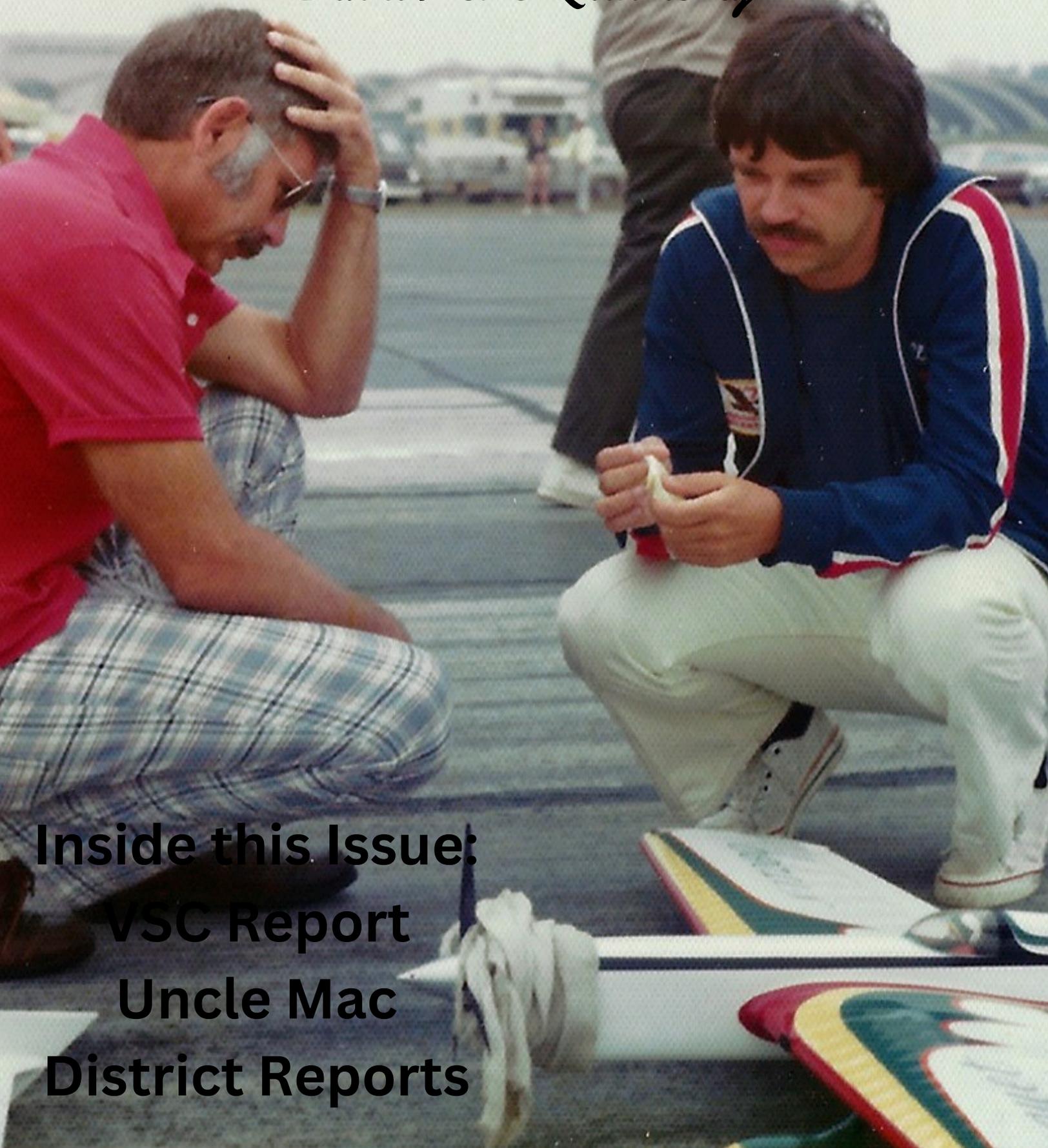


PAMPA

Stunt News Quarterly



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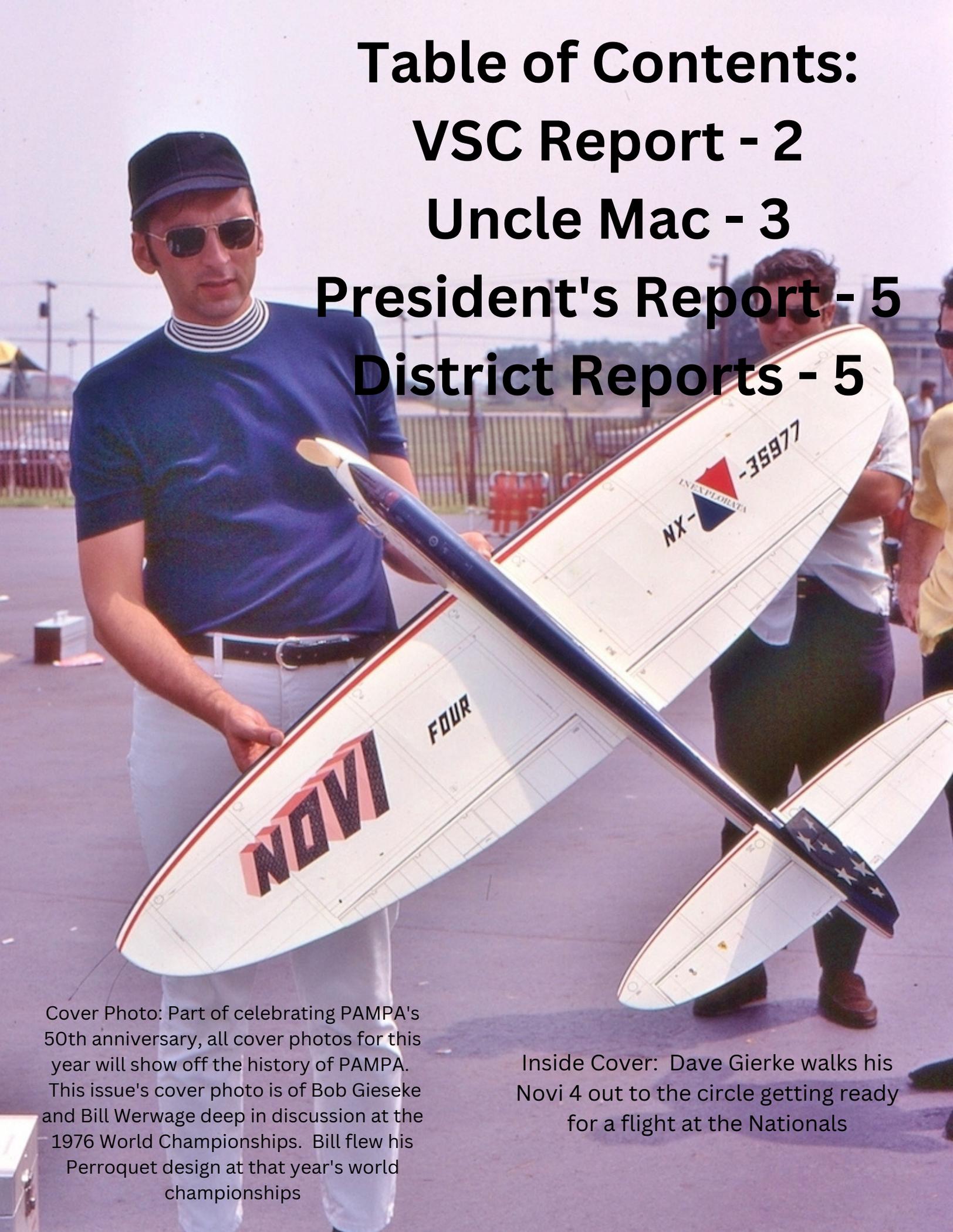
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Cover Photo: Part of celebrating PAMPA's 50th anniversary, all cover photos for this year will show off the history of PAMPA. This issue's cover photo is of Bob Gieseke and Bill Werwage deep in discussion at the 1976 World Championships. Bill flew his Perroquet design at that year's world championships

Inside Cover: Dave Gierke walks his Novi 4 out to the circle getting ready for a flight at the Nationals

VSC 2023 Report:

By David Shorts and Jim Hoffman



Chris McMillin is a Tucson transplant. He has campaigned a very nice Gieseke Nobler with an Aero Tiger 36 for a few years. Chris flies accurate and smooth stunt patterns with any model he flies



Joe and Colleen are perennial VSC attendees and often leave with a lot of prizes. Joe is a multi-time winner of the VSC Eagle award donated by Keith Trostle for the best combined VSC performance in multiple events.



