

# PAMPA

*Stunt News Quarterly*  
Issue #3



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**The NATS**  
**Stunt History**  
**District Reports**



About the Cover: Tom Luciano is the Advanced National Champion for 2022! Tom's Crossfire that he flew this year was destroyed only a few weeks ago and it was successfully rebuilt, flown and received 17 appearance points! Week

PAMPA is the AMA recognized Special Interest Group for control-line stunt. Join PAMPA by visiting <http://www.pampacl.org>. President: Mark Weiss. Vice Pres: Bob McDonald. Sec/Treas: Dave Triple. Newsletter: Matt Colan and David Shorts.

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## President's Report:

As I am writing this, our 2022 NATS is history and until the last day, one of the smoothest flowing championships in recent years. We did not get a chance to finish the Top 5 and did not even start the Walker Trophy competition. That Saturday was plagued with heavy winds and rain and a very premature decision (out of our hands) to cancel our top two events shortly after 2:00pm.

If anyone is unaware of what occurred, you can find commentary on Stunt Hangar. By the time this issue is in your hands, I am optimistic it will be properly investigated by AMA with clearly spelled out and revised procedures to prevent this from recurring.

So, thanks to John Paris, Michelle Lee, Mark Overmier and their terrific teams along with all other volunteers who made this Nats extremely well run and well done! And Thsnk You to all our competitors, their families, guests, and others who attended this year despite record high fuel costs and long rides.

Finally, our membership has jumped very nicely over the past four months and with your help will continue. Become a PAMPA AMBASSADOR by talking about our great organization and finding an interested person to work with and introduce them to Stunt! Show them the fun and help them learn to build and learn to fly.

If we each take one oerson under "our wings," PAMPA will double in size!

Have a wonderful and safe end of summer and beautiful fall.  
Mark Weiss



# 2022 NATS

Article by James Mills, photos by Matt Colan, James Mills, Mike Schmidt and Derek Barry



Dodging raindrops in order to get beginner and intermediate in

The 2022 Control Line Precision Aerobatics Nationals began with some very interesting weather. The Beginners and Intermediate competitions held on Sunday had to contend with a deluge, which I feel is safe to say affected the turn out. Fortunately, a small window of approximately two hours allowed the contestants to complete their flights after an initial delayed start.

Mike Stinson continued to carry Allen Brickhaus' legacy in fine fashion as the CD of the Beginner competition. We saw 4 pilots brave the conditions for Beginner with one pilot flying Basic. After both rounds were completed, Tom Creasey in first place as the Beginners National Champion with the complementary bump to Intermediate. Places second through fourth were Bob Maxwell (2nd), Joe Otto (3rd), and James Barry (4th). Naomi Macklem flew well in Basic. Unfortunately, her second flight resulted in a crash. Trophies and prizes were awarded under the tent as the

the rains returned. Mark Overmier and Kenny Stevens performed judging duties. Beth and James Mills handled the tabulation and check-in, while Mike Londke took care of pit boss duties. The pilots were also provided with coaching/critiquing from Dale Josephson and Mike Londke. Runners were Ben Mills and Sam Londke.

The Intermediate Stunt competition was held on the adjacent grass circle. This year's CD was Dennis Adamisin, who stepped in for Bob Brookins due to his illness. We have since learned of Bob's passing. He will be greatly missed. Three pilots took to the flight circle. After the results were totaled, Dave Rigotti (I forget which twin he is, the story changes depending on whether you ask Dave or Crist) was on top. Welcome to Advanced Dave. Jay Williams finished in second place followed by Rick Bollinger in third place. The pilot's choice award went to Dave Rigotti and Rick Bollinger was awarded the best Brodak airplane. Doug Patterson and Steve Smith performed judging duties. Michelle Lee and Kathleen Patterson handled the tabulation while Vince Bohde took care of pit boss duties. The pilots were also provided with coaching/critiquing from Todd Lee, Bob McDonald and Bob Storick. A special thank you to Brodak for sponsoring awards, providing scoresheets, scoreboards, and pull test scales.



The lineup for appearance judging

The official events kicked off Monday afternoon at 1:00 with pilots presenting their planes for weigh-in. After weigh-in, the planes were handed off to Mark Weiss and Mike Eber who handled appearance judging and placing the planes in their assigned rows. During this time our Event Director John Paris conducted the pilots meeting under the awning next to the L-pad. Mike covered all the pertinent information for the week and answered any questions that contestants had at the time. After the meeting, pilots received the flight order for the first two rounds. When Appearance judging was completed, pilots were given the all-clear to view where the planes were placed and vote for the Concours Award. This year, Bob Storic was awarded the Concours for his Minado. Congratulations "Sparky".

Mike Schmitt volunteered to CD the Old Time, Classic, and NOS 30 event. During the pilots meeting on Monday John Paris announced that this event would be flown on circles 1 and 2 on the L-pad. The extreme rain from Sunday made the driving area to the grass circles questionable. This year saw 10 entries in Old Time, 13 in Classic, and 5 in Nostalgia 30. Judges for Old Time were John Paris and Dave Tribble. Doug Patterson and Steve Smith judged the Classic and NOS 30 flights. Dennis Vanderkurr and Crist Rigotti handled Appearance judging. Jordan Segal and Jeannie DeMauro ran score sheets to tabulators Kathleen Patterson and Colleen Gilbert. Top five in each group were:

### Old Time

1. Vince Bodde
2. Dan Banjock
3. James Lee
4. Leonard Bourel
5. Tom Dixon

### Classic

1. John Simpson
2. Tom Dixon
3. Scott Reynolds
4. Vince Bodde
5. Dan Banjock

### NOS 30

1. Leonard Bourel
2. George Waters
3. Joel Costantino
4. Bernard Suhamski
5. Alan Buck



Robert "Sparky" Storick is a first time concours winner with his Minado



Jim Lee with a period correct Victory and Atwood Super Champion



Dan Banjock gets his Galloping Comedian ready for an official flight



Note the wheelpants on the very pretty Dolphin flying in classic!

