

P A M P A

STUNT NEWS QUARTERLY
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On the Cover:

PAMPA and CLPA through the years. Going clockwise, starting from the top right, Arlie Preszler, Frank McMillian, Team USA of Wynn Paul, Bob Gieseke, and Les McDonald, a group including Bill Werwage sharing the same hotel at the 1963 NATS, and Bob Hunt with his Genesis. Photos from the Bob Hunt Collection

Inside Cover:

First time team member, Matt Colan's airplane waits for a practice flight at the Team Trials at dawn



Team Trials Report:

Matt Colan



It was a busy flight line on a windy Friday practice day



Team Moon getting some practice Thursday night



Dave Fitzgerald gets ready for a practice flight

2023 is a team selection year, the first time since 2019. This was sure to be a hotly contested Team Trials because next year's World Championships are going to be held in Muncie for the first time since 2004. As soon as I got word that the World's were going to be held in Muncie, preparation to attend got underway.

The weather forecast was interesting leading up to the weekend. There was a big cold front forecasted to go through during the team trials or slightly before. It ended up being two cold fronts coming through. Wednesday night through Thursday morning, the first front came through Texas. An evening of rain and some thunderstorms came through and that ended up being the worst of the weather. The second cold front was dry but brought colder air and wind with it. I arrived Thursday afternoon in time for a few practice flights. The weather was just about perfect, light winds and temps in the mid 70s. I managed to get four flights in that night and everything was working really well. Doug and Steve Moon were there getting flights, as well as Orestes, Joe Daly, Jose Modesto, Joe Gilbert and Richard Oliver. We wrapped everything up and retired to our housing for the weekend.

One of the big highlights of the weekend was the Airbnb I organized and rented a few miles from the field. Joe and Colleen Gilbert, the Moon clan of Doug, Steve, Jake and Doug's son Max, and myself rented out a five bedroom house for us to spread out and relax. Every morning and night was filled with stories, stunt wisdom, and constant laughs. If you have the opportunity to rent out a house with a group of friends for a contest, I can't recommend it enough! The experience is far superior and relaxing to a hotel in my opinion.

Friday the second front came through and we were blessed with sunny skies, dry air, cool temps, but lots of wind! It was never unflyable, but blowing enough to keep everyone on their toes and needing a well trimmed plane to get through it all. The weather forecast called for wind on Saturday, but a beautiful stunt heaven Sunday. With that in mind, I flew twice to make sure everything worked in the wind and wasn't in for any surprises for qualifying. Doug was working on some props with his new airplane. Orestes, Joe Daly and others were cranking out patterns all morning!

That afternoon was processing and the pilots meeting. There, our airplanes were weighed and we were all told some of the nuances of flying under FAI rules. At the meeting, we were separated into two groups for qualifying. For Saturday, the format was four rounds, two flights on circle A and two flights on Circle B. The highest score from each circle would be added together to determine the top ten to move onto Sunday's finals. On Sunday, the format was one circle, and three rounds, with the best two flights added together to determine your final score and placing. After the pilots meeting, the wind remained up, I was convinced not to go fly anymore by Doug, Steve and Jake. While a few guys flew, the Moon's and I spent the evening at an arcade.

Saturday morning, time to get down to business! The wind remained calm for the first couple flyers and then it built up rapidly. I drew the first flight, great! Perfect way to get a good flight in before the winds came up. Unfortunately it didn't work out that way and the PA 75 decided to not fire. Took an attempt, went back to the pits, it started with no issues. Two flights later and it was my turn again. The 75 started right up along with the wind. I felt good about my flight, and was thrilled with the score I received!



Left: Its a Lunar eclipse! Doug and Steve Moon checking out scores. Above: Matt Colan in level flight on an official flight. Right: Todd Lee's P-51 ready for a sortie on finals day



The wind never got unbearable, and everyone managed to get through their flights. There were a few close calls here and there but no crashes. The closest call was Orestes Hernandez on his third round flight. During his outside rounds, a bird flew in and hit the bottom of his fuselage. Luckily the airplane was undamaged and he landed. The bird was unaccounted for. Orestes was granted a reflight due to the bird strike. By the end of the day, the people who felt they were safe passed their fourth round flights. The top 10 who moved onto the finals were, in no particular order: Matt Colan, Joe Daly, David Fitzgerald, Joe Gilbert, Todd Lee, Howard Rush, Doug Moon, Steve Moon, Frank McMillian, and Orestes Hernandez.

Sunday was the big day. Three flights on one circle, best two scores added together, and the top three become a part of team USA for next year's world championships. The weather was spectacular all day! The only complaint was the light breeze came over the only trees within ¼ mile of the circles. Occasionally it created some bumps but it was far better than the day before. Perfect weather to determine the team for next year. It was also a real murderers row of finalists. 9 out of the top 10 had been in the top 5 at the NATS, 6 had been on US teams, 3 previous national champions and 2 previous world champions. Quite the resume!

