we are so close to the problem that we can't figure out a solution. And then something happens that smacks you upside the head and you wonder whether maybe all this time what we thought we were doing "right" was just totally "wrong". In years past our club, NVCL, had done all kinds of outreach using our trainer planes for "flight training". And while we flew hundreds of people on our trainers, we never got any new members as a result. We held flight training at local schools and churches, for Scout groups, and even for many years at the annual Dulles Plane-Pull for Special Olympics.

So, we pretty much gave it up. And then this happened....

We had a family (father, mother, two daughters) happen upon one of our flying sessions last summer and take an interest in our flying. So Peter K. offered flight training to them and found an old trainer we had stored in our mower shed. Mom went first!

Despite being the guy who does all the flight training in our club, I don't recall ever using that trainer before (oh-oh!) On take-off we caught a gust of wind and instantly were into a wing-over. And I'm thinking "oh no! We're gonna crash and they'll never want to do this again!" But, somehow we pulled out and successfully finished the flight. I then flew the older daughter and then the father with almost identical wild rides. (At that point I whipped out my trusty X-Acto knife and reduced the elevator chord by half!)

I figured that they'd never want to fly again after that experience, but they promptly joined our club and came out regularly to fly (and sometimes crash) our trainers the rest of the flying season. They are now building their own Flite Streak Trainer! I had always assumed (and tried to provide) that a docile, calm trainer flight would always be the best introduction to our sport. I'm now re-thinking that whole idea because I have realized that their first flights on our control line trainers are something that they'll never ever forget!

Based on my experience and knowledge, I would have never done that intentionally. So, who knows? Maybe there is something out there, a different approach, that we could use to turn this all around. I know - I'm an endless optimist. But I am now trying to figure out how to provide flight training that is not docile and calm. My past experience and training could



Our flight training always attracted a crowd



Maybe a good thing?!



Peter K's trainer airplane production line

not encompass the thought that a wild ride would sell our hobby. But wasn't seeing someone else's "wild ride" what often first attracted us to stunt? We may not think of our patterns as a "wild ride", but put yourself in the place of someone seeing a stunt pattern for the very first time.

So, what do you think? Out with the docile and boring and in with the new...hmmm...just not sure yet what that new thing should be.

Scott Richlen

District VI

Let me introduce (or reintroduce) myself. My name is James Mills, and I am your District 6 representative. I will be celebrating 30 years with my beautiful bride Beth this June 27th. I am currently an Intermediate school Special Education teacher but am beginning a new chapter as a Jr. High Special Education teacher next year. We have a son named Ben who is my second favorite flying partner (after Beth) and is currently completing his second year of college. My brother-in-law Brian introduced me to this sport. We began with ½ A's, moved on to big planes with a variety of IC motors and eventually electrics. Fast forward some 30



Beth Mills holds James' High Voltage before a practice flight

plus years and I am still flying. We have had the opportunity to attend the Nationals on a regular basis with Ben having won Beginners, Junior and Senior titles. My best showing thus far was at last year's Nat's placing second in Advance by ½ a point to Mike Schmidt. I truly enjoy building and flying control line aircraft, but the biggest benefit of this sport is the friendships and memories that we collect as we go. We form relationships across the country and across borders that would otherwise not materialize.

This leads to my next point, the continuing growth of PAMPA and our sport. The mission of our organization is to function as the SIG for managing and running our National Competition. PAMPA give us, the control line flyers, a voice with the AMA for our sport. This is vital for the future of the sport that provides us with so much, even if you do not fly at the Nat's. How can we (everyone look in the mirror now) help spark growth for our (your) organization.

There will be much talk about this in the coming months, but I think the most obvious first step is to attempt to reengage former members. This list is longer in some parts of the country than others. Be PAMPA's best ambassador to promote the sport that we all enjoy so much.

I'm going to conclude with a picture of Mark Hughes new PA plane Miss Jane based on Joe Daley's High Voltage. I am including a picture from the 2021 Nat's of Beth launching my High Voltage which in the refinishing process. Until next time, safe flying. Feel free to contact me and send pictures if you would like to show your latest build.

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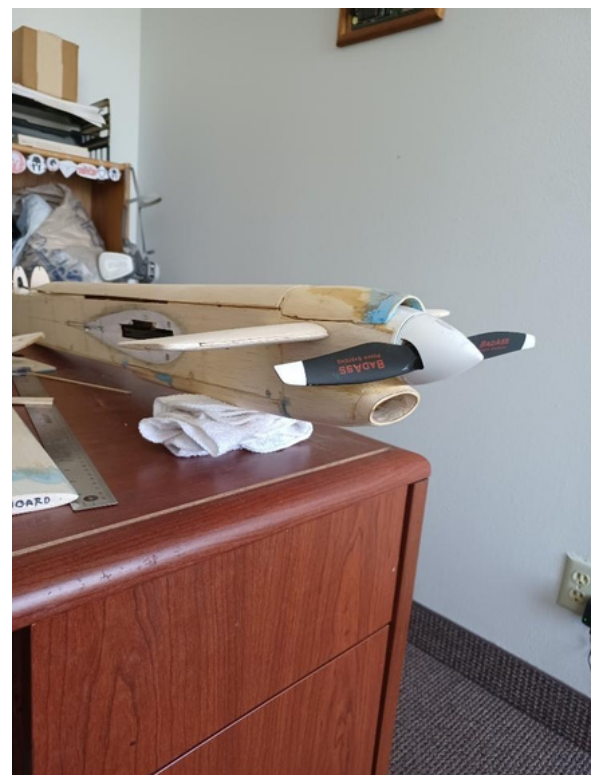


Mark Hughes' pretty new PA airplane

District VIII

Spring is rapidly turning into summer here in District VIII. The wind in Texas has been brutal for the last couple months; brutal enough that a 15-20mph wind seems like a light breeze! Hopefully now that it has started warming up into the 90s, the wind will subside into something a little more reasonable and have some good flying weather.