Wednesday morning saw the beginning of the Open and Advanced competition. Pilots have two flights Wednesday and two flights Thursday, with the top score from each day deciding their placing for moving on to the finals on Friday. In typical Muncie fashion, the winds began to pick up in the afternoon. Most pilots hoped to get a solid first flight in the morning with many electing to pass on the second flight in the afternoon.

Wednesday afternoon Mark Weiss conducted the annual PAMPA Executive Council meeting. The attendance by PAMPA members this year was tremendous, almost a full house. Mark gave a summary of the Executive Meeting and opened the floor to questions. I feel this was a very positive meeting. The charge given to each District Representative and all members was to be an ambassador for Pampa and for each of us to attempt to gain one new member by next year, a very worthy and doable goal for us all.



Derek Barry and Matt Colan's airplanes rest in between practice flights

Friday morning began the Finals. Pilots have two flights with no throw away flights, meaning you have to be on your game on both flights. For the Open pilots, the goal was to finish in the top five to advance to Saturday to vie for the Open Championship and the Walker Trophy Fly Off. For the top nine Advanced pilots, this was their day to decide final placings.

Prior to Friday we had not had any crashes or incidents of any note. I cannot say for sure that this is an official statistic, but I believe we saw more Gremlins show up than any other Finals. Paul Walker had been flying well all week. During his first flight he had an ESC issue that prevented the completion of his first flight and a pass on the second round. Joe Gilbert posted a solid first round flight only to have the outboard wing leave his plane during the second round. Joe Daley was also in the hunt before the outboard wing let go after finishing the wing over. Joe put on a great show finishing the flight time and landing with only one wing, saving the propeller and spinner. During his second flight, Dave Tribble also had an issue resulting in a crash.

The Advanced circles were not without their own excitement. Unfortunately, we had an incident in the pits during morning practice resulting in a pilot losing his plane (this has been excessively discussed via online forums). Fortunately, no one was injured. The pilot was able to use his backup to finish the competition. Joel Constantino lost his very nice Patternmaster when the motor stopped directly overhead, giving no chance of recovery.

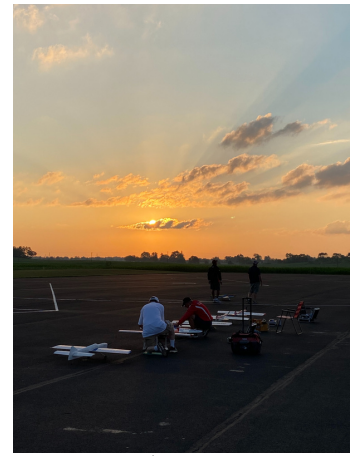




Gremlins were all around on top 20 day this year, including multiple wing folds!



Matt Colan embraces the ice bath for making the top 5 for the first time



Sunrises are always picturesque at Muncie

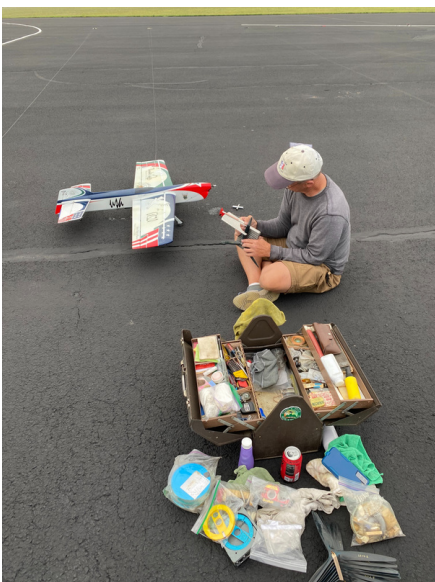


An impressive wall cloud from the storm that finished the NATS occurrence happening again in the future. The final standings were based on the only round that was completed.

After both rounds were completed, pilots waited to see how they fared. For Advanced, Tom Luciano placed first (welcome to Open my friend) in a very tight competition. For Open, Orestes Hernandez held the high score. The Friday scores were:

Advanced Finals		Open	
1. Tom Luciano	1053	1. Orestes Hernandez	1159
2. Darrell Harvin	1051.5	2. David Fitzgerald	1152.83
3. Steven Daley	1045	3. Howard Rush	1148.5
4. James Mills	1040.5	4. Brett Buck	1134
5. Thomas Polk	1026.5	5. Matthew Colan	1131.67
6. Crist Rigotti	1003.5	6. Derek Barry	1129.17
7. Jordan Segal	972	7. Todd Lee	1122.83
8. James vigani	961	8. Kenny Stevens	1112.1
9. Joel Constanino	676.5	9. Robert McDonald	1110.5
		10. Chris Cox	1110.17

Typically the Open Championship held on Saturday results in an Open, Junior, and Senior Champion who then fly for the Walker Cup. This, unfortunately, was not the case this year. After the first round, weather presented unsafe conditions that called for a pause in competition. For reasons that are still to be determined, an AMA official canceled the remainder of the competition despite pilots agreeing to wait for the weather to clear. Rest assured, steps are being taken to prevent such an



Dave Fitzgerald checking props between practice flights.

Open	Junior	Senior
1. David Fitzgerald	1. Gabriel Alimov	1. Luca Alimov
2. Howard Rush	2. Samuel Londke	2. Steven Daley
3. Orestes Hernandez		
4. Brett Buck		
5. Matthew Colan		

\*Rookie of The Year: Mike Schmitt

In his first year as Event Director, we cannot express enough how tremendous a job John Paris and his staff of volunteers exhibited. The Assistant Event Director Michelle Lee was helping in more aspects of the week than we can possibly list. A huge thank you goes out to all volunteers who made the week possible. This year's Nat's ran smoothly and seamlessly throughout the week. The awesome news is that John and Michele have agreed to step up and run the 2023 Nat's. Thank you both so much! As mentioned, all those who worked during the week were volunteers and should be thanked repeatedly. If you have not already, please make plans to attend next year.