I was disappointed in my first round flight, I knew I could do better. When I checked the score and saw I was sitting in third, after a disappointing flight, really perked me up! I was in the hunt! The flying was some of the best I had ever seen and I was happy to be a part of it. David and Orestes were in a league of their own all day. I remained in third throughout the day but Todd Lee and Joe Daly were close behind. With each round, the flying got better and better and the scores kept going up as well. You really had to be on your A game all day, especially the high K factor maneuvers in FAI scoring. My last flight I felt was the best of the day apart from botching the square 8. I felt like I left the door open for Todd or Joe to put in a good third flight and take the last team spot. Todd and Joe both had a good third flight but it wasn't good enough. When the dust settled, the members of Team USA were: Orestes Hernandez, Dave Fitzgerald and Matt Colan. Gabriel Alimov flew his really neat composite electric airplane and was selected as the junior member of the team. I got to talk to Gabriel and his father Mike about their plane a little bit and really enjoyed the discussion in how they built the airplane.



Gabe Alimov is this year's junior representative for next year's world championships



Team USA, adult division Dave Fitzgerald, Matt Colan and Orestes Hernandez



Jake Moon holds while Steve Moon fires up the PA 75 for an official flight



The Moon pitcrew getting Dave Fitzgerald for a flight on Bob Gieseke's 2003 Bear

After the awards, a few of us stayed around and had a fly-around. Doug Moon, myself, and Joe Daly got to fly Dave's latest Thundergazer. As would be expected, it flew great! The airplane was so stable in level flight it felt like it wouldn't do any maneuvers. But then you give it some inputs and the airplane's performance really showed! We also flew Joe Daly's Yatsenko Shark and that was another very fun airplane to fly! You couldn't overturn it and stall the wing.

The highlight of the fly around was Dave Fitzgerald flying Bob Gieseke's own 2003 Bear. Doug flew that airplane for a number of years in the local contest scene in Dallas. He let me fly it one time and it was like cheating. It was one of the easiest point and shoot airplanes I had ever flown, and is a real goal to make an airplane fly like that. Steve Moon flew it at this year's team trials and asked Dave to fly it. Dave came back smiling and it was really cool to watch him fly Bob's airplane.

After that, I hit the road and had to get home to my wife and 4 month old daughter. The drive home was one of the easiest I had, no doubt riding high on making the team. Huge thanks to Frank Williams, John Hill and the entire Houston crew for running a smooth team trials. Scores went up quick, lunch was great and it was a great experience! I highly encourage anyone who would like to attend a team trials in the future to do so! You won't regret it!!



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Meet 'n Meat

Fred Constantine



This year was the twenty-fourth time for this event which is dubiously famous for the Fox 15 Hurl. It was held over three days beginning Friday, September twenty-second. Usually, the contest is held at the Woodland-Davis field near Davis, California. The Woodland-Davis field has three grass circles, but lack of water has left it unusable. Temporarily, and for the last two years, the contest has been held at the Jim Tichy Memorial Flying Circle in Napa. Napa has a single paved circle, thus the need for three days.

As someone might rightly imagine from all the hoopla about the Hurl, this is a fun time with a picnic everyday and some mighty fine chili on Sunday. Hot dogs and all the fixings were provided each day, however, it is not uncommon for people to bring bratz, hamburger, or even steak.

The weather is always an integral element of any stunt contest, and mother nature was kind if not a little fickle. Temps were mild and winds were light and extremely variable. The sight of a puzzled pilot and the judges trying to figure out the quirky wind direction was definitely humorous. After the awards ceremony on Sunday a rare dust devil blew through causing folks to grab their planes and to

hold down the popup shelters. It turned out that Napa was on the very tail end of a storm system that puzzled local weather guessers and brought welcome rain to the Pacific Northwest.

Flying included the beginner, intermediate, and advanced PAMPA class events on Friday. Classic and Old Time were flown on Saturday, and Expert on Sunday. Sunday was also the day for the Hurl. Hurling is symbolically done after lunch!

There were two entries in beginner and Colin McRae flew his Flite-Streak to first place. Both beginners showed up to watch Expert on Sunday. Their questions were welcomed by the expert pilots, and they got some useful information.

There were no entries in intermediate, but advanced was well attended with eight. Jeremy Schulz topped the field with a convincing victory; which he did without appearance points. Jeremy is building a new ship, and with another year of practice he will be flying in expert. James Dean placed second with his TrivEal Pursuit. David Shorts was close behind with a Black Tiger which would ordinarily qualify for Old Time. David put up a fast flight reminiscent of days past. Zachary Schulz, Jeremy's son, had a respectable flight with a Skyray. Zach proved that you don't need big iron to compete and have fun. The judges were Brett Buck and David Fitzgerald. The advance level pilots really appreciate being able to fly before national caliber judges. Larry Wong had a new original design he calls the Scarab. Larry's workmanship is always impressive. Fred Constantine flew a Pathfinder Twin, which is a fairly safe way to venture in twins. Advanced is a fun class in which to participate. There is a wide range of piloting and building skills, and the results are not all that predictable.