Tim Just entered Classic with a beautiful Olympic built by his CL Stunt mentor Phil Granderson.

I was recently watching a documentary about the making of Rocky IV. Sylvester Stallone, writer, director, and star of the movie franchise was discussing that originally Rocky was going to box the toughest, most intimidating, neanderthal type boxer he could find. When he heard about a six-foot-five, perfectly sculpted actor named Dolph Lundgren, the story was scrapped and rewritten. In the final version of the movie, we now see Rocky Balboa, who represents flawed, old, worn-out—classic boxing, fighting against Ivan Drago, who represents the future, technology, mechanical superiority—perfection.

This is a picture of the 34th Vintage Stunt Championship, held March 15-18 in Tucson, Arizona. In a world of continual striving to make the most technologically advanced—perfect control-line stunter, there arises a passion for Rocky. That is, to make a flawed, antiquated, inferior stunt plane, and then prove that our roots still have what it takes to execute twelve (in Old Time Stunt), or fifteen pictures in the sky with the agility and precision to challenge Ivan Drago.

If you visited the VSC in the early to mid-2000's, you might see a half empty glass—a contest with far less than the hundred plus contestants which made their way across country and around the world to compete. But if you see the cup as half full, you find one of the biggest contests with stunning aircraft, legends flying them, fantastic weather, excellent administration, and yes, new people attending every year. This year had at least three pilots competing who have never flown at VSC.

It's only a two-day drive for me, which is worth every minute of the effort including a fun stopover in Las Vegas. My daughter joined the action this year, being a score runner one day, along with competing against me in a grueling 36-hole mini golf shootout. (The sweetest victory of the week!)

The scores and pictures will tell the real story. Special thanks to Jim Hoffman and a huge team of volunteers for putting on a world class event.

Classic Stunt results

1. Joe Gilbert	Cavalier	Aero Tiger .36	1148.5
2. Bob McDonald	Phelps Patriot	HP .40	1130
3. Dennis Nunes	Gladiator	LA .46	1119.5
4. Chris McMillin	Nobler	Aero Tiger .36	1092
5. Keith Trostle	Chizer	Double Star .40	1086
6. John Callentine	Rabe Mustang II PA	.61	1085
7. Bob Harness	Gladiator		1074.5
8. Robert Compton	Shoestring	LA .46	1068.5
9. John Hill	Vulcan	Aero Tiger .36	1057.5
10. Dave Tribble	Neptune	Fox .35	1056
11. Jim Rhoades	Apteryx	PA .51	1050
12. Rick Green	Cavalier		1042.5
13. Lanny Shorts	Gypsy	Axi 28/26	1025.5
14. Antone Kephart	Cavalier		1023.25
15. Roger Kramar	Nobler	E-power	998.5
16. Steven Macbride	Patriot		996
17. Gary Akers	Oriental	LA .46	963
18. Gary Gingerich	Hawker Hunter	ST .60	904.5
19. Tim Just	Olympic		406

OTS Results

1. Lou Wolgast	Humongous	Double Star .56	618.5
2. Joe Gilbert	Ringmaster	Brodak .25	618
3. Jim Hoffman	Galloping Comedian	Brodak .40	617
4. Frank McMillan	Big Job		610
5. John Wright	Big Job	ST .56	605
6. Bob Harness			596
7. Bark Klapinski	Jameson Special		573
8. Rick Green	Humongous		545.5
9. Roger Kramar	Viking		508.5
10. David Shorts	Black Tiger	LA .25	505.5
11. Jim Rhoades	Humongous		490.5



John Wright has a perfect VSC attendance record and is a fine pilot. John does some very helpful behind the scenes efforts for VSC.



Steven MacBride entered both Super 70's and Classic. Here is his Classic entry; one of two Phelps Patriots seen at VSC this year.



Lou Wolgast won OTS this year with a Ted Snow designed Humongous powered by a Trantham prepared Double Star 56. Lou is a past VSC CD and continues to do a huge number of behind-the-scenes VSC tasks.



Roger Kramar of Salt Lake City flew this pink Viking in OTS. Roger always brings beautiful models and enjoys himself greatly at VSC.



