

PAMPA

Stunt News Quarterly

2023 #1



Table of Contents:

Hershey Bar Wings - 2

Advice from Uncle Mac - 3

President's Report - 3

District Reports - 4



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 Highlights Gene Schaffer with his Stunt Machine after the 1975 Team Trials in Dayton Ohio.

Photo by Wynn Paul

Inside Cover: Derek Barry shows off his highly modified pilot figure made to look like him. Check out the District V report for a complete rundown on how Derek accomplished this!

Hershey Bar Wings:

Tom Dixon

In full-scale aviation, a wing which is constant chord (length front to back) is often referred to as a “Hershey Bar wing”, as it somewhat resembles the candy bar in shape. Hershey Bar wings have been used since the beginning of aviation for two important reasons; (1) they cut costs - - - all the ribs are the same and can use the same tooling, (2) they naturally stall at the root first, keeping some control in roll axis, even deep into a stall - - - the tips are still flying, so to speak. That’s pretty useful if you do not want to end up in a smoking hole in the ground!

You seldom see Hershey Bar non-tapered wings on “serious” control-line stunt models. Why? They have the same benefits on our models as in full-scale aviation, plus no elaborate jig is required to build them, just a flat table top building surface.



The Viking is a perfect example of the Hershey bar wing

“Hershey Bar” wings were used on the first kit produced control-line stunt models such as Bob Palmer’s Go-Devil, and Guillow’s Barnstormer. The Walker Cup was won early-on by Hershey Bar models such as the Barnstormer, Still’s Stuka, and Elliott’s Black Tiger. Veco kitted two version’s of the Chief, a derivative of the Go Devil, and later Sig kitted the Twister and Banshee profiles.

Smaller, 15-19 size kits almost always used Hershey Bar wings – Warrior, Squaw, Shark 15, Sig Akromaster. Even the Flite Streak is a Hershey Bar wing, disguised by swept tips and tapered fixed flaps

So why are all “serious” CLPA wings tapered, or even elliptical? I contend the reason is mostly “looks”. When George Aldrich published the Nobler in 1952, it had a tapered wing. The Nobler is said to have been inspired by the “look” of the French Caudron Air Racers of the 1930’s. It also sort of resembled WWII fighters such as the P-51 B/C. Appearance points became a “big thing” in the early 1950’s – literally, as at one time they constituted as much as 80, yes, 80 points of an official score.

But are there any benefits aerodynamically to a tapered wing? Well, with less mass at the tips, a plane can respond better in the roll axis, but that doesn’t apply to control-line models, they’re not supposed to roll anyway. With “less lift” at the tips, it is theorized that gusty air won’t cause tapered wings to be affected as much as a non-tapered wing. Tapered wings supposedly have less drag, both form drag, and induced drag, but that’s a negligible issue on a 50 oz model flying 55 mph, ridiculously over powered, compared to a full-scale aircraft.

I recently (during Covid) built two Hershey Bar wing airplanes. The first was a replica Veco Chief, built exactly to dimensions of the 2nd kit. The other is an Oriental built exactly to DeeRice’s original plan. Both have Brodak 40’s and fly superbly. The Oriental won N-30 at Huntersville on its 4th ever flight. There are no funny bounces or quirks to either model. I flew the Chief at our meet in Canton, Georgia and lost to John Simpson by just a few points, but that is often the case no matter what I fly! They fly as well, or better, than anything I’ve flown, and I have no hesitation about competing

with them - - - except that “appearance issue” - - - which is actually “impression” not appearance. Maybe if Paul Walker or Dave Fitzgerald ever wins the Nats with a plane with a “Hershey Bar” wing, we’d all soon be building planes that way. Gotta be in fashion, you know.

Advice for the Fledgling Aeronaut

Uncle Mac



Dear Uncle Mac,

Hi, my name is Tommy Smith. I am so happy to have someone again who can help me with model questions I'm puzzled about. I can't remember why the models I've had for a long time are crashing. I use to have a 'pen pal' friend named Jake, I got answers from to my questions. Can you help me?

