

# PAMPA

STUNT NEWS QUARTERLY

## **THE NATS!**

Issue #3, 2023





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Inside Cover: Derek Barry's latest Cutlass might be his best one yet! He received his fourth concours award, voted on by the competitors, and finished a very close second with it. Power is a PA 65 and weighs 66oz





# **We Have the Technology.**

## **Nat's 2023 Technology Report**

**By Mike Palko**

The 2023 Nationals are over and it was one I will remember for many years. I am sure much will be said about the events and happenings in other columns so I will get right to the report.

My research tells me from 2001 to 2014 Noel Drindak wrote a special Nat's technology report based on a pilot survey in his "We Have the Technology" column. Thank you Noel for your many years of service! This year I volunteered to follow in Noel's footsteps and write the Nat's technology report. I put together a pilot's survey and handed it out during the pilots meeting. The survey collected information about the airplane, power train and support equipment. It was well received with 45 of the 64 pilots completing it. The survey covers only the Advanced and Open pilots.

The survey data is separated into two tables, one table for internal combustion (IC) and one table for electric. Data is organized alphabetically by the pilot's last name. A dash ( - ) means the survey response was blank. Some of the information provided was incomplete or illegible. I included what I could because it still gives you some idea of what was used.

**Internal Combustion:** Of the 45 pilots who completed the survey, 18 used IC. Precision Aero and Ro-Jett engines continue to be popular as they were used in the majority of IC airplanes. IC engines are decreasing in numbers yet still prove to be very competitive with 3 of the top 5 pilots using them including the Open and Walker Trophy winner, David Fitzgerald.

**Electric:** 20 of the 27 pilots who used electric power used Cobra or BadAss motors. Cobra and BadAss motors have become quite popular and Lucien Miller of Innov8tive Designs has noticed. Lucien, the CEO of Innov8tive Designs, provided input on the design of Cobra motors and designed the BadAss motors himself. Lucien, as he has done in past years, provided a discount code for power system components purchased through his website. Lucien also handed out a number of free motors during the trophy presentation. The name BasAss is proving to be true. They are high quality, efficient motors that outperform Cobra motors on paper. I am not aware of any back to back real world tests to know if you can feel the difference in the air. You can't go wrong with either motor.

**Motor Control:** Very few pilots were running electric motors at a constant speed using a passive timer and governor this year. The large majority have switched to active timers that increase or decrease the motors RPM to regulate airspeed. Similar to how a 2-4 break works. The chatter along the flight lines reflected active timer settings. Many pilots adjusted for the wind during the day and calm air in the evening.

**Aerodynamic Modifications:** This is a topic not previously covered in the Nat's survey. Aerodynamic modifications have been used for quite a few years and are gaining popularity. Most of the aerodynamic modifications are homemade and consist of 3D printed VGs, cut vinyl turbulator strips or balsa wedges/gurney flaps. There is no one size fits all so it takes a bit of trial and error and pilot preference. The goal of aerodynamic modifications is to trim the airplane to turn tighter, track in level flight or exit corners flatter.

With that I will leave you to analyze the data with the hopes that it will help you improve your own program.