John Callentine's Rabe Mustang still flies very well. Powered by a PA 61 RE, it makes repeated perfect landings with its shock absorbing landing gear. The pilot probably helps too.

Advice for the Fledgling Aeronaut

By Uncle Mac

Dear Uncle Mac,

I was riding with my dad on a little road in western PA, when I saw several men out in an open pasture letting their model airplanes just fly freely up into the air. No controls of any kind on them. Then they would hop on a little ATV of some sort and follow along under the model to wherever the breeze would take it. I understood their use of the ATV's as they all seemed to be "somewhat" elderly. I overheard two of them talking about "wash-out" and "wash-in" and none of them seemed to like "wash-in". I'm puzzled. What was that all about?

Dear "I'm Puzzled,"

You ran into some old guys that were reminiscing about their childhood when the washing machine was in the basement and there weren't electric clothes dryers. On nice sunny days their mom would hang the wash-out to dry, but on wet cold days their mom would hang the wash-in the basement to dry and that's where they had their model building tables. And with wet clothes hanging around them none of them liked it. I hope this helps you understand some of the "good old days" of modeling.

-Uncle Mac



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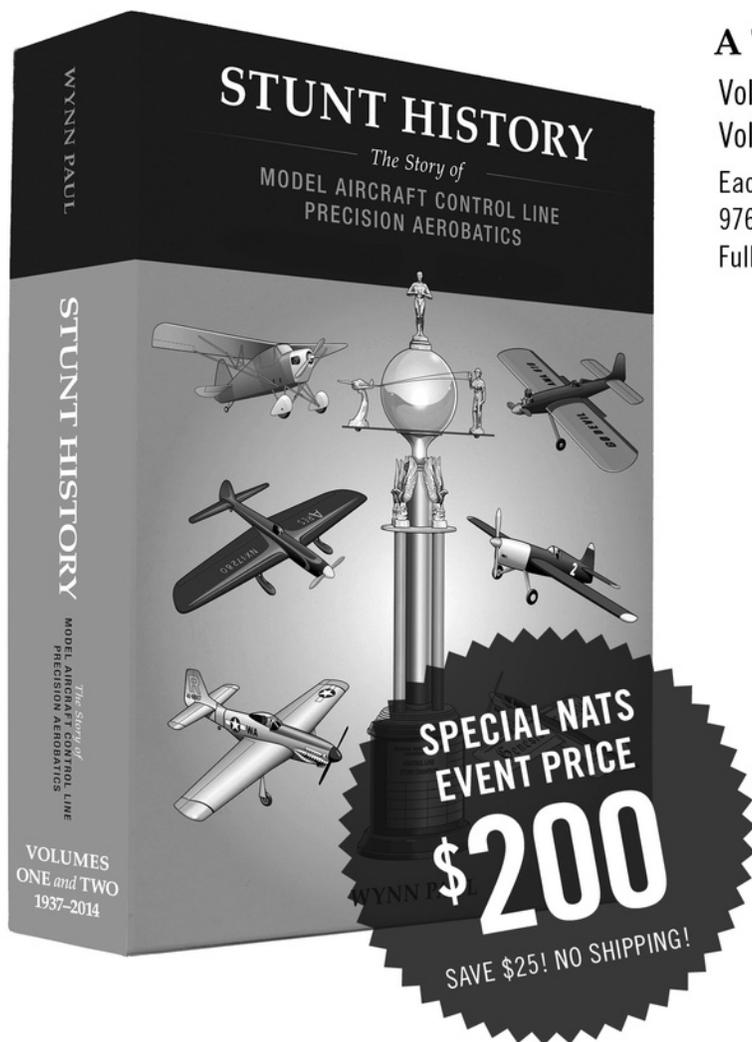
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Questions? Contact Wynn's publisher BUTLER BOOKS at info@butlerbooks.com or +1 (502) 897-9393

President's Report

By Mark Weiss



On Sunday, July 9th beginning at 6PM, we will be celebrating our 50th Anniversary with a banquet at Ball State University! And while the meal will be delicious, the program will be the Dessert! We will honor our PAMPA Founders: Wynn Paul, Keith Trosle, and Frank McMillan. Fifty years ago while at the Oshkosh NATS, they crafted the world's most significant organization dedicated to Control Line Precision Aerobatics. We will also honor the four newest members of our Hall of Fame: Bob McDonald, Tom Dixon, Gerry Phelps, and Dave Gierke.