Dear Tommy,

I'm here for you. The laws of model flying today are the same as Jake told you some 25 years ago. It is good to remain "young at heart;" however...well, let me refresh your memory. All newly built models are filled with 'aireons'. These small particles are what keep models in

the air while flying. Over time These aireons start to leak out, due to age, and the model crashes. It's kind of like us. As we get older, things start to leak out of us. I hope this helps you.

President's Report:

Mark Weiss

PAMPA's 50th Anniversary Banquet And the 100th Nats!!

Fifty years ago at the 1973 NATS in Oshkosh, Wynn Paul, Keith Trostle, and Les McDonald put their talent and experience together and created PAMPA! This July 9th, all three of these wonderful men will be back to receive special plaques and share a “must come” evening with you and 100 other CL stunt enthusiasts.

And as if that is not enough, the newest members of our PAMPA Hall of Fame will be presented with their HOF plaques! It will be our version of a “Star Studded Evening.” Each guest will also be given a special memento of the occasion.



The Banquet will be held at Ball State University on Sunday, July 9th beginning at 6:00PM; dress is casual. There will be a choice of three entrees (beef, chicken, or a vegetarian offering). the full dinner includes salad and dessert. We will have a cash bar as well as coffee, iced tea, and hot tea.

While the individual true cost of the evening is right at \$ 38.00/person, each guest will be asked to pay only \$25.00. Considering the enormous increase in food costs, this is a very fair price. With the strong attendance we get each year for our week at the L Pad and grass circles, the event may sell out unless we have firm commitments with enough notice to provide more tables and dinners.

We will be taking photos during the evening and posting them on our website throughout the year.

To make this July a NATS we will never forget, please sign up for your tickets. You can do this on our website. If for some reason you do not come to the NATS and have prepaid for the Banquet, we will refund your money. The Ball State University Catering office must have a firm count no later than Wednesday, July 5, 2023.

Celebrate 50 years of PAMPA with 100 C/L stunt friends!

Thank you all,

Your PAMPA Executive Council

Mark Weiss

President, PAMPA



District Reports:

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

It was a busy flying season for us here in northern New England. June found many of us at the John Brodak Memorial Fly-In. Our crew put in a good showing. Linheart Smith flew Advanced with his Cavalier and Trivial Pursuit. Dick Carville judged and flew his Humongous in OTS and top performing "O2M" (One Too Many) in Expert PA—strong showings, as always. Rick and Saramarie Huff added stiff competition to the event at Expert and Beginner. Saramarie scored two thirds and a second-place finish with her electric Banshee. Rick flew his Caprice in Classic, and his twin electric " '57 Chevy Bel Air," a real crowd pleaser, in Profile and PA. Rick's performance didn't meet his high personal standards but was a good data point for future efforts. Ara Dedekian of Maine flew well in Intermediate, too.

Our Long Island, NY friend, Dr. Steve Sobel, DDS, brought his latest airplane and a wealth of experience to Brodak's. Steve is a retired USC Dental School professor. He built a Smoothie at age 14, and ironically became a close personal friend and flying buddy of Bob Palmer. Steve is a patient, generous soul and a superb instructor. My brother, John Barry, had not flown Control Line before but had always wanted to. Steve put his Flite Streak to work with a steady, rich engine run and manageable lap speeds. To tame dizzy spells, Steve had John take a knee and extend his arms. All clear, John was back up and flying again. Multiple flights in very hot weather. Next day, after several dual flights, John soloed. We are both indebted to Steve, a terrific coach and friend, and a sterling example for all of us.

No Brodak Fly-In is complete without the Junkyard Wars. District I took top honors with an unlikely contraption, Ara and Steve's brainchild. Ara drew the short straw to fly it. He needed all his combat flying skills to keep it in the air, too. The crowd loved it.