Judges: Joan Cox, Joe Daley Jr., Mike Eber, Mark Gerber, Mark Overmier, Doug Patterson, John Simpson, Steve Smith, Mike Stinson. Event Director: John Paris. Assistant Director: Michele Lee. Appearance Judges: Mark Weiss, Mark Eber. Runners: Beth Mills, Jeanne DeMauro. Tabulators: Kathleen Patterson, Colleen Gilbert. Event Directors (unofficial events) Dennis Adamisin, Mike Schmitt, Mike Stinson.

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The NATS couldn't have happened without our volunteers!!

# From the History Books

## *The Evolution of the Control Line Precision Aerobatics Nationals*

About the cover. It seems all publications will tell you about the cover, and so far, we haven't. The first Stunt Newsletter of the year featured Joe Gilbert at the Nats. I took that shot during processing and in addition to winning Classic and Old Time, Joe made the top five for the first time. The second Stunt Newsletter featured Lanny Shorts (photo by Jim Hoffman) holding his Gypsy. Lanny's color scheme is nearly identical to Jim Silhavy's 1966 world team Gypsy. This got me thinking, what would I say about my dad? He hasn't qualified for the top five, or even top twenty. His appearance in the '75 Nats was rather unremarkable. But he has had an impact on the way the nationals are ran. Then I really started thinking, how did the Nationals get to be what they are today?

Let me pause here and say a special thank you to Keith Trostle, Wynn Paul, Bob Hunt, Lanny Shorts, Bart Klapinski, Ted and Shareen Fancher, and Paul Walker. After emails and phone calls, I also took out my stack of vintage magazines and Stunt News Archives and found out a few answers for myself.

Let's start with the first Model Airplane Nationals...The 1928 Detroit nationals featured three categories: Indoor Stick, Outdoor Stick, and Non-Flying Scale (FM Nov '56). 1946 was the first year Control Line Speed and Stunt were included in the program. This was also the first year for the Walker Trophy. But, what did those first stunt Nats look like?



The top 3 from the 1968 NATS, Bart Klapinski, Dick Mathis, and Bob Gieseke



Imagine traveling across the country with your plane. You walk up to a table and pay your \$1 registration, and an additional 50 cents for each event you enter. Starting in 1948 (when the Navy began co-sponsoring), you could pay a buck-fifty a week to stay in the Navy barracks, and a dollar each day would get you breakfast and dinner. (FM August 56)

If flying CL Stunt, you now walk over to the judges and tell them you're ready to fly. "Okay, buddy." They look around. "You can fly now if you like." So, you do a flight. You then watch some other events or take a turn at free flight and come back later in the day to do your second round.

"Davey's flying next, you can fly after him." Of course, there were only 5 open, 4 senior, and 3 juniors competing that first year. Air Trails, June of 1952, had a letter from Mr. Jim Walker addressing a problem and desperately urging to have the Nationals be more than a single day and sometimes even a single flight. (Mr. Walker was a big Radio Control pioneer and competitor as well.) Imagine traveling across the country and flying one or two flights and that's it! But, this continued as the norm for several more years.

In 1958, "Wild Bill" Netzeband introduced a significant change. He and co-ed John McDonald divided fliers into more than one circle with the top five from each circle moving into a final. Over the next 19 years, the number of circles and finalists from each varied according to participants.

In 1961 another major change occurred. Stunt became a multi-day event. Qualifications would happen on one day, and the top fliers from each circle flew the next day for the championship. This didn't continue every year however.

In 1966, Keith Trostle recalls registering for stunt and being asked, "Which circle do you want to fly on?" There was still no flight order in qualifications. (Keith took 5th in his first Nats.)

Because the Navy ran the Nats, this provided workers and a facility very adequate to the needs of the fliers. This also meant that Navy pilots or personnel were tasked to sit in the hot sun all day and score toy airplanes. You can let your imagination or distant memories fill in the blanks as to the occasionally questionable quality judging. The Navy ended their sponsorship when a senator thought it was a waste of money considering the decline of junior and senior contestants. By 1968 the average age of a contestant was 32, not the demographic the Navy considered future pilot material. The Navy withdrew personnel but still allowed the Nats to be held on their bases until 1972.

In 1973, at the Oshkosh Nationals, Wynn Paul, Keith Trostle, and Les McDonald met together with the pilots and formed PAMPA. With separation from the Navy, this group could provide a higher level of quality in judging and organization than was previously offered. This also created a vacuum in personnel. Bart Klapinski recalls working into the early hours of the morning during the following years.

1974 was the first Pampa Nationals. Keith Trostle admits one of his greatest contributions was recruiting Shareen Fancher in 1974 to not only tabulate but seed pilots for the first time.

Then came the 1976 Nats. At the end of the Nats it was discussed there should be two days for qualifying and a third day for finals. A young pilot named Arlie Preszler was also at this meeting. Arlie volunteered to Ed the next Nats. Over the winter, Arlie spoke with local hobby shop owner and fellow pilot, Lanny Shorts to co-direct with him. The two met every day for lunch for two months leading up to the 1977 nationals. Their plans contained more than just adding an additional day for qualifying.

In 1977, many things happened. Pilots were seeded once again. Flyers were now given two days to qualify while flying in front of two sets of judges. The top five from each circle didn't go to the finals as had been since '58, but instead went to a semi-final—the top twenty. Instead of taking the best score, it was decided to add both flights together. A problem that always existed was, if you have the top ten or twenty fly in front of judges who have judged all day long, are you certain they are picking the best flier from the finals. The solution was a fourth day—the top five. If your name is Bob Hunt, you can recall being the last "two day" Nat's Champion. If you're a youngster named Paul Walker, who first competed in '77, things have always been this way.