Wynn Paul will talk about his incredible 50 year journey to produce THE history of CL Stunt, all bound in his landmark set of two books. His work will be available for sale that evening. Finally, we will give everyone a peek at what your PAMPA leadership team has been working on and what is coming this year. Be prepared to be pleasantly surprised.

We have estimated 100 attendees. As of May 6, 2023, we have already sold more than half the seats! We can add more tables if we are going to have more than 100 attendees. But I need a final number a week before our event. Please support our heroes by witnessing first hand a truly special event!

Get your tickets now on our website:

www.pampacl.org

See you in Muncie very soon!!"

District Reports:

District 2 – New York, New Jersey, Europe – Joe Daly

Building season in District 2 is coming to a close, heralding the start of the much-anticipated flying season. Recently, Jose Modesto and my son Steven have been working on new composite builds that have piqued the interest of many stunt enthusiasts. Composite builds, which employ molds and vacuum bagging techniques, are renowned for their ability to halve the time needed to construct a plane. Additionally, this technique allows for the creation of lightweight yet rigid planes.



Jose Modesto's "Impact Master" fuselage getting laid out to mold

Jose Modesto's latest build features a fuselage made of 1/16" balsa with glass and carbon cloth. The fuselage is from his "Impact Master" design, which is a testament to his experience in molding planes. The final weight of the fuselage is around 2.3 oz per panel, which is impressive considering its stiffness for its weight. The attention to detail and precision in molding the plane is a clear indication of his Pro Stunt work.

Steven's latest ride is his version of the "Axioma," which he flew at the worlds and loved. Steven decided to build one for the NATS. The plane uses wings and tail from an Axioma, along with all the controls and hardware. The fuselage was made using a Shark mold borrowed from Orestes Hernandez. They also made turtle deck and scoop molds to complete the build. Once all the molds are created, building a plane becomes relatively easy and accurate.

Overall, the utilization of composite builds and molding techniques will revolutionize the stunt world by providing a way to build planes quickly and accurately, while ensuring that they are lightweight, straight, and rigid.

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The "Impact Master" in the bags!



Impact Master fuse out of the mold and ready to clean up. Got to love the carbon pattern.

The PAMPA regional Championships are set for 2023! The PAMPA Northeast Regional Championships and the PAMPA Southeast Regional Championships are both highly anticipated events in the world of Stunt. The "Northbeast" PAMPA Northeast Regional Championships are scheduled to take place on September 16th and 17th in Bridgewater, NJ. The event will feature a variety of contests, including Old-Time Stunt, Classic Stunt, Profile Stunt, and PAMPA skill classes. Stunt Pilots from across the country will converge on Bridgewater for this exciting event, eager to show off their skills and compete for top honors! Hope to see you there!



Steven waxing the molds! I think this was his favorite part!



Steven spreading the West resin on the fiberglass.



The Axioma fuselage in the vacuum bags.



Installing the formers. Building in the molds make it easier to come out in almost perfect alignment.



Steven's finished Axioma. He is pretty happy with it. It has a Badass 3515 710kv motor, with an Igor timer and jeti spin ESC flying on Will Power 6S Lithium-ion batteries. All up weight is 66ozs.

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District 4 - Delaware, District of Columbia, Maryland, North Carolina, Virginia – Scott Richlen

As a special interest group PAMPA, at its heart, is a volunteer group. It's an organization dedicated to supporting control line stunt as a high-level competitive event held at the NATs each year, but it's also an organization that needs to promote control line stunt nationally and help grow our portion of the hobby. This will ensure that we can continue to have activities, contests, and events that lead up to the crowning of a national champion. Each PAMPA member, therefore, should actually consider themselves to be a volunteer. The great failing of PAMPA in past years was that it allowed itself to be viewed as a magazine publisher. The tremendous success of Stunt News was a great boon to PAMPA membership numbers but it also hurt PAMPA because much of its membership only joined PAMPA as a way of receiving a great magazine. In the end this resulted in: no magazine = no membership for many. But PAMPA is much more than a magazine. It is (or should be) one of the key elements that keeps control line stunt going. For PAMPA to be successful, it needs not just a larger membership (there really is Power in Numbers) but members who are actively supporting and promoting control line stunt.