Fast forward to end of August for the Mitch Lilly Memorial Massachusetts Cup Tournament, or “Mass Cup,” hosted by the New England Stunt Team (“NEST”) in Wrentham, MA. This group was formed in the 1960s by Dave Cook and Mitch Lilly. The tourney has drawn top flyers from the region. Aably led today by Damian Sheehy, NEST still hosts top builders and flyers in New England. The late Mitch Lilly, a superb builder and flyer, bought the trophy cup itself, and crafted the trophy stand and engraved nameplates commemorating trophy winners. After his untimely passing, the cup and tournament were named in his honor. Mitch would have been proud of the enthusiastic crowd of competitors last August. Dick Carville served as CD, and competition included OTS, Classic and PA events. First Place honors: OTS combined, Rick Huff. Classic combined, Rick Huff (notice a trend?). PA Beginner, Saramarie Huff; Intermediate, Jozef Joworski; Advanced, David Chang; and Expert, Rick Huff. A closely run fly-off produced the 2022 Mass Cup Trophy winner... Rick Huff. Congratulations Rick, David, Jozef and Saramarie, well done. And a special appearance was made by the Junkyard Wars winner, too. Steve and Ara added landing gear and nose weight, taming things down a lot. Ara put on a proper show with numerous stunts for good measure. And to round things out, Expert flyer Rick Campbell serenaded the crowd with a few nice tunes on his slide guitar. Class act, Rick, thank you.

A PAMPA raffle to support membership netted eight new and renewed members to our ranks. A sincere Thank You! to all. Your membership and participation keep Control Line Precision Aerobatics going. And thank you, Dick and Damian, for a superb weekend. A First-Class tournament. The District I flying season wrapped up with a visit by Rick Campbell and yours truly to the 495th RC Squadron’s Family Day event at their Tewksbury, MA home field, with a demo flight by Rick. Club president John Morely was impressed and asked us to come by for a Control Line demo day for the club. We obliged. The day began with a show ‘n’ tell—a word or two about PAMPA and Control Line flying, with some model airplane kits and airplanes to look over.

Next up: “You be the Judge.” That’s right, each member was given PA score sheets to grade Rick’s and my flying performance. After a “how-to” briefing, we cranked them up and had at it (Rick won, ‘natch). And the Finale: “Your Turn!” A trusty RingRat rigged with an RC timer took to the skies with three intrepid flyers receiving dual instruction. Led off by John Morley, each one eventually flew and landed solo. In all, an excellent event, and an invitation to return this Spring. John is planning to add a flying circle to his club’s excellent facilities, sure to be a huge plus for everyone. A big “Thank You!” to John and the 495th for your warm hospitality and support.

In another RC venue, our friends at the Southern New Hampshire Flying Eagles have graciously invited us to join them and fly control line birds at Eagles Field. Many have expressed interest in CL Stunt, and plans are afoot to grow the control line presence there. Club president Tim Sowder and club officers are very supportive. Most RC flyers today have only limited building experience, and that could be an obstacle to learning the ropes with control line. With a nice discount from Nikki at Brodak, I bought a Flying Clown kit and electric conversion. At Tim’s invitation, I’ll build it in stages and bring it to club meetings this winter. I gave a talk at the January meeting and showed everyone the model. Strong interest there. Plan is to host a Control Line Demo Day like our 495th effort and get flyers in the circle. Tim wants a regular Control Line time each week to offer club members. Stay tuned. Our flying season wrapped up with a NEST dinner in Wakefield, MA, home of Paul K. Guillow, Inc. It was also a goodbye gathering honoring two NEST luminaries. Our good friend, Dick Carville, is pulling up stakes and moving to sunnier climes in Florida. Dick has generously contributed his exceptional building and flying talents, unmatched enthusiasm, organizing skills and great humor to so many Control Line gatherings through the years. In the move, Dick has given

away his extensive fleet of glow powered birds. Many will go to flyers who master Control Line flying, hopefully growing our group here in District I. He leaves big shoes to fill. Thank you and best wishes, Dick.