Shorts and Preszler introduced another major change—appearance rows. In 2021, because of heavy wind, flyers stood in a line for an hour and a half awaiting appearance scores. That's how it always was until 1977. For the first time, planes were processed and placed on the gymnasium floor in Riverside, California. Lanny, Arlie, and Bart Klapinski (who had been the ED the year preceding) placed the aircraft into rows according to appearance, and then took a final pass to make any adjustments. When pilots were allowed back into the gymnasium they saw all their planes lined up in rows. This was also useful because another major change happened that year.

The Concours d'Elegance Award. Pilots received ballots and were able to vote on whose aircraft had their favorite finish. Ted Fancher's Citation won the award the first year. Ted still has the nine and a half inch tall, silver cup, with this engraving:



Ted Fancher with his second Concours award in 1981



"PRECISION AEROBATICS MODEL  
PILOTS ASSOCIATION  
CONCOURS D'ELEGANCE  
NATIONAL CHAMPIONSHIPS 1977  
MOST BEAUTIFUL STUNT AIRPLANE"



The top 5, Junior and Senior winners from the 1996 NATS, the first NATS at Muncie

In the following years, Arlie Preszler refinished an antique propeller for the winner, and then began shaping the propeller from scratch. A question remains...who created the concours award idea? Some say it was Keith Trostle. Keith says it was Ted Fancher. Ted says it was Bob Whitely's wife, Sue, who suggested the idea a few years earlier. Whomever it was, it is a fantastic addition to the National Championships.

1977 introduced one other change, which was random flight order. The first year Lanny had pilots draw numbered ping pong balls from a sack. The following years it switched to poker chips. This ensured a random order, but also took up a considerable amount of time.

1987 was the first year that Advanced pilots got their own skill class.

1996 was the first year in Muncie, Indiana.

Which brings us to the final addition in the evolution of the Nationals...so far. In the year 2008, Howard Rush along with Paul Walker, came up with a program to help the nationals run smoother and with fewer 2am nights for the ED while he prints score sheets and seeds pilots. This was Howard's Nats Program. This program didn't change the format of the event, but provided an algorithm for seeding the pilots, for randomly creating flight order, and for printing scoresheets for the judges according to order and circles.

I was a score runner from 1980 to '83. It was usually hot, and I constantly worried about stepping on someone's lines or dropping a scoresheet. However, when I look back, I feel something magical about the good old days. It wasn't magic because of the number of days. It was magic because of the planes and the people. Whenever we first experienced the magic of the nationals, I think we should remind ourselves that the magic is still there. It may take years looking back to feel it, and with more years it may become routine. But if you don't experience it, how will you look back and realize how special the experience was? Hope to see you all next year as we celebrate our 50th year as Pampa.

## District Reports:

### District 1:

Mid-Summer and flying season is in full swing in Northern New England. Damian Sheehy heads up the flying events in Wrentham, Massachusetts, home of the storied New England Stunt Team. Damian organized a Fun Fly event over Memorial Day weekend, and it was well attended under ideal flying conditions.

Damian put in some terrific flights on his beautiful Oriental. An excellent flyer, Damian set the pace for the group. Another long-time NEST flyer, Linheart Smith, limbered up his Cavalier electric. Linheart is generous with his experience and advice, always a pleasure to see him in the circle. David Chang brought out his latest airplane for maiden flights. David is a gifted builder and flyer, and this one was no exception. He built in an access hatch under the fuselage near the wing trailing edge to make easy adjustments to controls. Very nice.

Former PAMPA District 1 Director Steve Yampolsky flew his take-apart airplane, a purchase from a Ukrainian builder. Steve is in routine contact with Ukrainian businessmen and relayed some updates on their situation. More on that in a future column.



David Chang's bright and pretty new airplane



Dick Carville brought his Lew McFarland-inspired, scratch built Akromaster—always a strong performer. Dick's longtime friend and fellow flyer Norm Liversidge dropped by, as well. Norm brought a few airplanes, engines, and equipment to give away to grateful flyers.

Rick and Saramarie Huff were in from Vermont. Rick put on first flights on a beautiful 1948 Upstart he planned to fly at Brodak's in June. Saramarie got some flights on her electric Banshee, too. Their grandsons visited the field and flew granddad's RingRat.

We were glad to see Eric Jensen drop in, too. Eric flew competitively years ago and brought along an airplane from his collection. He couldn't get it running but got some handle time on Rick's RingRat. Eric showed his competitive form even after a long layoff. Didn't know a RingRat could do those things. Looking forward to seeing more of him in the circle.

And Rick Campbell put an old favorite through its paces. Rick recently sold his business and plans to devote more time to flying. Rick is fun to watch in the circle, easily an Expert class flyer. He is unstinting in his assistance and encouragement to anyone needing a helping hand or encouragement.

The overall impression anyone got from the day's flying was this is a group of old friends who love to build and fly. It was fun, and we look forward to more flying at Wrentham this summer. - Jim Berry



Steve Yampolsky demonstrates how to put together a Ukrainian airplane at the field



The Huff's grandson gets some flight lessons at Wrentham, MA



Linheart Smith in between flights with his Cavalier



Always a crowd around making sure adjustments are to everyone's liking

## District III:

To quote Michael Corleone, "Just when I thought I was out, they pull me back in." Whoo boy, does that ever tell the story! Hi, I'm your new District III PAMPA Director (sounds impressive, eh?), and I'm in this post to try and reignite CL Stunt interest in our district. That's not to say there isn't any here already. We have several hot spots in our district and also several very noted fliers, not the least of which is three-time World F2B Champion, Bill Werwage. There are also a number of up and coming fliers both old and, well, middle aged (folks of my vintage call them youngsters...).