I can only give you an example of supporting the hobby from a personal perspective. This is an example of Bob Hunt's urging for each of us to "Reach One – Teach One." Winter is our building season and it's actually very important because the building of our model airplanes in the winter leads to the flying of our model airplanes in the summer. If we don't build, in general, we don't fly. For those of you who love and fly ARFs, this is a situation that applies more and more as the availability of ARFs declines. And even if you're not "into" building model airplanes, if you've been flying you probably need to be repairing model airplanes in the winter. So, one of the ways I support the hobby locally is to host building sessions in my workshop. This winter NVCL members will be able to participate in workshops on Ringmaster construction, Half-A building, engine rebuilding, pilot carving, and ink lining. I've included a few photos from the workshops that we've already conducted this winter. (By the way, my motivation is not strictly altruistic: I figure that if I want people to fly with, I better make sure they've got planes to fly!)



Here is Peter at our "Repair Shop Session" with his Pathfinder



Here are Mark and Tim participating on our "Half-A Shop Session" in December



Tony attended our "Repair Shop Session" to fix his Flight Streak

Other things you need to be aware of in District IV:

If you're trying to find out what's happening in District IV, one of the ways to do that is to check some of the Web sites or Facebook pages hosted by area clubs. Here are the ones that I'm aware of, please let me know if you have a Facebook page or a website that covers your club's doings.

·In North Carolina is the Metrolina Control Line Society. Check out their website here: <http://mcls.wacama.com/>

·In the Williamsburg, VA area there is the Williamsburg Aero Modelers Society. Check out their Facebook page here: <https://www.facebook.com/groups/857151991699773>

·In the Cambridge/Salisbury area of Maryland there is the Eastern Shore Aeromodelers Club. Although primarily RC, they fly control line and sponsor two contests every year. Their Spring Fling is held in May and the Jim Cole Memorial held in August. These are really great contests which include Old-Time, Profile, and PA categories. You can check out their website here: [Add a little bit of body text](#)

·I invite everyone in District IV to join our NVCL Facebook page. It not only highlights activities going on in our club, but I would also like to use it as a way of keeping in communication with District IV PAMPA members. Our Facebook page also includes a lot of "how to do it" postings by our members. And don't forget to attend our StuntFest held the 4th Saturday of September.



Frank came by our "Ringmaster Shop Session" to show off his Staggerwing Biplane

If you are in District IV and don't see your club's website or Facebook page listed above, please let me know so I can add it to a future District IV Report.

Also, don't forget to check out the PAMPA website for my latest how-to tutorial showing how to print out plans off the web. I will also be posting an additional tutorial about some experiments I have been running with SuperFil (the blue filled epoxy that a lot of us use to make fillets.)

District 6 – Illinois, Indiana, Kentucky, Missouri – James Mills



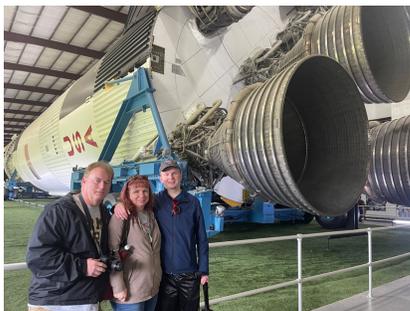
Alignment is critical in any part of building or repairing a plane!

As I write this, good flying weather should be just around the corner. In preparation we have been working to finish some repairs to Ben's High Voltage from last season. He had a carbon landing gear fold at the bends where the axels are located on his roll out for take-off. The primary damage was to the motor mount. In coming up with a plan for a repair I had texted back and forth with Paul Walker many times. We elected to use Paul's rear mount made of ply and balsa. We spent considerable time making sure that the motor was glued in straight and was zeroed with the wing and stab. After the mount was repaired, we had to repair part of the top block, cowl, and batter cover. Currently we are waiting for good weather for the initial test flight. If all goes well, we will move on to the cosmetic repairs.