Internal Combustion Survey Results													
Pilot	Airplane	Designer	Wing Area (sq")	Weight (oz)	Engine/Muffler/Pipe	Fuel	Glow Plug	Tank	Prop	Line Diameter/Length	Handle	Aero Modifications	Finish
Dan Banjock	Raven	Dan Banjock	-	74	PA 75, header muffler	10% nitro, 22% oil (half castor half synth etic)	Thunderbolt	Clunk	Mejzlik (3)	0.018"x64'	Hard point	None	Silkspan, dope
Derek Barry	Cutlass Retro	Derek Barry/Randy Smith	700	66	PA 65, pipe	Rich's Brew 10-15% nitro	Thunderbolt	Metal	Mejzlik 13" (3)	64'	Kaz Hard point	-	Silspan, dope
Vince Bodde	Ambrosini SAI 7	Vince Bodde	650	64	PA 51, pipe	5% nitro 20% oil (15% synth etic 5% castor )	-	Metal	Own carbon (3)	0.018"x64'	Smith Brothers carbon hard point	-	Silkspan, dope, auto clear
Brett Buck	Infinity	Brett Buck	685	64	Ro-Jett 61 BSE (Brett version)	Power master 15% nitro	Thunderbolt 4 cycle	Metal	Eather Green 12.5x3.75 (3) carbon flat back	0.018"x64'	Hard point	Elevator wedges (3.5" x 0.0312")	Klass Kote colors, PPG global system clear
Steve Fitton	Super Staris	Randy Smith	675	70	PA 75, pipe	Power master 10% nitro	Thunderbolt 4 cycle	Metal	13.75x4.5 Mejzlik (3)	0.018"x63' cable	Kaz hard point	Howard Rush VGs	Sig dope, Randolph dope
David Fitzgerald	Thunder Gazer 3	David Fitzgerald	630	68	PA 75, pipe	Power Master 15% nitro Heli	Thunderbolt 4 cycle	Comp osite	Eather Blue 13x4.2 (3) carbon flat back	0.018"x68.5'	Cox/Resin ger Carbon Hard point	VGs, Turbulator strips/tape, elevator wedges	Polyspan, dope
Joe Gilbert	Cavalier	John Simpson	545	42	Aerotiger 36	5%-7.5 % nitro 20% oil (half castor half synth etic)	Merlin	Metal	11x5 wide Rev-up (2)	0.015"x60'	Hard point	-	Polyspan, dope, auto paint
Craig Gunder	Awesome Red	Big Jim Greenaway	740	70	Ro-Jett 61	Own	Thunderbolt	Metal	Brian Eather (3)	66'	Hard point	-	Silkspan, dope
John Jordan	Liberty	Robert Storick	710	64	PA 75, pipe	Own	Thunderbolt RC long	Metal clunk	Bob McDonald (3)	0.015"x64'	Hard point	Recessed hing lines	Silkspan, dope
Todd Lee	Magnum Opus V	Todd Lee	675	59	Ro-Jett 67 BSRE long stroke, carbon muffler	Rich's Brew/ Sig 10% nitro	Thunderbolt RC long	Metal	Dave Tribble 12x5 carbon (3)	0.015"x65'	Original custom Jim Lee	None	Plyspan/Polyspan, Sig and Certified dope, Klass Kote nose and cowl
Mike McHenry	P-39	Mike McHenry	650	64	PA 65RE, muffler	Sig 5% (half castor half synth etic)	Thunderbolt	Clunk	Bob McDonald 13.5x4.7 (3)	0.018"x66'	Cable	-	Polyspan, carbon veil, dope
Steve Millet	Novar	Randy Smith	680	64	PA 75, Kaz pipe	Own, 20% oil	Glo Devil	Comp osite	Eather 13" (3)	63'	Hard point	None	Silkspan, carbon veil, dope, auto paint color and clear
Bernard Suhamski	Chief	-	-	-	OS LA 40	10% nitro 22% oil	OS	Clunk	10"x6"	0.018"x62'	Cable	-	Silkspan, dope
Robert Storick	Continental	Robert Storick	710	62	PA 75, muffler	10% nitro 20% oil (half castor half synth etic)	Thunderbolt	Dubr o clunk	Xoar 14x5 (2)	0.014"	Kaz	-	Silkspan, dope
Ronnie Thompson	RT-1	Ronnie Thompson	700	68	Super Tigre 51	Lou's Brew 10% nitro 20%	Sig	Clunk	APC 12x5 (2)	.018"x65'	Cable	-	Jap tissue, dope



Pilot	Airplane	Designer	Wing Area	Weight	Engine Muffler/Pi pe	Fuel	Plug	Tank	Prop	Line Diameter/ Length	Handle	Aero Modifications	Finish
Dave Tribble	Always on my Mind	Dave Tribble	700	71	RO-Jett 76	Own	Bridi	Metal	Own Carbon (3)	.018"x66'	Cable	-	Jap tissue, dope
Keith Trostle	Chizler	Dick Mathis	520	48	Double Star 40	Own	Sig 003	Metal	Carbon 9.5x6.5	0.012"x60 ' solid	Fancher hard point	-	Polyspan, Brodak primer, clear and color dope, urethane top coat
George Waters	Ballerina	Charles Lickliter	520	-	Ro-Jett 40 BSRE	10% nitr o 18% oil	Thunderbo lt	Metal	Bolly 11x4.25 (2)	80lb Spectra	Hard point	-	Silkspan, dope, auto paint