Saturday was for Old Time and Classic events. Turnout was low with only two entries in Old Time and four in Classic. It was a dual between Paul Pomposo with his El Diablo and Jim Aron and his Ringmaster in Old Time. Jim won. Judges for Old Time were Brett Buck and Doug Barton. They didn't have to stand out in the sun for very long. In Classic Jim and Paul would face each other Ringmaster to Ringmaster finishing one point apart but not enough for victory. It was Dennis Nunes and his Gladiator 35 that won in Classic. Judges for Classic were David Fitzgerald and Brett Buck. These guys put in yeoman duty for two days before they flew in Expert.

On Sunday before the experts began, we had a visit from Ted and Shareen Fancher. We all had tales and stories to share. Their contribution to PAMPA and to stunt flying and stunt design is appreciated by pilots everywhere. Ted brought his Intimidation for all to see. None of us realized it still existed, but it has been hanging in a hobby shop for many years. It actually looked pretty darn good. The reason for its' 1981 Nationals Concours victory still showed. Ted won the 1982 Walker Cup with the Intimidation. It is a derivative of his earlier Excitation design. Which is in turn a part of his Imitation and Trivial Pursuit legacy of designs.

The Expert fliers were impressive as always. Everyone watches with a hyper critical eye trying to catch the subtle differences that separate expert pilots. Clint Ormosen did an excellent job of judging. For a change there were no hair splitting scores for the top three, but Jim Aron and Dennis Nunes did manage to tie at fourth place. David Fitzgerald was first flying his new Thunder Gazer 3. Brett Buck was second with his Infinity while Tim Just was third flying a new Impact. Expert is a truly impressive show.



Pathfinder Twin by Fred Constantine



Paul Pomposo El Diablo OTS



Jim Aron Ringmaster OTS and Classic



Eric Fitzgerald, hurl champ



Ted and Shareen Fancher

While CNN and PBS had promised coverage they didn't show, and the sports world missed an epic Hurl. The most noteworthy hurls were achieved by ringers. Ringers are allowed under a complex set of rules or when the Acting Commissioner isn't looking. In the open category Eric Fitzgerald won with a toss of 157 feet. In the junior category MacKenzie Dean won with a toss of 134 feet. In the interest of unbiased reporting it must be noted that Brett Buck the self-appointed Acting Commissioner also hurled for 134 feet. Miss Dean, the young lady that she is, was most conciliatory to the Acting Commissioner unlike the rest of us who couldn't help but point out that he was nearly defeated by a girl.

It is possible that the Woodland-Davis field might be ready for next year. With at least two circles the event could be held over two days. Although this year's Meet 'n Meat was a good contest and loads of fun we hope that next year will have more participation. Old Time and Classic which in the past has had a good turnout experienced reduced participation in the last few years. This reporter plans to have one each for next year. Why miss out on the fun?

Most Unusual Stunter

David Shorts

Certain stunts inspire me more than others. These may not be the most practical or logical of designs, but there is something inside many of us that wants to win by blazing our own path, not following the mundane, albeit more successful, road of others. These designs seldom find their way to the winner's circle but have on special occasions proven themselves capable of the top five or the win.

I won't call this an exhaustive list, and you may want to chime in with some of your favorite unusual stunts at m25productions@yahoo.com. But here are some that were shared with me by members on stunthanger.com, along with some of my favorites. The rules to be on the list of Unusual Stunter, are that the plane has competed and completed the stunt pattern. I am ranking them however, according to unusualness AND success. That is to say, if a triplane canard that won the Walker Trophy would indubitably be number one on the list.

5th Place. Windy Urtnowski's original sweeper. From fifty feet away, it looks just like a cool—jet styled stunter. But it demands to be on the list of most unusual because of the massive size. With 1200-1290sq inches and 74-inch wingspan, Windy's large sweepers were set apart from everything. I will give a nod here to John Coasby's Taurus and Icarus, with 70 and 67 inch wingspans, but having built the Icarus, it is not the same as the Sweeper. Windy's Sweeper was 100 ounces. Windy not only won several local contests, but earned the top five with his Mig Sweeper in 83.

4th Place. Al Rabe's Sea Fury. Scale stunts are not unusual looking; however, it is unusual for such striking scale aircraft to win the Walker Trophy. With scale appearance and low wing, Mr. Rabe truly defied the odds by winning the nationals. Of special note, Al Rabe credits Keith Trostle's 1970 Nat's winning Focke Wulf Ta152 as part of his inspiration in American Aircraft Modeler 1973. So, my 4th place for most unusual stunter goes to all the beautiful scale—stunt capable aircraft, foremost being Rabe's Sea Fury.

3rd Place. Flying wings. Harold Red Reinhardt's Mr. Completely, a.k.a Stunt Wing, a.k.a. Flying Wing Stunter was designed in the early 50's. This plane was able to win the Mirror Flying Fair which was no small model contest. Following a few years later was the Fierce Arrow which also took home many prizes for Bill Netzeband and others who piloted her. A complete departure from traditional design which in the right hands was able to beat Noblers and other classic designs.

2nd Place. 1952 New Zealand Vampire by Trevor and Dick Oliver. This design may be the most unusual of all. No, this design IS the most unusual of all. If you look at the plans, there are huge wing ducts to generate tight lines at low speed. They function similar to "paravanes" used to keep naval ships apart. Inside the wing ducts, there is an asymmetrical fuselage to create more tug. Next, there is a roller control system with pull-pull wires, rather than solid pushrod. I stared at it long enough to decide these guys would only be welcome in New Zealand (just kidding), which is where they won the 1952 nationals.