The hot spots in our district include clubs located in Cleveland, Columbus, and Dayton, Ohio; in Philadelphia, Hershey, Erie, Hazleton and Easton areas of Pennsylvania. But all of these hot spots are not nearly as hot as they once were. It's no surprise to anyone that our sport has been on the decline nationwide due to attrition of many types. My hope is to now light a fire and get these hot spots hotter once again, and also to create new hot spots. Lofty goals to be sure, and I cannot do it alone

District III club members and non club-affiliated members take note: I need your input! I'll be happy to report the news that is supplied to me from all who fly Stunt in our district, but I cannot and will not track you down to get that information. It is time for all of us who love this event to take responsibility for its future health and growth. A simple way to begin doing that is to send in information about what you, and/or your club is doing. Event coverage, personal stories, building tips and techniques,



Bob Hunt shortly after winning the 1976 NATS



historical perspectives, and even questions that need answering can be among the types of input that is needed. And, it does not have to be in perfectly written form; I have been an editor for more than 40 years, so just provide me with information; I'll massage it to make it readable if necessary. Too many don't contribute to magazines and/or newsletters because they do not feel their material is "good enough." What we need is information; not perfect prose. I'm not certain just how much space our Editor, David Shorts, will give us for our twice a year reports, but it is certainly better to have too much material than little or none at all. I've been in many publishing situations where I have had to generate material for publication at the eleventh hour of production just to fill empty pages.

So, to end this first report on an up note, I'd like to congratulate all of the District III fliers who participated at this year's Nats. I understand that it was a very "interesting" and challenging Nats in many respects. And I'd like to personally thank my buddy, Joel Costantino for filling in for me as the D-III rep at the PAMPA meeting. I could not make this year's Nats due to some severe back pain issues. I'm in physical therapy and hope to resume my flying career soon.

And, a very special congratulations to my old and dear friend, David Fitzgerald for his 13th win in Open CL Stunt. I vividly remember David's first Nats win. It came when he was a Junior competitor in 1976. I was very fortunate to have won the Open CL Stunt event at that Nats, and Pierre Morrell won in Senior. I'm attaching a photo that was taken of the three of us after the Walker Trophy Fly-Off that year. It probably makes David feel just as old as it makes me feel...

Please send your contributions to me at [robinhunt@rcn.com](mailto:robinhunt@rcn.com). And if you would care to chat a bit, please feel free to call me at 610-746-0106.

Till next time, Fly Stunt! - Bob Hunt

## District V:

Hello District Five,

I hope this newsletter finds you well, and hopefully the summer heat is starting to subside where you live. As I write this, it is still early August and the heat index in Georgia is over 100 degrees daily. A few weeks ago I was in Muncie Indiana for the AMA Nationals. It was a great week of fun, fellowship, and competition.

Unfortunately it ended on a sour note, and the contest was not completed. While we do have Junior, Senior, and Open National Champions this year, we do not have an official Walker Cup winner. I will not bore you with all the details, as I'm sure that anyone interested has already read their fill of opinions on the forums. All I can say is that PAMPA is working diligently to make sure this never happens again. I am confident that we will succeed in this endeavor.

I am happy to report that district five had a strong showing at the Nats this year. I saw and spoke with Tom Dixon, Ronnie Thompson, and Orestes Hernandez, all district 5 members. Orestes was in the Top five, as to be expected, and as I type this, he is in Poland representing the US in the World Championships. I received word, via the internet, that Orestes has Won the World Cup, which precedes the World Champs. Congratulations my friend, and good luck to the entire US Team!

I would like to report that some exciting things may be happening in Muncie at the AMA headquarters. Mark Weiss, our President had a long meeting with Chad Budreau at the AMA and expressed some of the long standing issues that have been the source of some tension between PAMPA and the AMA. The main one being large donations that had been made to the AMA with the specific intent to improve the L-Pad and grass circles that we use while there. Many promises have been made, but not delivered upon. Mark reported to us that he is making progress at getting PAMPA a seat at the table when these decisions are being made, and has even volunteered to go to Muncie on his own dime, to represent us. I think we should all take a moment to thank Mark for his efforts. I look forward to reporting much more good news under his leadership.

I would also like to take a moment to recognize a newly formed committee within PAMPA. I have volunteered to chair a Committee dedicated specifically to the US Nationals (Nats). This committee is made up of 5 members. David Fitzgerald, Steve Fitton, Bob Hunt, Matt Colan, and Myself. Our objectives are, but not limited to, Finding future Event Directors, Preserving the integrity of the CLPA Nats, working on scheduling issues to try and provide a buffer day, in case of weather, and proposing ideas to the AMA via PAMPA in regards to an upcoming revitalization project that the AMA has planned to begin in 2025. I am happy to report that our main objective,



Orestes Hernandez finishes in 3rd place at this year's shortened NATS



Liam Berry gets a flight on his Tomahawk at the NATS





Derek Barry's new Cutlass under construction.  
Note the cool, balsa carved hat!

(to find an Event Director) has been accomplished. John Paris and Michelle Lee have volunteered to run the Nats in 2023. We are thrilled that this amazing team has volunteered to do it again. I know they will do an excellent job! We will now focus our energy on the Nats schedule...

That is all I have to report as of now. I will include some random photos from the Nats, and maybe a couple sneak peaks of what I'm working on for next year. Till next time, keep on flying...

Derek Barry

## District VII:

Hello all, I am back as District VII representative. Let's see if I remember how to do this. As a brief introduction, my name is John Paris, live in Clio, Michigan, and have flown now for about 45 years. I am fortunate enough to have a circle in my back yard and some tolerant neighbors. Steel cables or fishing line, pipe or muffler, gas or electric, kit or ARF, standard timer or active timer, wood or carbon fiber, Baby Bee or PA 75, they all seem to have a place in what we do, and I probably have one or another around the shop and possibly on an airplane. I guess the point I am getting to here is that I like it all and I use it all without bias. Nothing beats getting a good needle but there is a lot to be said to pushing a button and getting the same consistency time after time (especially in the winter-yes, I do fly year-round).