Electric Survey Results													
Pilot	Airplane	Designer	Wing Area (sq")	Weight (oz)	Motor	ESC	Battery	Timer	Prop	Line Length	Handle	Aero Modifications	Finish
Dennis Adamisin	Esprit	Dennis Adamisin	720	65	Arrowind 2826	Phoenix 35	4S 3500 Lipo	Hubin FM-9	BadAss 12x6 (2) reverse rotation	80lb Power Pro Max Cuatro	Brodak Rock Crusher w/new grips	Sealed hing lines	Monokote
Gabriel Alimov	Ripslinger	Gabriel Alimov	650	61	BadAss 3515	Castle Talon 35	Thunder Power 6S 2200mah Lipo	Fiorotti	Master Airscrew 12x6 (3)	63' 100lb Power Pro Max Cuatro	Brent Williams hard point	Proprietary	Epoxy paint, vinyl
Ken Bird	D'Arcside	Ken Bird	685	66	Plettenbe rg 15-20	Jeti Spin 66	Thunderpower 6S 2800mah Lipo	Igor	Igor 12x5N (3)	0.018"x63'	Hard point	Turbulator strips/tape, gurney flaps	Polyspan, Randolph nitrate dope, carbon veil, Randolph dope (color), House of Kolor show clear
Matt Brown	SV-11 (ARF)	Randy Smith	678	71	Brodak 4250	Castle Creation s Edge 75	HRB 4S 4000mah Lipo	Fiorotti	APC 13x4.5 (2) reverse rotation	63' 6" 80lb Spectra	Cable	None	Factory ARF film
David Chang	Aeso-555	David Chang	690	64	BadAss 3515- 580Kv	Spin 66	Thunderpower Elite 6S 2250mah Lipo	Fiorotti 6.5v	Pavlo Kravchenko 12.4x5.6 (3)	66'	Hard point	-	Film (wing), auto paint
Joe Daly	High Voltage	Joe Daly	675	63	BadAss 3515- 710Kv	Jeti Spin 66	Will Power 6S 2800 Li-ion	Igor	Igor 12x5N (3)	64'	Hard point	VGs, turbulator strips/tape	Klass Kote color over epoxy base coat
Steven Daly	Thunder Gazer	David Fitzgerald	630	67	BadAss 3515- 710Kv	Jeti Spin Pro 66	Will Power 6S 2800 Li-ion	Fiorotti	Igor 12x5N (3)	64'	Hard point	VGs, turbulator strips/tape	Polyspan, auto paint
Will Davis	Max Bee	Igor Burger	690	70	F2B AXI 2826-13 Igor	Jeti Spin 66	6S 2800	Igor	Igor 12x5 (3)	63'	Kaz Hard point	None	Silspan, Brodak dope
Enrique Diez	Scorpion	Enrique Diez	700	64	BadAss 3515- 710Kv	Jeti	5S Thunder Power Lipo	Igor	Igor 12x5 (3)	63'	Cable	None	Auto paint
Orestes Hernandez	Shark	Andrey Yatsenko	695	61	BadAss 3515- 710Kv	Jeti	6S 2800mah	Igor	Igor 12x5N (3)	63'	-	None	Auto paint, PPG clear
Rick Huff	BF 110	Rick Huff	670	61	(2) 2814-16	(2) Jeti Spin 44	6S 2800 Li-ion	Fiorotti	(2) 10x5 2-blade	0.015"x65'	Hard point	Turbulator strips	Auto paint over expoxy base
Bob Hunt	Turning Point	Bob Hunt	650	64	(2) BadAss 2814- 870Kv	(2) Castle Talon 35	6S 2600mah Li-ion	Fiorotti	(2) Badass 10x5 2-blade (1) tractor, (1) pusher	0.014"x65' cable	Kaz Cable	-	Auto paint
Don Jenkins	Dreadnought	Randy Smith	690	78	Cobra 2826-12 760Kv	ZTW Mantis 65	Hobby Star 5S 3000mah	KR Ver. 2	APC F2B 12x6 (2) reverse rotation	0.018"x63'	Carbon hard point	None	1/2oz glass cloth, Z-Poxy resin, Klass Kote epoxy primer and paint, Nason 2-part clear



Pilot	Airplane	Designer	Wing Area (Sq ")	Weight (oz)	Motor	ESC	Battery	Timer	Prop	Line Length	Handle	Aero Modificaations	Finish
Tim Just	Impact	Paul Walker	-	72	BadAss 3515	Jeti	Thunderpower 6S 2800mah Lipo	-	Igor 12x5 (3)	0.018"x67"	Hard point	VGs, turbulator strips/tape	Dope
Frank McMillan	DH 98	Frank McMillan	670	65	(2) BadAss 2320	(2) Jeti Spin Pro 33	6S Li-ion	Fiorotti	(2) BadAss 10x5 2-blade	0.015"x63' cable	Own	-	Auto paint
Ben Mills	High Voltage	Joe Daly	675	63	BadAss 3515-710Kv	Phoenix 60	2600mah Lipo	Hubin FM-9	APC 12x6e (2)	0.018"x64'	Cable	-	Film
James Mills	High Voltage	Joe Daly	675	65	BadAss 3515-710Kv	Jeti Spin Pro 66	2800mah Lipo	Fiorotti	Igor 12x5 (3)	0.016"x65'	Hard point	Tubulator strips/tape, gurney flaps	ZAP finish resin, auto paint
Matt Neumaun	Enterprise B	Matt Neumaun	740	70	Cobra 3020	Jeti Spin 66	Thunder Power 6S 2600mah Lipo	Igor	Igor 12x5 (3)	0.018"x65' cable	Hard point	-	Polyspan, Randolph dope
Mike Palko	P-51 Mustang	Bob Hunt	675	65	Cobra 3520-700Kv	Jeti Spin 66	Thunder Power 6S 2800mah Lipo	Igor	Igor 12x5N (3)	0.0165"x64' cable	Carbon hard point	None	Silksan, Sig dope
Scott Reynolds	TP BEE	Bill Reynolds	700	68	BadAss 3520	Castle Creations Phoenix Edge 50	Thunderpower 5S 2800mah Lipo	Hubin FM-9	APC 12x6e (2) reverse rotation	0.018"x65'3"	Reyco hard point	-	Silksan, Brodak dope
Christ Rigotti	Agenda	Christ Rigotti	628	59.7	BadAss 3515-710Kv	Jeti Spin Pro 44	New Clear 6S 2600mah Li-ion	Fiorotti	Igor 12x5N (3)	63' 100lb Spectra	Carbon hard point	VGs, Turbulator strips/tape, gurney flaps	Monokote, carbon veil, Sig dope
Howard Rush	Impact	Paul Walker	700	68	Plettenberg 15-22	Jeti Spin 66	Thunder Power 6S 2800mah Lipo	Igor, TUT	Igor 12x5 (3)	68'	Hard point	Turbulator strips/tape	Polyspan, dope, auto paint
Mike Scott	Max Bee	Igor Burger	700	65	-	-	-	-	-	0.015"x63'	Cable	VGs, Turbulator strips/tape	Film, silksan, dope, auto paint
Tom Smeltzer	High Voltage	Joe Daly	680	63	Cobra	Spin 66	Thunder Power 6S Lipo	Fiorotti	Igor 12x5 (3)	0.0165"x64' cable	Carbon hard point	-	Dope
Wayne Smith	E-Tracer	Smith Brothers Stunt	650	69	Cobra 3515-710Kv	ZTW	Thunder Power 6S 2800mah Lipo	KR	Igor 12x5 (3)	62'	Hard point	Turbulator strips/tape	Auto paint
Kenny Stevens	Cobalt	Kenny Stevens	720	63	BadAss 710Kv	Castle Creations ICE 50	Thunder Power 6S 2800mah Lipo	Hubin FM-9	Chris Cox 12x6 (3)	0.018"x62'	-	Turbulator strips/tape on stab only	Polyspan, dope
Paul Walker	Impact	Paul Walker	715	66	BadAss 3515-710Kv	Jeti Spin	6S Li-ion	Beta test version of new Igor timer	Igor 12x5 (3)	70' center of plane to handle	Carbon hard point	VGs, fences, turbulator strips/tape, gurney flaps	Brodak dope