Photo by Bob Zambelli



Harold Reinhardt photo from the Bob Hunt Collection



Vampire photo by Phil Elridge

1st Place. Paul Walker's B-17. Okay, you have my permission to argue, but I'm putting this plane as the most unusual stunter of all. If it wasn't the most unusual, it may represent the most difficult to design. The fuel system is an engineering marvel which I won't attempt to describe. But to the basics, the plane used four O.S. fp .15s, to carry the 108oz, 76inch behemoth to a sixth place at the 2001 Nats, and 9th place at the 2000 Worlds.

There are certainly many, many honorable mentions as well. Some were a bit too conventional to make my list, some were even more unusual, but not at all competitive. I will give a nod to Don Yearout's flying star, Bill Sumner's multi-wing stunters, Rick Loomis's Two Bits, PJ Rowland's Lancaster, and any of the Biplanes of Luciano Compostella with which he won many European contests. That's not to mention...but I don't know what is on your workbench, but I wish you luck.

Wingovers and Cervical Vertigo

Tom Dixon

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Almost everyone over sixty who flies stunt will, sooner or later, find they have trouble in wingovers and overhead maneuvers. The complaint is usually about feeling “dizzy” or a sense that you are going to fall. It's discouraging, and lots of people stop competing, or stop flying completely, because of this. But, what exactly is happening here? We're not “dizzy” any other time.

A little basic physiology and neurology: we orient ourself in the world via what is known as “proprioceptive inputs”. These are the constant, but mostly unconscious, sensations our body processes . . . touch, pressure, temperature, movement and so on. I'll come back to that in a moment.

When we talk of dizziness, or vertigo, it is usually associated with disturbances of the inner ear canals that largely control balance. Chronic vertigo is a disabling condition if not treated, but it is usually very treatable with various physical therapy exercises.

But, this type of vertigo is not what stunt fliers get, or we would not be able to fly at all. No, the problem is only with the stuff overhead.

Our brain gets information, in large part by those “proprioceptive inputs” mentioned before. All that sensory information gets routed through the spinal chord, and then to the base of the brain. An exception to this is sight. Messages from the eyes go directly to the brain rather than through the spinal chord.

What occurs, the way most people fly wingovers, is that we abruptly look overhead (after about 6 laps of turning in circles!) and tilt our head back. Two things happen then – our eyes lose contact with the horizon and we momentarily “pinch” that area of the spinal chord that all those “proprioceptive inputs” run through. We are momentarily shut off from sensations that keep us oriented in space.

When we're younger this doesn't happen, as we're much more flexible and have not developed any deterioration of the neurological system. Later in life, nearly everyone develops some level of “spinal stenosis”, or arthritis of the spinal column. This condition further narrows the passageway of the nerves in the back and neck. It becomes enough to cause at least some “pinching” of the nerves with certain movements or positions.

Remember, I said the messages from the eyes go direct to the brain. In the wingover we can see the plane, but we can't see any background to allow the eyes to override that lack of information coming through the spine. The result is disorientation for a second or so, and that “dizzy” feeling

So, what to do? Last I heard they're not doing spinal column transplants. What I've found to work pretty well is to begin the wingover about 45 degrees to my right instead of 90 degrees. I fly the wingover from in front of my right shoulder to in back of my left shoulder. This requires some non-flying practice, but it also keeps me from having to tilt my head back as far. Result, no dizziness. Stable footing, in the form of “non-cushy” shoes also helps. I use my golf shoes.

If you are someone who has back pain, sciatica, or general arthritis, your chances of having “wingover trouble” are higher, as there is likely some deterioration in your neck (cervical) area too. There's your trouble.

Uncle Mac



Dear Uncle Mac,

It's me, Tommy Smith Jr. My Uncle Jake, my dad's brother, took me to a big model airplane contest held at Mather Airforce Base, located near Rancho Cordova, CA. He said it's called, "Golden State Stunt Championships", and is geared for those flying control line stunt models. I have never seen so many beautifully built and painted model airplanes. And when they flew them it was as if they threw caution to the wind! WOW! What With all the excitement and organization I asked Uncle Jake if we could stay for the winner awards. What I didn't understand was that the winners, for their efforts received a little blue box as a trophy. However, all the boxes did have a lovely white laurel wreath painted on them which would make them look nice on the mantle. Sincerely,
Tommy Jr.

Dear Tommy Jr.

The GSSC, (Golden State Stunt Championships) is one of the premier control line model airplane contests in California. I'm glad to hear that your Uncle Jake was able to take you to see it. We here in California also have an uncle. He is called Uncle Jimby, and he was the main organizer of this event.

Uncle Jimby, has a motto he goes by. "If anything is worth doing, it's worth doing to excess." He felt that the 'trophy boxes' not only should be 'winner's blue', but also have a beautiful white laurel wreath painted on them, which shows the extent to which he will go to make things great. Inside were the real trophies, I'm including a picture as words wouldn't describe them. "If anything is worth doing, it's worth doing to excess." Thanks Uncle Jimby.