This year has been off to a good start with the return of the Brodak Fly-In. Even though it is not in District VII, this is one of those events you should try to make. For those that have not been there, outside of a huge family reunion there is all forms of Stunt that is classed out by skill level, racing, combat, speed, carrier, scale and the Junk Yard Wars (where you build an airplane out of orange crates and other items with the finale being a flight where you need to get 10 laps and do something to impress the judges). Lots of fun to watch and the participants seem to have a lot of fun as well. While I do not recall seeing many (if any) District VII people there I did spend a lot of time with some pilots from the Dresden, Ontario area (Brad LaPointe, Len Bourel and Naomi Mecklam). Their proximity to the District places them close enough that you will see me write about them as if they were part of the District.

Buzz Brodak and the Brodak Team saw fit to complete John Brodak's vision of a museum dedicated to model aviation with a special focus on CL. The museum was opened on Sunday, prior to the start of regular flying, and I visited it at least 4 times. The heat outside and the AC inside was a big draw but once inside, there were thousands of different kits, hundreds of engines, as well as military memorabilia to gaze at. I saw 3 collections of old model magazines, catalogs, and books that people were free to look over. There is a small display hobby shop that brings back memories of how things used to be and even a small theater to watch some videos. The museum is open upon request throughout the year, and they were open every day during the Fly-In at 10 and 2. Make some time to visit the week before Father's Day as Buzz declared that the Fly-In would continue on as it was.

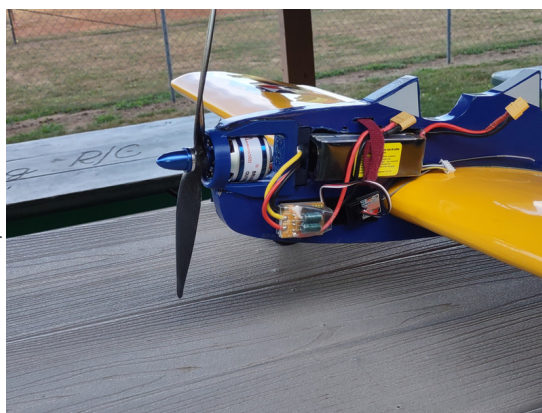
After the Brodak Fly-In, it was time for me to put away the airplanes and get ready for the NATS. This year was different as I was coordinating the event instead of flying in it. I believe that James Mills is working on a summary of what happened and in a much better position to report than I am since I was deeply involved with things behind the scenes. There are many people behind the scenes or ones that you may see briefly that make the NATS happen. The judges that watch every flight, the score runners bringing the scoresheets back for tabulation, and the tabulators all working together to get that score posted. Quite the machine. I appreciate all they did, enough so that I volunteered to give it another shot next year.

Looking forward in District VII, I am aware of 2 more contests for this year. One will be the Bob Gialdini Memorial CL Champs in Mukwonago, WI with Peter Mick as CD. The other being the Michigan C/L Championships in Wayne, MI with Bob McDonald as CD. As mentioned earlier, I like to think of some events in Canada as local events. This weekend I will be making the trip to the Beanfield in Dresden to attend the Southern Ontario Control-line Championships. August is busy in the midwest with a contest within driving distance just about every weekend. I will try to solicit some information on how each of these went and try to get some advance notice on them for next year. Keep your eyes on the Events section of the StuntHanger forum to stay current.

Before going to the Nats I had a chance to talk with Dennis Adamisin and learned that he had a couple of the Hangar 9 PT-19 ARFs with one being built and converted to electric and the other still in pieces. We agreed on a price for the package, and I grabbed them from him on my way home from the NATS. My thought was to set one up with throttle control so that I could



use it as a trainer airplane for our control-line night at the RC club I belong to. There are a few of us that fly CL but I thought it would be a good idea to post something with the other clubs and the local hobby shop that we were flying on a regular basis. This is in line with what Mark Weiss is encouraging for PAMPA to help make people aware of CL Stunt. We'll see how it all pans out, but for now I have an airplane that flies relatively well slow and I can cut



John Paris getting his PT-19 electric trainers ready to teach newcomers to CL

cut power at any time a beginner starts to get dizzy. Here are some pics of the airplane and the business side of the powertrain.

I am writing this on 29, Jul 22 (one whole day before it is due) and this morning I learned of the passing of Bob Brookins on 28, Jul 22. Bob was a District VII representative a while back and a person that I have known since about 1993 when I took my first trip to Sig's Control-line Championships in scenic Montezuma, IA. We became friends over the years at that yearly event and started seeing each other at the NATS and Brodak's and occasionally at the FCM event. In the beginning when I would see Bob he would say, "How are you doing, Joe?" since he had forgotten my name from the year before. One year I responded "I am doing pretty good, Bill" to which he said that his name was not Bill and I said it was okay since my name wasn't Joe. We had a good laugh and relived that a number of times over the following years. I always enjoyed being around Bob whether he was telling a joke, complaining about not getting enough practice, giving painting advice or just being Bob. Vince Bodde and I helped Bob for a number of years doing Intermediate at the NATS and I was taken back when Bob said that he had fallen ill and would not make Brodak's or the NATS. Hard to believe that he is now gone. I have seen some of the comments following an announcement of his death on StuntHanger and know that he meant a lot to many of us. Fair winds Bob.

Thank you for hanging in there through my ramblings. I will strive to have something more directly related to Stunt and things going on in the district. Do not be surprised if you get an email from me or perhaps a call to see what is happening. Until next time, be safe and have fun. - John Paris

## District IX

Topeka had a FunFly in June with pretty good weather and a dozen pilots registered. Lots of low key Fun!! We have contest coming up August 21, with the PAMPA skill classes plus N 30.

From Omaha, Jared Hays reports; Its been a kinda quiet spring and summer so far here in Omaha. We have had a couple guys show up at meetings at the field that showed some interest in control line and I got them flying level by themselves in a couple of flights on a slow combat I've turned into a trainer. I've done the same with my new girlfriend's 8 year old son... so some hope of continuing the hobby.. Otherwise, my dad has been flying the plane Dave Tribble gifted him after losing his Blue Stiletto due to stabilizer structure failure in the reverse wingover. He sourced a RoJett 76 motor from a club member and I was able to get a tuned pipe from Dub Jett for him to get it in the air. We're still trying to find/source a prop for it that makes it happiest in the air. He did make a new shorter landing gear for flying off pavement as the old gear was more suited for grass and made the plane bounce prone on pavement landings. Our contest is going to be the first weekend of October again with an added open practice/stunt clinic on Saturday. With the main event still on Sunday with the usual plaques through 3rd place, concours award, and provided lunch. - Jared

Mark Wood reports from Wichita that it has been really slow due to weather and work (that is a four letter word around here ;-))

From Colorado, Mark Gerber reports, on his latest project.