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# PAMPA'S 50th Anniversary Celebration

By James Mills

Every Nat's has special unique moments. The 2023 Nationals had the distinction of having a very significant special event. We celebrated the 50th Anniversary of PAMPA, which happened to coincide with the 100th Anniversary of AMA.

To mark the event, PAMPA arranged a fantastic banquet evening. The venue and food were second to none. We had a great meal visiting with friends and legends of our sport. The purpose of the event was to mark PAMPA's 50 Anniversary as well as recognize and honor the three founding members who created the foundation of our organization. Wynn Paul, Les McDonald, and Keith Trostle were present for the festivities. Each received a plaque and had the opportunity to speak. To say our event would look very different, if not extinct by this point, goes without saying. We owe Mark Weiss a tremendous thank you for the tremendous planning and legwork required. Mark performed the master of ceremonies duties admirably, ensuring the event ran smoothly. Mark's stories and jokes kept everyone entertained and I think it would be safe to say that everyone enjoyed themselves immensely. Mark showed our group a trainer that he had provided to Liam Berry (at the Joe Nall I believe). Liam and Derek signed the bottom of the plane. Essentially, Liam has learned to fly and progress to a point where he is ready for a more advanced airplane, and he wanted Mark to give the plane to another "kid" so they can learn to fly.



The banquet was enjoyed by all!



The 50th anniversary banquet was a huge success! The room was filled to capacity

In addition to celebrating PAMPA's 50th Anniversary, four members of our flying fraternity were inducted into the PAMPA Hall of Fame. Candidates must be nominated by PAMPA members or non-members. The process is very involved, candidates thoroughly vetted weighing their contributions to our sport, and voted on by the PAMPA executive counsel. The class of 2023 Hall Fame Members are Bob McDonald, Dave Gierke, Gerry Phelps, and Tom Dixon. Each was given time to speak after accepting their plaque. Gerry Phelps's daughter, who was very moved by the gesture, was present to accept his award. New HOF member Bob McDonald also has a replica he had built of Gerry's Patriot—beautiful airplane and design.

Wynn Paul had copies of his new two volume book entitled Stunt History. Wynn's research and attention to detail in these volumes are second to none, I cannot recommend this purchase highly enough. (Available at [www.stunthistory.com](http://www.stunthistory.com))

This was a night to celebrate and reflect on our beginnings as an organization as well as to look to the future of our sport. Ladies and gentlemen, there is a place for our sport in today's world as well as the foreseeable future. I'll end this with a call to action. We have so many talented and creative people. Support your District representatives with article support, write an article (there are many of us who would be happy to help if that is not your forte), offer ideas and suggestions to help PAMPA grow. We continue to be relevant, have some faith and jump in and volunteer.



# District Reports:

## District 1 - Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont - James Barry

Hello from New Hampshire, and all of us in Northern New England. I'm going to do something different here. Like all our districts, we have innovators, serious competitors, weekend flyers, flying buddies, organizers, and families devoted to the Control Line Precision Aerobatics game. Their devotion, same as those in your home district, is the secret to PAMPA's future. Let me explain. I am lucky enough to be art of PAMPA's Planning committee, chaired by Scott Richlen and joined by Tim Stagg and Matt Colan, with Mark Weiss's wise guidance. We are devising a Five Year Plan to revitalize and grow PAMPA. The survey I hope you received and returned is our first effort to hear your views and concerns. More to come. Plans and surveys are fine, but what else is needed? PAMPA is home to people who are innovators, builders and competitors. You devote great time and effort to our hobby—or sport, if you prefer. End result is a model airplane, guided in flight by hand, eye, reflex, and honed skill. No other modeling discipline quite compares to putting a plane through a control line PA stunt pattern. Directly connected to that airplane through a handle and a couple of lines, it becomes an extension of ourselves. We are it, for six or seven minutes. That, like the perfect drive off the tee in golf, is what brings us back for more.

Those personal qualities as craftsmen and flyers, and the flying experience itself are the key, the way forward for our hobby. Growing PAMPA means bringing new flyers on board. A well flown PA pattern wows the crowd. Getting someone on the handle and into the shop is what turns an impressed spectator into a control line modeler. So along with innovative building and top level competition, mentoring and coaching qualities are also needed.