Uncle Mac

District Reports

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



Jose Modesto flying his Aurora on Official flight in Expert!

First and foremost, we would like to extend our heartfelt congratulations to Steven Daly for securing his 2nd and final Senior National Championship! His achievement has filled us with immense pride and excitement. Now, let's delve into the other significant happenings in District 2 during this exciting contest season.

The second remarkable event that took place in District 2 was the inaugural PAMPA regional Championships known as "The NorthBeast." This event was nothing short of spectacular and promises to establish a fantastic PAMPA tradition for years to come.

The NorthBeast, held on September 16 and 17, unfolded at North Branch Park in Bridgewater, NJ. The location was absolutely fantastic, and the weather gods smiled upon us with two days of favorable conditions. While Saturday was a tad windy, Sunday turned into a stunt heaven.

The NorthBeast catered to a wide range of flyers, featuring competitions in Profile, Classic, OTS (Old Time Stunt), and all other PAMPA classes. What's more, we introduced perpetual trophies to honor the PAMPA Northeast Champions in the Intermediate, Advanced, and Expert PAMPA classes, with each trophy commemorating a beloved District 2 Heroes.

The participation was exceptional, with 7 pilots competing in OTS, 11 in Classic, 12 in Profile, 2 in the Beginner class, 3 in Intermediate, 8 in Advanced, and an impressive 13 in the Expert category. We extend our heartfelt gratitude to all the individuals who made this event extraordinary, including our dedicated Judges, Tabulators, and Pit Boss. We'd also like



Kyle Palko official flight in Profile, with Dad (Mike Palko) nervously watching (I know that feeling and it gets worse!)



Jim Vigani flying his beautiful Larry Scarinzi Blue Angel in Classic.



Bruce Jennings with his Buddy Wieder Concours d' Elegance winner Cavalier.

to offer a special thanks to the Somerset RC Club for generously providing us with the venue and Mark Weiss and PAMPA for their sponsorship. Furthermore, we extend a special shout-out to Howard Rush and Jim Aron for crafting the NorthBeast Plaques and Bob Hunt for refurbishing the prestigious Red Reinhart Cup, as well as contributing to the fantastic raffle prizes. We sincerely hope that everyone in attendance had a splendid time at the very first PAMPA regional event in our district.

Here's a quick rundown of the incredible team that ensured the success of The NorthBeast:

- Judges:
- Expert – Mark Weiss, Joseph Daly, Jimmy Damerall, and James Barry
- Advanced – Mark Weiss and Craig Gunder



Here is Steven Daly our Senior National Champion flying his Axioma in Expert

- BEG/INT – Tom Luciano and Joseph Daly
 - Classic – Bob Hunt and Joe Daly
 - Profile – Jose Modesto and Steven Daly
 - OTS – Bob Hunt and Jimmy Damerall
 - Tabulators – Margaret Daly, Erika Daly, Caroliyn Ferraro, and Gabby Baloglou
 - Pit Boss – Alex Daly and Tom Luciano
 - Food and Drinks – A big thank you to the Somerset RC Club
 - Contest Director - Jimmy Vigani
- Let's now shine a spotlight on the remarkable champions who emerged from The NorthBeast:
- Intermediate PAMPA Northeast Champion and recipient of the Larry Scarinzi memorial award – Fred Quedenfield
 - Advanced PAMPA Northeast Champion and winner of the prestigious Red Reinhart Cup – Tom Huff
 - Expert PAMPA Northeast Champion and the Gene Schaffer Memorial Cup recipient – Joe Daly
 - Buddy Wieder Concours d' Elegance winner - Bruce Jennings's Profile Cavalier

These achievements marked the highlights of the summer in District 2, and we can't wait to see what the future holds for our passionate community of aviation enthusiasts. Stay tuned for more exciting events and adventures in the coming months!



Mark Weiss crowning the Northeast PAMPA regional Expert Champion Joe Daly!



Mark Weiss awarding Kyle Palko his 2nd place plaque for Beginners and Kyle set his all time high score as well, plus he stole the show!!!



Nothing like a good set of dedicated stunt shoes!

Recently I was on a zoom call talking to Mark [Weiss] and Jim [Barry] about PAMPA Planning Committee activities. Toward the end of the conversation, I mentioned that I was going flying tomorrow and that I had to get my airplane out and load up the van and how I usually try to lay out everything the night before - so I'll make myself a sandwich and get my little cooler out and make sure I've got some drinks in the refrigerator and things like that. And then I said: "And I gotta remember to take my cell phone and set my flying shoes out so I remember to wear them." At this point in the conversation there was a long pause and then both Mark and Jim uttered the same words simultaneously: "flying shoes?" And I'm like "well yeah, flying shoes! don't you guys have a set of flying shoes?" Both of them said they didn't, in fact they said they didn't know anybody that had flying shoes. So, I'm like: "you guys just wear regular shoes when you go flying? Holy cow!"

Am I the only guy that has his special set of shoes set aside just for when he goes out flying his stunt ship? That can't be, can it?