Mark Hughes working on his new electric airplane

Mark Hughes came from St. Louis to visit and spend some time in the shop building a new High Voltage. Mark's first High Voltage was his first PA plane built for electric. There was a learning curve building and electric versus an IC model which should help Mark to build an even better version this time around. His new plane will have a Hunt foam wing, as did his previous bird, and a Joe Daley stabilizer. He is also moving away from the 3-D printed mount from his previous build. Incorporating the G-10 mount into the nose construction along with the beam mounts for the battery should net considerable weight savings. Mark is an excellent builder and finisher, so I'm sure the new will be awesome.



The Mills family visited Houston for Spring Break

I have started a new High Voltage as well. My current version will be used for a third season. The plane flies very well and I still enjoy taking it out to the flying field. I will be making some subtle changes based on input from Joe. Joe, you designed a solid plane my friend. I will again be using a Hunt lost foam jig for a fully built-up sheeted wing. This will be my second such build, and I really recommend the approach. I will also be using a different motor mount as well as a foam stab from Joe.

I will finish this column by describing our trip to Houston, TX over spring break. I have wanted to visit the Space Center for quite some time (which, if you have an opportunity I highly recommend), but was not sure what other attractions would be worthy of a visit. When we began planning our trip, I reached out to Frank Williams via Stunt Hanger and asked if he had any recommendations on where to visit while there. I did not really know Frank personally at this point, maybe having met him once at a past Nationals. Frank and



Frank Williams has a large collection of projects, some of Al Rabe's old airplanes and even includes his own Wind Tunnel!



his bride Sally were very gracious. Mrs. Sally put together a list of great places for us to visit. We were also invited to their home for a visit. I had the opportunity to tour Frank's shop and see some of his current and past projects. We spent time talking about his different approaches to designs, current and past, as well as his mold program he is developing. He has some very interesting models that provided some great conversational points. If I'm being completely honest, my favorite part of

visiting his shop was seeing his wind tunnel. Prior to this visit, I had never been in someone's shop who had a wind tunnel, very cool. Frank was also gracious enough to bring out one of Al Rabe's Bearcat's. I believe this was one of the later planes that was enlarged, not the classic legal version.

District 8 - Arkansas, Louisiana, New Mexico, Oklahoma, Texas – Matt Colan

Spring is in the air! New planes are being finished in District VIII, and the first contest of the year has been completed. The springtime winds in the south have begun to subside and heat is slowly taking the place of the wind. Thankfully this spring hasn't been as hot as last year's, which a lot of us have been enjoying.

Doug Moon had been flying Bob Gieseke's 2003 Bear for the last few years while he has been working on a new airplane. He finished it this winter and shows a lot of promise. The airplane is another Bear but with a different wing. The wing was extended on this one to an impressive 67" span. It looks really cool in the air with the long high aspect ratio wing on it! Mike Scott has been keeping Bob Gieseke's spirit alive in Dallas by flying almost everyday like he used to. Mike has been flying his Axioma while he works on a new Max Bee. I got the chance to fly it and it's a very fun plane to put through it's paces. Ken Culbertson finished one of the most interesting airplanes I have seen in a very long time. It is a new Endgame to replace the one he lost in the fire a couple years ago. It is complete with all sorts of gizmos and adjustable features. But the most interesting part is he built a canard and has it installed and functioning. He is still early in the trimming process of the Endgame but it was flying full patterns within 3 flights.

I finished a new F1 airplane for this year. The old one is 72 ounces, a bit heavy and I was starting to reach the limit of it's capabilities when it got hot out. It also yawed and wandered around a lot in the wind, something I wanted to fix with the new plane. The new plane is painted after Ferrari's SF23 car they have for this year's Formula 1 season. The final weight came out to 62 ounces and powered by a PA 75. I have 10 flights on it so far and the changes I made to the design solved a lot of the idiosyncrasies the other airplane had. The new airplane is so good that I have yet to make a trim change to it!! It's that good already.

On May 10th, my wife and I welcomed our first baby to the world. Hannah Josephine Colan is happy, healthy and hungry! It has been a joy and challenge watching her grow and start to figure everything out.

Joe Gilbert has continued to terrorize the stunt world! He took victory in classic at VSC followed by a close second in OTS. Joe also won profile and expert PA at the El Dorado contest this past weekend as well.