All of those qualities are alive and well here in New England. And that is where I'll devote this report: To some among many here who have made airplane design and building innovation, top level competitive flying and encouraging prospective modelers their personal goal.

First up: David Chang. David's career is in building musical instruments—flutes. Based in Boston, he makes the highest grade flutes for the best and most demanding musicians in the world. Little wonder that he puts those same qualities of attention to detail and commitment to excellence into his unique model airplane designs.

David has invested heavily in innovative building techniques and aerodynamic designs over many years. Each design improves with competition and experience. His latest, Aero-5, is a top performer. David flew it at this year's Nats in Advanced, earning Fifth Place in a very competitive field. This was David's first Nats! Here's what he said about his airplanes in development and planning stages: His next and future planes will have a semi-wide fuselage nose similar to Sergei Solomianikova's "Maestro." David has been collaborating with Pavlov Kravachenko in design concepts as well, matching his next plane with a BadAss 3515 / 580 KV motor. He prefers a high C polymer battery, like the 55C Elite Series by Thunder Power RC. He employs a Fiorotti V6.5 active timer. David is part of the storied New England Stunt Team of Wrentham, Mass. He finished a very strong Second at last year's Mitch Lily Memorial Mass Cup Tournament. Look for him in the Winner's Circle at future contests soon!



David Chang made it to the NATS for the first time in his stunt career. His Aero-5 design sports modern European looks and great performance!



Beginner stunt winner was Saramarie Huff, wife of Rick Huff!



Rick Huff's BF-110 twin is electric powered and flies great!

Next are Saramarie and Rick Huff. Personally, I am immensely fortunate to count them as friends. Rick won the Profile Stunt competition at Joe Nall last May with his beautiful, own designed twin electric “‘57 Chevy Bel Air.” He scored a very strong Fourth Place in PA behind world class competitors Derek Barry, Joe Daly and Dave Fitzgerald. Their next major event this year was the Nats. Saramarie flew her electric Banshee to First Place, winning the Alan Brickhaus “Eagle’s Nest” Open Beginner Perpetual Trophy. Rick flew his excellent Messerschmidt BF-110 electric twin in the hotly contested PA tournament. Rick, a fine gentleman of exceptional building and flying skill, met the dreaded Murphy on a competition flight. He missed the inverted laps! Disappointed, sure. But Rick took it in stride and good humor. (Full disclosure: Rick OK’d this story for publication). Here is a man of great character and class, and a true friend to all who know him.

Our friend Rick Campbell is another accomplished builder and flyer. Rick attended the Berklee College of Music in Boston, and is a guitarist and songwriter of the first order. Rick recently sold his self-made, authentic 1920’s ice cream shop “Cravings,” a popular spot on the main drag in Wakefield, Mass. Between music gigs, Rick is devoting more time to finishing and flying electric PA Stunt ships. He has spent many a time building, flying

flying and guitar picking with his buddy Bob Hunt. He has also competed in Nats competitions in Illinois and Massachusetts in times past.

The common thread among these four flying friends are the very things that will carry PAMPA forward: Leading edge innovative model airplane design. Personal devotion to excellence in every endeavor. Competitive spirit matched with sportsmanlike class. Love of our model airplane hobby. And most important: Each is a real friend, willing at every turn to offer encouragement, advice and know how. They join my dear friends Dick Carville, Linheart Smith, Norm Liversidge, Damian Sheehy and others here who’ve taken me aboard and helped teach me the ropes in building, repairing and flying Control Line Stunt airplanes. That is a too-long delayed dream of mine through a forty year work career. Without their help, I doubt I’d have much to show for my meager abilities, if going it alone.

So I’ll end my report as I started it. PAMPA and Control Line Stunt can and must survive. We each hold the keys to success. “Each one teach one,” in my friend Bob Hunt’s wise words

## **District 3 - Ohio, Pennsylvania, West Virginia - Bob Hunt**



Joel Costantino flew his beautiful Mike Pratt-designed Magnum in both Nostalgia 30 and Advanced. A rogue piece of turbulence forced this beauty down during his inverted laps in Advanced. He did make the finals however. Photo by Ken Armish.

I haven’t received any correspondence from the PAMPA members in District III, so the best I can do is to report on those who I know in my area and write about what they are doing.

We had a number of D3 members in attendance at the Nats this year, and as a group we did pretty well. We also had a lot of fun! I drove the 10 1/2 hours out to Muncie and bunked in with Joel Costantino (also from D3) in his beautiful, big trailer. Very comfortable, and it had a great air conditioner! Joel flew in N30 on the grass circles and placed third with his gorgeous, but ill fated, Mike Pratt-designed Magnum. Joel also flew in Classic with his new Bob Hunt-designed Caprice, which is also beautiful. Not surprising as Joel is a very accomplished classic automobile restorer. The Caprice was brand new and Joel was not quite used to it, but he did put up two good patterns with it. It will get better as he gets more flights on it. Joel flew the Magnum in Advanced and made the finals, but he lost it when a “hole” in the air caused the ship to drop right out of inverted flight onto the tarmac. It was not totaled, but it was beyond quick repair. Joel decided not to try and flew the new Caprice in the Advanced finals, and so finished at the bottom.



Alan prepares his Charles Mackey-designed Crusader for a flight in Classic. That’s his buddy, George Waters assisting. This is a very pretty twin-boom design from the 1960s. Armish photo.