This is the current state of my Al Rabe Bearcat III. Keith Trostle inspired me to go for it and has given me lots of valuable advice. He said his Bearcat was one of the best-flying planes he's had. Mine uses Keith's approach to the tank mounting, bellcrank mount, removable gear, uses Robart hinge point hinges, and Keith's mechanization of the Rabe Rudder which allows making a slider to program rudder movement based on elevator deflection (see March April 2008 Stunt News). I molded the fuselage 3/32" balsa shells. I am not using the spring gear -- at least not right away. Rabe's Bearcat III that he flew at



Mark Gerber's new Bearcat ready for finishing



the '70 NATS did not have it -- he first tried it on his P-51 then added it to the Bearcat III plan. I took the PAMPA plan and converted it to CAD incorporating Keith's changes. Bob Hunt provided a lost-foam wing jig. Engine will be a Supertigre .60. Keith pointed me to a canopy from ParkZone. The 1/8 scale "Sabre Jock" pilot I found on the Jet Hangar Hobbies web site. Weight including engine and tank is 48 oz. without pilot, tip weight or finish. I'm hoping to complete it under 60 oz. I will finish it using Klass Kote in the Navy standard Glossy Sea Blue with markings of Carrier Qualification Training Unit 4 (CQTU-4) from Pensacola. In the late '40s CQTU-4 trained in Bearcats on the light carrier USS Monterey, CVL-26, which my dad served on during WWII. - Mark

Mark Gerber flew his P-40 in classic at the Nats and received the Pilots Choice and Spirit of '64 awards.

And I managed a third in OTS with my Don Still 'Victory'. Silk and dope, with the correct Atwood Super Champion for power. Honored to receive the Spirit of '52 and Pilots Choice awards.

Chris Brainard is currently working on a Tom Dixon designed Stilares. The wing was built using the New Millennium construction method. The flaps, horizontal stabilizer and vertical tail are built up and the flying surfaces will be covered with Ultracote to minimize weight for the 6,000 ft. elevation. Power will be provided by an OS Max .35s, rebuilt by George Aldrich. Chris is experimenting with pre-finishing the fuselage up to final paint before assembly.

Jerry Higgins is currently applying the finish to a design that was inspired by the Cardinal Evolution wing. The model is built around the OS .46 LA. The flying surfaces are covered with Ultracote and the fuselage is covered with silkspan applied with Polycrylic. The fuselage finish will be Klass Kote Epoxy paint. - Jim Lee



Jerry Higgins and Chris Brainard are busy in the shop with their new airplanes under construction



Jim Lee wins Spirit of '52 award at the NATS

## District XI

District 11 has had a rough year in terms of flying. This year has been wet, wet, and more wet. For some, there has been snow, snow, and more snow. This has been good for recovering from our drought; however, it has made flying difficult. Since Covid has derailed our Northwest Regionals for two years now, it was nice to finally get back to "normal." I had agreed to be the event director for all the stunt events and was surprised by how happy people were to finally get together yet surprised at the number that failed to participate. The result was that we had a reasonable turnout of contestants. We once again had our Canadian friends come down across the border, and that included Chris Cox, Alan Resinger, Bruce Perry, and Ken Bird. All four had beautiful planes competing. We also had contestants from Utah, California, Washington, Idaho, and Oregon.



Paul Walker concentrates on level flight at the NW Regionals



The Regionals were held over Memorial weekend. Weather on Thursday was nice, 80 degrees, and a reasonable wind. There were a few that arrived early enough to benefit from this. Competition started on Friday afternoon with OTS. There were two entries, and Jim Rhodes edged out John Thompson for the win. The rest of the day was used for practice. Just before sunset, Tim Just and Howard Rush arrived and proceeded to take their model out and fly. The sun had set, and Howard was still going...just like the Energizer Bunny. He flew three more after the sun had set. He received a trim suggestion, that he incorporated, and his plane started to look particularly good. This of course, is a new plane that he has been working on during Covid and is now ready for a trip to Poland. If he gets some practice in, he could do some damage at the World Champs. Tim has put a TON of flights in since the GSSC [Golden State Stunt Championships in October-ed] and is improving every time I see him. He will also be attending the Nat's for the first time.



Bob Welch's very cool Tigercat profile

Saturday started with Classic/N-30, to be followed by Profile. The weather prediction for Saturday was for the wind to build during the day. Based on that, it was decided to move Profile up to be concurrent with Classic/ N-30. Flying progressed and the wind continued to increase. In Classic, Bruce Perry flew his Two Much near the end of round one and put in a nice flight. The sound of two well-tuned motors is a joy to hear and it had retracts. What I found disconcerting was that the retracts didn't come down until both motors had quit. But they did, and it was a relief to me! Bruce won Classic easily. In Profile, Bob Welch flew a profile Tigercat. Bob had some recent shoulder issues, and the line tension in the wind was too much for his sore shoulder and had to bail after a short try at a flight. It was a very cool looking plane flying though. I trust we will see more of that plane. Jerry Eichten won Expert Profile just edging out Dennis Nunes. In Sportsman Profile, David Shorts edged out the field. Soon after the first round ended, the wind really started with a vengeance. Most of the flying stopped at that point. Later that evening, Pat Johnston put on his spaghetti feed for the RV crowd at the south end of the parking area. Pat makes the greatest spaghetti sauce, and we all enjoyed it, even if we were dodging the rain.