The spring contests are coming, Houston is Memorial Day weekend and the Bob Gieseke Memorial is in the middle of June. The 50th anniversary PAMPA NATS are this year as well. Mark Weiss and crew have been planning a great PAMPA 50th anniversary banquet during the week. If you want to attend, be sure to buy your tickets online!



Steve Moon launches for Doug on a test flight with the new plane



Ken Culbertson's innovative new airplane



Hannah Josephine Colan enjoying the great outdoors



Matt Colan's new Formula 1 airplane next to it's older sister



The Motor Mouth Gang are a fixture at every district 8 contest on the calendar!

District 10 – Arizona, California, Nevada, Utah, Hawaii – Tim Just



Tim Just flies Phil Granderson's Olympic at VSC. Unfortunately it succumbed to fuel starvation at the most inopportune time and was totaled

“It was the best of times, it was the worst of times, it was the age of wisdom, it was the age of foolishness.” It’s unlikely that Charles Dickens was referring to the Vintage Stunt Championships when he wrote this in 1859 but it fits oh so well!

I had been gifted the late Phil Granderson’s immaculate Olympic. With the exception of the odd profile and one flight on Brett Buck’s Infinity, glow powered stunt was and I guess I should add, still is a mystery to me. My local flying site is a small dry lake in the high desert of Southern California. It is simply not suitable for glow powered models. This detail forced trips to both Whittier Narrows and the Sepulveda Basin. Both sites have well maintained and attended circles.

In preparation to flying the Olympic I called Brett Buck. I had compiled a short list of questions. Brett answered each in his usual succinct manner. As he finished answering each question

he added something to the effect, “beware of the very fast turning carbon propeller.” “it will hurt you and keep spinning”. “Do not stick your hand into the propeller!” He reiterated these warning enough times that I knew he was being very serious.

At Whittier I was lucky to have a couple of days practice with John Wright and Steve Harris. Steve found it somewhat perplexing that someone would transition from electric to glow but helped me anyway. At the Basin I flew with the always helpful Dave Hull. While I did not manage as many flights as I would have liked, Phil’s Olympic flew great and was in very good trim from the start.

With the VSC contest rapidly approaching, I felt somewhat prepared. Dennis Nunes and I had made plans to travel together as my house is exactly half way between where Dennis lives and Tucson. He arrived a day early so we made one more trip to Whittier. When we arrived, it was just a light drizzle. Undeterred by the rapidly deteriorating weather, we both enjoyed some good but soggy practice.

Next stop Tucson and the VSC. Traveling with Dennis is fun and easy. He brought along a seemingly bottomless bag of what he calls golden carrots. The label calls them mini Reese’s but who am I to argue. We had two airplanes, a full tank of gas and health food. Seven hours later we arrive early enough to both fly before sunset. I will cut to the chase here. On my first official flight I set the needle a bit too rich. While this meant a slower than desired lap time the Olympic flew perfectly. My first official at VSC was going well. I had considered that the rich needle would effect fuel consumption and mentally noted that I would immediately stop at the first hint of fuel starvation. All was well as I entered the overhead eight. First time through was good. Second inside loop and the Aero Tiger .36, without notice, went silent, very silent. While I hesitate to cast aspersions on any family’s good name, Bernoulli is a coward! Within a fraction of a second of the Aero Tiger quitting, Mr. Bernoulli was nowhere to be found. Newton on the other hand was more than happy to give an impromptu lesson on the laws of gravity.

With zero line tension I ran! Nostrils flaring, I sprinted towards the judges. Unfortunately, at this point in my life I am more clydesdale and less thoroughbred than is required to remedy this situation. Alas the Olympic was lost. My sprint concluded within arm’s reach of Lou Wolgast who had been judging my flight. Lou offered some very kind words of condolences and encouragement as I stood there still in disbelief of my foolishness.

As mentioned I had traveled with Dennis so any thoughts of sneaking home were out of the question. Once I had resolved myself that I was there for the duration it was actually very enjoyable. The weather, flying and people were all wonderful. I sat with the judges for most of the flights and saw some really good flying. Not competing also allowed for time to visit that is nearly impossible in a normal contest environment. The event concluded with a very nice banquet organized by John Calentine.

Thanks again to contest director Jim Hoffman and all of the members of the Cholla Choppers club that make this wonderfully historic event happen.

“It was the best of times”

PAMPA Stunt News

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