Alan Buck towed his trusty trailer out to the Nats and he flew in a number of events. Alan flew his gorgeous Charles Mackey-designed twin-boom Crusader in Classic, and his equally good looking Jim Kostecky-designed Formula S in both Nostalgia 30 and Advanced.





This photo of Mike Palko's Bob Hunt -designed P-51 Mustang was taken several years ago. It still looks just as good today and with it Mike placed 12th at this year's Nats. Hunt collection photo.



Here's a shot of Bob Hunt's new Turning Point twin. It suffered some minor cosmetic damage due to a dust devil incident at the Nats, but still managed a 9th place finish in Open for Bob. Photo by Bob Hunt.

George Waters drove his new motorhome to Muncie and competed in Classic with his well traveled Charles Lickliter-designed Ballerina III. He finished in fourth in Nostalgia 30 with his Thunderbird. George also flew in the Advanced class with the Ballerina.

Bernie Suhamski - another camper - flew his Bob Palmer-designed Chief in Classic and his Viking (Carl Schmaedig design) in OTS. Bernie also treated the East Coast contingent to a fabulous Strip Steak dinner one evening at the campground.

Staying in the RV area at AMA has been a hoot for me. The evening bull sessions are fun, and Will Davis always cooks breakfast for all who make it to his trailer by 7 AM each morning.

Other D3 members who flew at this Nats include Mike Palko, who flew his Bob Hunt-designed P-51 to very respectable 12th place finish after a long layoff from Nats competition. The Mustang is getting long in the tooth, but it still looks great and flies very well indeed!

Philly Flyer, Dan Banjock flew his original design semi-scale Raven to an 18th place finish in Open. Dan had a scare in the middle of the contest as he doubled over with what he thought was stomach pains. He was rushed to the emergency room and was diagnosed with kidney stones. They passed, fortunately, and Dan was back on the field the next day. He's tough!

We also had a coach/cheerleader/mechanic along in the person of Ken Armish. Ken was the only one of us who didn't seem to display any nerves... And, Ken is responsible for the photos in this report; thanks, Ken!

Oh yeah; I placed 9th in Open flying my brand new Turning Point twin original. On the first day there I had the twin and my new Genesis LC (Last Chapter) out on the line. I was helping Joel get his Caprice going when I heard a dull thud. You guessed it; the Turning Point had been picked up by a dust devil and was thrown down on top of the Genesis! There was a bit of cosmetic damage done to both planes, but nothing structural. It did cost me a couple of appearance points however... That's the second time I

had dust devil damage at the Nats. In 2011 my brand new Crossfire was picked up and thrown down the pit area on circle 1 on the L-Pad. It was broken in half, but a bunch of really great guys helped me piece it back together. It flew well enough after the repair to place 6th in Open! I repaired it completely and repainted it when I returned home and placed third with that same plane the next year. Never give up...

My apologies if I left out any D3 members who were at the Nats. It was a fun one

## **District 5 - Alabama, Florida, Georgia, Mississippi, Puerto Rico, South Carolina, Tennessee - Derek Barry**

Hello District 5,

I would like to begin by congratulating Tom Dixon on being inducted into the PAMPA Hall of Fame this Year!

In the Spring of 1988, I entered my first contest. It was a contest in Marietta, GA and Tom Dixon was the CD. I was pretty young but I remember Tom and my dad became friends shortly thereafter. Tom was always very supportive of us, and helped us immensely in our early years of stunt. Eventually, we began using engines reworked by Tom, along with some of his designs. I even won Advanced at the Nats with an airplane designed by Tom called the "Charisma." This year I was thrilled to see Tom be inducted into the PAMPA Hall Of Fame! Congratulations Tom, it is well deserved.

I also need to mention that Tom volunteered to judge in Muncie this year, and he was a welcome addition to the excellent group of judges we have at the Nats! Thanks Again Tom!



Derek's airplane was adorned with some extra decorations after the walker cup fly off



After a week flying combat, Sam Londke effortlessly switched gears and was this year's Junior stunt national champion

I would also like to acknowledge these other amazing people from our district who contribute to the Nats every year.

Congratulations to Sam Londke, the CombatKid, our Junior National Champion!

Our own John Simpson won Classic this year! I'm not sure how many wins this is for John, but he has a few... Congratulations John, on a well deserved Win! John is also a long time Nats Judge! Thank you for all of your years of service to our hobby, John!

Doug and Kathleen Patterson were in attendance again! As always, these two are going above and beyond to support our great hobby. Doug is another long time Nats Judge, and Kathleen is one of our amazing tabulators. Without people like the Patterson's, this hobby would not survive. Thank you both from the bottom of my heart, for all of your hard work!

I would also like to Thank our president Mark Weiss for organizing and amazing 50th anniversary PAMPA banquet! Well done my friend, we haven't had anything like that in years. It was a welcome change and well appreciated by all.

Thank you John Paris and Michelle Lee for doing another amazing job of running our Nats. You two are the A-team in my book, and you are welcome back to run the Nats any time you wish!

One last thank you, to all the other Judges, tabulators, and runners that make the Nats possible. You are appreciated more that you will ever know.