I suppose that the shoes you wear probably don't matter much if all you do when you go flying is just stand in one place and turn in a circle. But sometimes you need to do more than just rotate. For instance, you're out flying by yourself and using a stooge. When your engine runs out of gas and you land your plane, do you just glide it down and land wherever? I can see a real problem with that! In one case you might land on the other side of the circle and then have to carry your plane back to the stooge dragging your lines half the circumference of the circle. You think that's good for your lines? What about touching down just before your stooge line, hooking it with your gear and flipping your plane onto its back? Even if you fly with others, why make them walk around the circle when you can easily whip your plane to a landing position close to where you had taken off or to a position making it easy to move back into the pits?

Apparently, many people in our flying community do not know how to whip their plane. Simply put, this means that when your engine runs out of gas, you walk backwards pulling on your handle and maintaining the speed and altitude of your airplane until it is in a reasonable position to resume its final glide-path to landing. When you walk backwards to whip your plane you won't be standing in place and rotating but walking backwards in a circle, the diameter of which is governed by how far you need to whip your plane and also the wind conditions at your flying site at that moment. If you have a concrete center for your circle or a bare patch in grass, the wrong shoe could create a tripping hazard for you. You probably shouldn't be wearing high-heels when you try this.

So, the shoes you wear when you go flying should be carefully selected. Thick soles or the wide clunky heels you see on many walking shoes are probably not optimal. You want something akin to tennis shoes or basketball shoes – shoes that are designed to allow easy change of direction...shoes designed for mobility and stability. You need to be able to nimbly walk backward without your shoes tripping you up!

It isn't always easy to find the shoes that are "just right." Here's a pair with the right heal:



You don't want a heal that is too wide or one that's too tall

But what about the color of the shoe? Soon enough, it will get fuel on it (unless you are one of "those people" 😊) and look pretty scuzzy (and just not go well with your pretty white contest pants....)



This heal is ideal



Pretty now, but not when they get fuel-soaked

So, you have to keep your eyes open for that just right set of flying shoes!

What can be frustrating is finding a great pair of flying shoes, wearing them out, and then having to settle for a replacement not quite as good.

So: take the time to find the perfect pair of flying shoes, but don't forget to practice whipping your plane. Nice thing is, you can do this at the end of every flight. Make it a point to whip your plane to an exact spot on the flying circle: when you are flying off a stooge so that it stops just before it gets to the stooge rope or just clears the stooge rope on touchdown; or when flying with your buddies so that you minimize how far they have to walk to retrieve your plane (it is the courteous thing to do.)

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These aren't the best, but they're not bad...

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

Here we are in October and going headlong into the building season. We are in the process of wrapping up the football season and I am looking forward to having some time in the shop to push forward with next year's High Voltage and a NOS 30 ship. I would love to have some pictures and quick notes about what the flyers in District 6 are working on for next season. I can help with any write up about your project if you are not comfortable with the words portion of the process.

The Lafayette Esquadrille's had their annual Stunt and Scale contest in September. Unfortunately due to a death in the family I was unable to attend. I have asked the Contest Director Steve Smith to help with coverage. Steve, as usual, stepped right up and provided a report along with photos provided by Fred Cronewett. Looks like we had a good turnout. I have it on the calendar for next year. If you are able it is a great venue to attend.

Lafayette Esquadrille - Broken Arrow 36 – John Bruno Memorial

The 36th annual Broken Arrow contest was held on the traditional date of the 3rd weekend in September which fell on September 16-17 2023. Beautiful Buder Park in St. Louis county was the location consisting of 4 dedicated control line circles. One paved doughnut, one paved square pad, one carrier deck, and one of only two permanent speed cages in the country. We used the doughnut and the square pad for the stunt events.

Pilots from Illinois, Indiana, Kansas, Missouri, and Nebraska attended.

The weather cooperated all weekend. It was mostly cloudy on Saturday which made flying and judging a bit easier as we did not have to fly through or around the sun. Saturday we had 10 fliers participating in 3 events: Old Time Stunt, Classic/N30, and Profile. Old Time Stunt had two participants and was won by Fred Krueger. Kevin Prier was second. Classic/N30 had 6 fliers. It was won by Gary Hays with Kevin Prier coming in second and Dariusz Lamacz placing third. Profile had 5 entrants. Jared Hays came in first with Larry Fruits in second and Fred Krueger in third.



Creative trophies at the Lafayette Esquadrille



Concours winner, Larry Fruits with his Velvet

Sunday weather was more of the same in the morning with clearing skies in the afternoon. We had a concern that the wind would pickup Sunday afternoon so everyone was ready to start a bit early. We had 11 total entrants for the PAMPA skill class events.

Expert had the most entries with 8 fliers. It was won by Bob 'Sparky' Storick followed by Dave Tribble in second, and Larry Fruits in third. Advanced had only one entry so Jordy Segal won easily however he did put on a good show for the judges and had a decent score. Intermediate had 2 pilots competing and Mark Luman won with Tom Creasey in second.

The winners selected their trophies from the many that were produced by the club members. We have used this 'choose your own trophy' concept for many years and the participants enjoy it. Larry Fruits won the Concours/Pilot's Choice award for his interesting Velvet.