With all the lousy air so far this year, building season never seems to really end. Doug Moon has a new Bear he is closing in on having finished. Mike Scott finished a new Max Bee and refinished his old, trusty Genesis for Nostalgia. Ken Culbertson finished a new profile, based on the airplane he designed and built back in the 1960s. It is modernized with electric power, and a trick logarithmic control system he made himself, complete with a tweakable flap mechanism. Ken is now working on a new 60 size electric with styling from the 1930s air racers. He is also working on a canard system to potentially add to it as well. I have a new classic airplane under construction, my grandfather's P-47 that he designed in 1967. I also have a Don Hutchinson profile Dauntless under construction as well.



Ken Culbertson's innovative canard airplane

Joe Gilbert has been building biplanes and triplanes, but not in the standard sense. Each spring when maple trees drop their seeds, Joe goes out and picks up all the maple seeds he can find. For those who may not know, maple seeds have little wings on the ends of their seeds. Joe looked at them one day and said, "I bet I can make these fly!" He has figured out how to make them fly and fly pretty well! Some scrap balsa, Sgment, and a paperclip that you cut into pieces for nose weight is all you need. I've made some as well and they're a blast to build and fly!



Joe Gilbert's maple seed airplane assembly line!



The pieces to Ken Culbertson's new full sized stunter



Airplane lineup at the El Dorado contest

As I write this, the first District VIII contest of the year has been completed in El Dorado. Saturday was warm and a bit breezy, with temps in the 90s. Sunday there was a break in the springtime wind and it was 0 gusting to 3mph all day, and temps getting into the lower 90s. Classic was won by John Hill with Ronnie Thompson and Dan Berry coming in second and third. Perry Rose won warbird with Joe Gilbert in second and Dan Berry in third. Profile expert was won by Joe Gilbert. John Hill was second and Perry Rose was third. The top three in profile advanced were Dan Berry, John Blanchard, and Tom Fluker. Profile intermediate and beginner had two entries each. Mike Makepeace won with Richard Speer in second. Beginner was won by Josh Lum, with Mike Shamblin in second, just one point behind! On Sunday, expert PA was won by Matt Colan, Joe Gilbert in second and John Hill in third. In advanced, it was very competitive! Dan Berry won with John Blanchard in second and Tom Fluker in third, all within a couple points of each other. John Hill swept the judges choice in both

profile and PA with his usual flawless finish. I unfortunately missed the results for intermediate and beginner.

Mike Scott just returned from this year's Joe Nall. He said a great time was had by all and it's a must attend event for anyone who loves model aviation. Unfortunately, he had a safety related incident with his electric Max Bee. After one of his flights, the airplane was placed back in the pits, but the arming plug was not taken out of the plane. Shortly after the airplane was placed in the pits, the airplane spooled up and began moving. The airplane rolled into Bruce Jennings' beautiful Cobra and chewed through the outboard wing before it came to a stop. For those who fly electric, please be careful of this and ALWAYS take the arming plug



out after every flight. Mike flies a lot, and by himself many times as well, and he has never had this happen before. Be safe out there, it could happen to you, at the most random of times. We're all lucky that it was just an airplane that the airplane chewed up, not somebody's leg.

There are two more contests coming up in the next month in District VIII, one in Houston over Memorial Day weekend, and the Bob Gieseke memorial in the second weekend in June. After that, the NATS are only a month away. I will be flying the same plane I flew last year, my Formula 1 styled airplane named Scuderia.

If anyone wants to have their airplane, story, contest, workshop etc. featured in the District VIII column, feel free to contact me to have your pictures featured!

Matt Colan

District X

My name is Warren Walker, I fell in love with C/L at about age ten and like most of us there were dry spells when life got in the way. About 25 years ago I joined the Knights of the Round Circle and became very active in the club, most notably as contest director, chuck wagon operator, club president, and host of Thursday man cave nights. During my association with the club the best thing by far is all the great people I have met and had the pleasure of becoming friends with. In my shop I have a 6"X 6" post That has been signed by over 150 guys, and some of the greatest flyers who ever picked up a control line handle—true stunt royalty. If I ever move, it's coming with me.

As for being a district director, this is all new to me. I'm not very good with computers and thank God for spellcheck, but I will give it a go. If anyone out there would like the job I will be more than happy to read whatever you write.

One of the first things I will do is try and get as many guys as I can to join or rejoin so we can get Pampa healthy again. So if anyone has a project they are working on, a contest to promote, or a great idea, please pass it along and I will include it. Speaking of contests to promote, the Knights have combined the Joust and the Bob Palmer into one contest August 20th and 21st. Yours truly will be cd, details soon on the club web site kotrc.org My email is wrwcs@verizon.net or text at 909 7021329.

Warren Walker



A TBM Avenger overflies the Golden State contest



Tim Just concentrates on level flight with his Zealot

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