## District 7 - Iowa, Michigan, Minnesota, Wisconsin - John Paris



One of the best parts of this event is getting to camp at the Bean Field. Rain and stray dog were a bonus this year. - Paris Pic

Welcome back District VII. I trust that everyone is deep into the contest season. I have not heard of a contest in the District as of yet, but the Circle Masters will have one coming the first weekend of August. I hope to get a report back to share. Signal Seekers will be hosting the Michigan C/L Championships in the middle of August. I will certainly have something to share from that one. I saw on YouTube that Shug Emry was in a contest over in Fargo, ND, check it out here: <https://www.youtube.com/watch?v=jhMX1ANGRb4>

The Canadian side of District VII held their Southern Ontario Controline Championships (SOCC) this past weekend, 29-30 Jul 23 and offered a full all-stunt list of events for the weekend with Len Bourel acting as CD and being guided by Naomi Macklem. Brad LaPointe, owner and main groundskeeper of the "Bean Field", sent out an email announcing a delay of the event for Saturday until 12:00 due to bad weather which found its way into my SPAM box so Brad was a bit surprised when I showed up at his place around 8:30. It gave us a chance to catch up and I had a chance to view Len and Naomi's airplane shop/museum. Quite a visit. Len has an electric airplane that he is going to try out in the near future, so we went over the charging process with the equipment that he had. I think he will like it but may need to fight the urge to make engine noises while flying.

The rain did stop, or should I say, got blown out as there was plenty of wind to start things out for us on Saturday. The events of the day were OTS and Classic/N30 and 4 of us braved the weather: me (Jamison Special/Pathfinder), Bill Trumble (Smoothie/Smoothie), Dwayne Donnelly (Barnstormer/Ares) and Brad LaPointe (Ringmaster/Profile Oriental). We all flew one round and most of us thought that would be enough, but Dwayne wanted another shot after getting blown out of a few maneuvers in the first round of OTS so went up again with his Barnstormer and improved his score.

The Profile and Precision Aerobatics event went better on Sunday with lower winds for the first round and while they remained relatively low, second round really saw some serious changes in direction that caused some headaches. Since there are no skill classes flown traditionally in Canada, Len and Naomi thought it would be worthwhile to make



Dwayne Donnelly's (Kingston, ON) pretty Ares



2 classes to allow for increased beginner participation. The whole pattern is still flown, but the pilots are grouped according to ability/experience. We ended up with 9 in Profile and 11 in PA (9 in class 1 and 2 in class 2). All of the people were there from the previous day but we added Pat MacKenzie, Ivan MacKenzie, John McFayden, Brian Cox, Stewart Morrison, Dave Lovgren and Tom Knight to the mix. Flying was good but it was a long day. This was the biggest of the stunt events I have seen at the Bean Field and there was talk of an improved format for next year.



Brad puts on a great BBQ for the participants and visitors



South end of the Flight Line on Day 2



Ray Van's trick stick. Latest mods include shortening the boom a bit for better balance and reduced weight

Ivan MacKenzie was flying an airplane that was developed locally call the "Trick Stick" which is a take off on the TEOSAWKI. I have a kit to build when I find some time. His seemed to fly pretty good and I have heard that there are some changes that can be made to make them even better. Len had his apart in his shop modifying it to the latest revision and I am sure that he will have it in the air soon. The popular engine seems to be an LA 46 for these and they are finishing out at 42-54 ounces depending on the vintage.

Hopefully there is some coverage for the Nats from this year as I did not get to see too much of it but I do know that District VII members Bob McDonald and Vince Bodde were there flying in Open. I was happy to see things make it all the way to the end and award the Walker Cup. The only time I had any concern for the weather was on Thursday which is the Advanced Finals and Top 20 Open semi-finals. There was a dark cloud making its way towards the L-pad that looked like it could have been trouble. I looked at the weather on my phone and did not see any rain so when people asked me what I was going to do as we approached 8:00, I said we are going to fly. The clouds will blot out the sun and things will be great. Never hurts to have a positive attitude. As it turned out, the clouds blotted out the sun, the wind settled, and some good stunt was flown. Sure glad I got a break on that one....

The Brodak Fly-In was hosted by Mark Weiss and Will Davis. I did not see other District VII members other than Jay Williams this year. A big round of thanks from me to Buzz Brodak and the whole Brodak team for their continued support of the event. I know that I had a great time and my flying seemed to go well. I picked up a couple of event awards and was totally caught off guard when they announced that I was the recipient of the Brodak Spirit of the Sport award. I really appreciate the team that found me worthy of this perpetual award.

Dennis Adamisin put on a new event that was close enough to us to attend called the "Rust Buster". There was good attendance from District VII at this one with me, Jay Williams, Vince Bodde, Bob McDonald and Justin Anger in attendance. There was a good number of entrants for the Profile and PA events. This was held in conjunction with a vintage RC event and seemed to be well liked by the club. I think that there will be another one next year. It is near Ft. Wayne, IN so mark your calendars for Memorial Day weekend.

This time of year, our District focuses on flying so I have not heard much about building. I know the project I was working on, a Southridge CNC Models Hyper Viper, has been stalled a bit. After seeing the 1/2a Stunt event at Brodak, I am hoping that this one can be a contender. Will get back at it when there is time I suppose.