Many thanks to those who helped me put on this contest. Fred Cronenwett, Joe Pederson, John Moll, and Mike Willmann for getting the field trimmed and looking great. Judges Dan McEntee, John Garrett, Bob Storick, and myself. John Moll and Gerry Reed for judging the scale events. Joe Pederson for the pull testing. Steve P. Smith for running scores. Darren Young for registration. And my wife Christy for tabulating and posting the scores.

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

Contest season and the 2023 flying season is coming to an end. District VIII had a busy fall with four contests, plus the team trials. Jake Moon wrote a great report on the Charles Ash contest in Dallas. It is included below:

The Charles Ash Memorial Contest over Labor Day weekend is the last contest for the year in Dallas. Though this year's turnout was a little smaller than usual due to the weather forecast and a few regulars being out of town, it was still a great weekend of flying. Phillip Nickles was the CD and head judge, with me as deputy judge. While we kept some order on the circles, Linda Gleason and the ladies kept the scores coming, the pilots and spectators well-fed, and the raffle organized. Without them, these contests wouldn't be possible.



Charles Ash CD Phillip Nickles' beautiful new Bear

The two-day event began on a scorching Saturday with Racing on the south circle and Old Time and Classic Stunt on the north circle. Old Time was close between John Bender and Gaylord Elling. They flew very different styles: John was very smooth, while Gaylord flew a tighter pattern. But both were accurate. After the rounds, Phillip asked me who I thought won. I said John by a small margin. He said Gaylord by a small margin. The scores had John Bender winning by a couple points.

In Classic, John and Gaylord were joined by Steve Moon and his ST.60-powered Ed Southwick Lark. This plane is at least 15 years old and Steve says it will be retired after this contest. It still flew great and the Lark pulled a Ted Williams by homering in its last at bat.

Sunday was a tale of two halves: no flying when the conditions were good and flying when the conditions were bad. A tremendous thundercloud circled the field and lightning strikes consistently stuck within a couple miles. But at the field the sky was clear, the wind was calm, and not a drop fell. A couple practice flights from brave souls confirmed the presence of electricity and a 90-minute delay followed. Once the lightning cleared, the wind, coming from directly over the train tracks, came blowing in.

A couple beginners entered, which the Moon Brothers judged as Phillip and I got the advanced/expert field going. It was great to see some new faces and we hope they join us again.

Doug Moon won Expert flying his own borrowed plane. Allow me to explain. Several years ago, Doug finished a Riff Raff and just couldn't get it to fly right. Increasingly frustrated with it, Doug gave the unloved plane to Phillip Nickles, who put a lot of work into getting the plane to fly better. Fast forward to five days before this contest. Doug's then-current competition plane shedded its outboard wing, leaving him with nothing to fly. Phillip, the full-service CD, loaned Doug the old Riff Raff back, now nicknamed "the Orphan" and flew it very well. And since he built it, Doug even got appearance points!

Frank McMillan finished second flying the twin-engined, retract-equipped plane he brought to the NATS. To say this plane is a joy to watch is an understatement. The retracts and the sound of the counter-rotating props are endlessly cool. He won the Pilot's Choice award handily.

Mike Scott took the bravery award by being the only pilot to fly in the second round. Mike knew he could improve on his first round score, even in brutally turbulent winds. Mike has always been a good wind flyer and put in a great flight to jump several places and round out the podium.

The rest of the field included Gaylord Elliing, who continues to fly better and better with his Caudron Extreme, John Hill with another beautifully finished Texan, and Ken Culbertson with his canard-equipped Endgame III (that plane can corner!). A Moon flying a borrowed plane finished first, and a Moon flying a borrowed plane rounded out the field. Steve Moon flew Bob Gieseke's 2003 Bear he borrowed from his brother in preparation for the Team Trials. He was breaking in a new PA.75 and ran out before finishing the pattern. I believe this was Steve's first contest with a pipe-equipped plane in around 20 years.



Family dinner of some district 8 attendees at the team trials

As always, the camaraderie in Dallas was as great as the conditions were tough. No matter what the weather brings, good airplanes and good people makes for a good weekend.

- Jake Moon

After the Dallas contest, the Tulsa contest was held at the end of September. The turnout was a bit lighter than it had been in recent years. Saturday was windy and nobody was able to complete a full pattern. Sunday brought nice weather and good flying!

Two weeks later was the team trials. District VIII was well represented in the finals! Half of the field resided in District VIII, who included Frank McMillan, Steve Moon, Doug Moon, Joe Gilbert and myself. Doug worked really hard to make it to the team trials. About a month before the contest, Doug's newest airplane folded a wing during a practice session. He had an



Not what a stunt flyer wants to experience! Doug Moon's airplane shed a wing inflight!

airplane framed up and by the time I made it home from that flying session, he had gotten a couple coats of clear and primer applied within a couple days after that. Doug managed to get it finished, finished well (more on that later) and flown before the team trials! He was really happy with the airplane right from the start. At the team trials Doug kept working on the airplane and ended up a credible 7th. Considering where he was a month prior to that, it's something to be proud of!