Sunday was the Pampa classes, and the day started cold and cloudy. The planes were assembled for appearance judging, and the pilots meeting was held. Once that was completed, the flying was to commence at 9:00 am. Right on cue, it started to rain hard enough to postpone flying until it stopped. The weather radar indicated that it would only last 30 minutes, and sure enough it stopped. However, there was a light drizzle at various times during the first round. Howard was sporting a NEW plane that is scheduled to attend the World Championships in August in Poland. Bruce Perry had his new Scarlet Witch, Pat Johnston was flying with his new Bearcat Beetle Bomb, in a bright yellow paint scheme. Tim Just attended from Victorville California, flying his Phil Granderson inspired model. Tim likes it, and it shows. Ken Bird came down from Canada and sported his new model, D'ark Side. It was a very pretty model. Alan Resinger also came down from Canada to fly his new to competition Bearcat. Chris Cox, Paul Walker, Brett Buck, Jim Aron, and others were flying well tested models. In the end, Chris Cox beat out the field for first, with Paul second, Brett third, Howard fourth and Tim Just fifth.

Jim Aron won the concours, and Dennis Nunes won the Grand Champion for his placings in numerous events.

District 11 will have a few attendees at the Nationals. Howard Rush and Paul Walker. Chris Cox from Delta BC will also be attending. Until next time, enjoy your flights. - Paul Walker



Howard's new dog for the World Championships

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# The Situation in Ukraine

## Steve Yampolsky

The situation in Ukraine makes it difficult for any kind of flying to take place. Here's a few things I've learned from talking to folks like Ruslan Kurenkov, and Sergei Solomianikov:

Early first day of the war, Russian Special Forces unit parachuted into Antonov Design airfield inside the city line of Kiev, the capital of Ukraine. The goal was to take over the airfield and allow landing of large military cargo planes with troops. The fighting was vicious, but the group was defeated. Antonov Design is where Andrey Yatsenko, creator of the beautiful Shark, works. He also lived nearby. I don't have any direct contact with Andrey, but it appears that he was able to evacuate his family to Poland. I hope he's doing OK but I don't have any more details on Andrey.

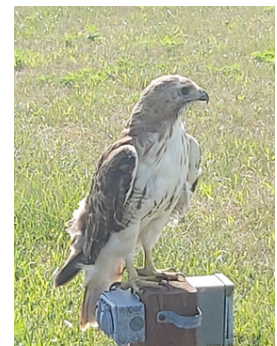
Few days after the start of the war, Russian forces were within 25 miles of Kiev. A lot of saboteurs were sent into Kiev to cause chaos, disrupt coordination of city defenses. Rockets were launched to hit residential areas. Ruslan Kurenkov, creator of [www.controllineparts.com](http://www.controllineparts.com), teacher of model aviation to kids, and current president of Ukrainian control line federation, and his family were spending nights and days in underground parking garage, sleeping in the tiny family car with occasional runs to the apartment to take some food and clothing. During the day, Ruslan would take his AK rifle and patrol the neighborhood as part of the Ukrainian Civil Defense force, helping with recovery from bombardments and prevent any sabotage. One of the activities they were tasked with was to shoot down any drones that the enemy might be sending. Anything that was flying would get a round from an AK. As you can imagine, no flying took place during those days! Thankfully, Russian forces were repelled from Kiev and the situation has gotten better. Ruslan is back at work, fulfilling orders, flying, and teaching kids how to build model airplanes. In the time of strife and instability, ability to provide children with a semblance of normalcy is extremely important. He is back in his apartment but his wife and child were evacuated deeper into the country, away from fighting.

Sergei Solomianikov, one of the best pilots to come out of Ukraine, lives in Vinnitsa. In the town center stood an "Officers Cultural Center". It acts as city's only movie theater, a place where parents take their kids for afterschool activities, where local theater group performs plays. The only military thing about the center was the name. Well, a week ago, a Russian cruise missile hit the town center, killing dozens of people, including two children. Every week, Sergei used to take his eight-year-old daughter to dance lessons there. It was a lucky incidence that they were not in town center when Russian cruise missile arrived.

Another well known Ukrainian is the creator and produce of Stalker engines, Oleg Kortchaev. Like Yuri Yatsenko and many others, he lived in Kharkov which is very close to the border with Russia. Kharkov has been under daily bombardment since the first days of the war. Oleg lost his shop and had to evacuate deeper into the country. To make matters worse, his wife was starting a course of chemotherapy when the war began. Imagine how hard it was for Oleg to lose his ability to make a living, move his very sick wife and find a safe place where she could finish the course of chemo. In Ukraine, you pay for medical treatments before they start. No money, no treatment. Thankfully, through donations, Oleg's was able to come up with money for wife's treatment and to start rebuilding his Stalker business.

What impresses me the most about our fellow stuntmen is their determination to continue working, building, and flying. Sergei, despite difficulties getting the supplies continues to build new wings, stabs, props, full models. Ruslan has restarted shipping of lines, props and most other items ordered on [ControlLineParts.com](http://ControlLineParts.com). Oleg has started making Stalker engines again as well. The best we can do to help them is to do business with them! If you were thinking of trying out new set of lines or wanted to try the sweet-running Stalker 66, please consider giving our Ukrainian friends your business! Majority of Ukrainian-made products can be ordered on the website [www.ControlLineParts.com](http://www.ControlLineParts.com).

## NATS Photo Gallery:



Part of the NATS is getting to enjoy other facets of modeling and aviation at sunset. L-R, Steve Fitton prepares launch of his Saturn 1B, Matt Colan launches a free flight airplane and hovers in the sunset, Steve Moon gets his next NATS weapon ready, a 1/2A Impact

Day 2 of qualifying had a red hawk visit and take in the action





Matt Colan enters the second half of the wingover on day one of qualifying



Derek Barry holds for Steve Fitton on a practice flight



Matt Colan's Scuderia awaits it's call to the circle



Steve Fitton's pretty Super Staris in line to practice

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