Please feel free to contact me to let me what is going on in your area so I can share with the rest of our District. Until then, be safe and have fun

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## District 9 - Colorado, Kansas, Nebraska, North Dakota, South Dakota, Wyoming - Jim Lee



Mark Gerber's gorgeous Al Rabe Bearcat won the Spirit of '69 award in Nostalgia at the NATS

There is still a little bit going on out here in the big Midwest. Fargo, ND has a really great contest each year, although not sure how much longer.

We tried to have a Fun Fly here in Topeka in June, but the weather didn't cooperate. Try again next year!

Jared Hays will CD a contest in Omaha, NE, Sunday, Oct 1, 2023. Stunt Clinic and open flying the Saturday before.

District IX did have a presence at the Nats this year, with PAMPA founder Keith Trostle garnering lots of looks for his Messerschmidt Mistel and a first place in 1/2A scale for his Hughes XF -11.

Mark Gerber received the Pilots Choice and Spirit of '69 awards for his beautiful Bearcat in the Nostalgia event.

I proved that practice and preparation really do help with some rather poor flights in OTS with the Don Still 'Victory'. It did receive the Pilots choice and Spirit of '52 awards.

However, for me, the best part of the Nats was helping Todd as he put in great flights in the Finals.

See you at the flying field!

Jim Lee

## District 11 - Alaska, Idaho, Montana, Oregon, Washington - Paul Walker



Appearance judging lineup at the Regionals. Flying Lines photograph.



Roger Kramer's Tony was declared winner of the Concours d'Elegance award after a vote by the Aerobatics competitors. Flying Lines photo.

The premiere event in District 11 for the year was the Northwest Regionals. This year marked the 50th anniversary of the event. As a regional competition, most all the controlline disciplines were flown. No, there was no ROW event this year (Roll Off Water), but there has been in the past at this very site, which was the Roseburg airport. The site facilities are divided up to allow all the events to exist. As the stunt event director, I was concerned about the possible attendance exceeding the capacity of our allocated flying area. And not to be disappointing, the 2023 NWR Stunt event was well attended. The field was set up on Thursday morning and ready for use by noon. The weather forecast was not good, as lots of wind was predicted for the four days. The wind blew 12 to 20 on Thursday afternoon, and only a few hardy souls practiced in that air.

Friday was OTS day, starting at noon. The wind was still up, but not as strong as Thursday. Five intrepid pilots dared to test the wind. Early on there was a small issue at the pull test scale, when John Thompson's plane did not want to fly in that wind and decided to release its bellcrank during the pull test so it wouldn't have to endure it. John was then out for the day. New contestant to the NWR's Roger Kramer emerged victorious after two rounds.



Friday was Classic/N30 and Profile. On this day, the stunt event was allocated only one circle, so all the events had to fit. Scale was to use the other circle that stunt uses. As it turns out, there was a large turnout in all the three events, Classic, sportsman profile, and expert profile. There were twenty-eight entries in Classic, N-30, and profile that we had to cycle through on one circle. Classic/N30 went first and took longer than anticipated.



Bob Welch's F7F Tiger makes a flight in Profile Scale; reconfigured, it later flew in Profile Stunt. Flying Lines photo.

Jim Schnieder had an unfortunate accident, and his model was destroyed. It became very apparent at that point that we were going to be unable to finish before dark. Fortunately, the scale event finished by noon, and Walter Hicks, the Scale ED, turned the circle over to stunt. Two additional judges agreed to support this change, and Sportsman Profile was started when there was no longer a conflict with the pilots who were flying both sportsman profile and Classic.

Classic/N30 second round was flown in the increasing wind. Dennis Nunes emerged the winner with two solid flights. N30 was won by John Leidle (district 11). Just as soon as Classic/ N30 was complete, the two expert profile judges stepped in, and that event started.

The wind continued to increase. Bob Welch flew his Tiger Cat twin in the first round of Profile and had his hands full of too much line tension and decided to pass the second round. Once again, Dennis Nunes flew the two best flights of EP, and won. In sportsman profile, James Dean won.

Sunday was the Beginner, Intermediate, Advanced, and Expert events. The weather was different than the other three days with basic calm still air lasting through the first round that changed in the second round to a moderate breeze. These events ran faster than the previous, and the judges were afforded a long lunch break to refresh themselves. This seemed to have helped, as there was not the normal inflation of scores in the second round. Jeff Cohen (district 11) won Beginner, Roger Kramer won Intermediate, Brent Williams won Advanced, and Paul Walker (district 11) won Expert. The Grand Stunt champion was Dennis Nunes, and the Concours winner was Roger Kramer for his beautiful Tony. The flying finished by 3:00. All in all, everyone had a good time as the air was never unflyable and the temperatures were in a nice range.

The scores and placings are included with the Regional's report of the Flyinglines.org site. The workers were: Jerry Eichten, Walter Hicks, Ken Bird, Tim Wescott, David Fitzgerald, Chris Cox, Joan Cox, Brett Buck, Randy Ling, Steve Helmick, Bob Welch, Mike Denlis, John Leidle, Barbara White, Robin Gaern, Gary Dowler, Shal Walker, and Paul Walker. It takes a lot of volunteers to run this event. Many thanks to all that worked to make this event happen!

This is always a great event. If you are in the area on Memorial weekend, you should consider competing. Love to see you there.

Jim Lee	Tim Just	Paul Walker
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