Two weeks after the team trials was the Zachary, LA contest. The weather, food and camaraderie was great all weekend! Two weeks later (notice a pattern down here? Contests every two weeks? Come on down and join us!), was the final contest of the year in El Dorado, AR. My grandparents came to visit that weekend, and it was a perfect weekend to take my grandfather out to a contest. It was the first time we attended a contest together since the 2015 NATS and it was something I thoroughly enjoyed. Fellow roommates and competitors from the team trials, Doug Moon and Joe Gilbert were in attendance. After my success at the team trials, I knew I had a target on my back and they wanted revenge! The weather was perfect and flying quality was great! I managed to defend my



(Left) Doug Moon's latest and greatest, Concoors winning Riff Raff (Right) It's all about family! My grandfather Don Herdman and I attended a contest together for the first time in eight years



success from the Team Trials and was able to take the victory, with Joe Gilbert breaking the tie for second with Doug by having a better first round score. During the contest, Doug and I were talking about how he had never won a concours award before and it would be an award he would love to win one day. As luck would have it, Doug took home the honors of the concours award! Congrats Doug! It was well deserved.

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

What a wonderful year it has been.

I am writing this report from my stateroom on the aircraft carrier HMS Prince of Wales. Currently, we are a couple hundred miles east of Norfolk, Virginia. This is day three of a ten day cruise for me. My smart watch tells me I'm averaging 5 miles walking and 40 flights of stairs/ ladders a day while on the ship. Day one I learned a very important lesson. Stay on the left (port) when transiting the passageway. As this is His Majesty's ship, British rules of the road apply.

More about this trip at another time. As there are a lot of topics and not much room, I will hit the high points.



Dave Fitzgerald's latest Thundergazer after it did something significant!

Early in the year, Dave Fitzgerald sent a picture of his new Thunder Gazer for inclusion. I kiddingly told Dave that I would wait until the airplane did something significant. As he finished first at the Nationals here is the picture. Well done Dave!

On a more serious note from Muncie, Chris Cox fell ill on our first day of practice. Attached is a picture of Chris with a little artistic license from Jim Aron. Chris has made a full recovery.

I'm including a list of contests that I attended this year. The list includes events in six states and two countries. None of these contests would happen if not for the tireless work of volunteers. Thank you all!

Southwest Regionals (SWR) in Tucson, AZ

Vintage Stunt Championships (VSC) in Tucson, AZ

Northwest Regionals (NWR) in Roseburg, OR

Paul Walkers Stunt Ranch, Deer Park, WA

U.S. National in Muncie, IA

Knights' Joust/Palmer Memorial at Whittier Narrows, CA

British GBR World Cup, Italy

Italian 60a Coppa D'Oro, Italy

Meet 'n Meat in Napa, CA

Golden State Stunt Championships in Mather, CA

Las Vegas Stunt Challenge in Las Vegas, NV

While the Walker Stunt Ranch is not technically a contest, the desire to fly well is exactly the same. Thank you Paul.

I also flew my first F2B contests in Northern Italy while on a trip there with Howard and Marilou Rush. The weather, food and flying was wonderful. Of note, Muncie is a three day drive from California and Italy is only one day on an airline. Stunt in the South West is doing well.

What a year it has been.



Chris Cox had a health scare at the NATS. Jim Aron showed his creativity and created the latest "Stent News" cover

PAMPA Organization Chart

Mark Weiss
President
ama82824@yahoo.com
(302) 547-4917

Bob McDonald	Dave Tribble
Vice President	Secretary/Treasurer
bobm47@sbcglobal.net	vegasdave1@gmail.com
734-748-5507	(913) 449-2670

PAMPA Stunt News

710 W Turner Rd.
Lodi, CA 95240

Jim Barry	Joe Daly	Bob Hunt	Scott Richlen
District I Director	District II Director	District III Director	District IV Director
jbarry237@gmail.com	stun38060@gmail.com	robinhunt@rcn.com	scrtva@gmail.com
(603) 799-4020	(917) 559-8956	(610) 759-8813	(703) 425-1689
CT, ME, MA, NH, VT, RI	NJ, NY, Europe	OH, PA, WV	DE, DC, MD, NC, VA

Derek Barry	James Mills	John Paris	Matt Colan
District V Director	District VI Director	District VII Director	District VIII Director
derek2121@hotmail.com	jimbembm@gmail.com	parisjm2@aol.com	flycl@yahoo.com
(706) 833-9110	417-551-1496	(810) 224-1133	(802) 370-6878
AL, FL, GA, MS, PR, SC, TN, USVI	KY, IL, IN, MO	IA, MI, MN, WI	AR, LA, NM, OK, TX

Jim Lee	Tim Just	Paul Walker
District IX Director	District X Director	District XI Director
lee9@cox.net	timofyjust@yahoo.com	walkerimpact@gmail.com
(785) 266-7714	(760) 490-2123	(253) 951-4190
CO, KS, NE, ND, SD, WY	AZ, CA, Guam, HI, NV, UT	AK, ID, MT, OR, WA

Chris Rud	David Shorts
Web Master	Stunt News Editor
mr@chrisrud.com	m25productions@yahoo.com
(815) 552-5375	(209) 368-9492