And finally, we said goodbye to another NEST friend, Leonard Harding. Leonard passed away in November. Much loved by his family and friends, Len put his great business talents to work, helping families of deceased CL flyers sell their loved ones' models and hobby equipment to grateful buyers. Lennie's good humor, encouragement to all, a sunny outlook and love of a good post-flying day pizza and beer endeared him to all. His finest qualities stand as an example to all of us, and a reminder that this is all about having fun with friends. Rest in peace, Leonard. The New Year is here. Time to get things tuned up for Flying Season 2023. See you in the circle.

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

Stunt happenings in District III have been mostly in the form of building and finishing. My good friends, Kenny Armish and Alan Buck have decided to build renditions of my 1967 design, the Caprice. Both of their Caprices (is that really the plural of Caprice?) will be powered by electric motors. That's a first for Alan, but Kenny has had a couple of electron powered models in the past. Kenny, by the way actually retired from CL flying a couple of years ago and focused on RC flying. Apparently he missed the circular flying, but he confessed that what he really missed was the people! Welcome back Kenny; it's good to see you building, and flying on strings again.

Alan is actually building two Caprices; he started one a while back but wanted to do another one using some techniques that I shared with him and Ken. The "Midwest Pennsylvania Caprices" should soon be in finish and hopefully ready for the upcoming season.

The Caprice bug has also infected the Hunt household. In a chat with Jim Vornholt (1960 and 1961 Nats Junior Stunt Champ), he told me that his wife, Pam had passed away the previous year after losing her long and courageous battle with cancer. Jim also shared that he had recently had a hip replacement and is now starting to regain some mobility. As we chatted he told me about his "bucket list," and that included making a trip out to Tucson to attend the Vintage Stunt Championships (VSC). He said that he will not be able to fly at the contest, but he wants to be a part of the festivities, and he also wants to take in a lot of the Tucson area attractions. The Pima Air Museum and a visit to Tombstone are on the agenda. It has been a while since I made the trek to VSC, and I told him that I wished I could make that trip again in the future. Jim suggested



Ken Armish is back flying on strings after a sabbatical to do some RC flying. Here's his new Caprice almost ready for finish.



Bob built two of his original 1967 design Caprice airframes over the winter. One will travel with him to this year's VSC





George Waters is building his own air force! In this photo are two of his new Jim Kostecky-designed Formula S stunters, his Walt Pyron-designed P-39 Airacobra, and his Jack Sheeks-designed twin-engine Mosquito



Expert car restoration specialist, Joel Costantino built this stunning example of the Mike Pratt-designed Magnum from a Sig kit.



Tom Huff from Canadensis, PA has his own air force. He recently restored a Saturn and added a couple SV-11 ARF's

that I drive out to his home in Indianapolis and go along with him this year. I couldn't accept such an offer fast enough! And, to sweeten the trip, I spoke with Bart Klapinski and he is allowing us to stay at his home, which is about four minutes from the field. We gonna' have a party...

I still have the Gene Schaffer-designed Oosa-Amma that I built several years ago, and it is still in great shape. But, I didn't want to make a (one way...) 2,371 mile road trip without a backup plane for Classic. So, in late October I started to build a Caprice. And then I started another one. Yeah, you read that right; I'm building two new Caprices! One has a fully-sheeted built-up wing and the other one has a foam core wing just as the original had in 1967. As time got shorter I decided to take just one of them and finish it for this trip. The "foamer" won out, but either one would have been a good choice.

George Waters from Waymart, PA has been very busy building and finishing new projects. A couple of years ago he produced an absolutely gorgeous Jim Kostecky-designed Formula S. Unfortunately it fell victim to the horrendous winds encountered at the 2021 Nats. He lost it on a practice flight just before the first round of qualifying. Bummer. Undaunted, George has produced two new Formula S models. His latest two models feature built-up fully-sheeted Lost-Foam wings. The newest Formula S will be powered by a RoJett 51 engine. I've seen the model in person, and it's a stunner.

George is also building a Walt Pyron-designed P-39 Airacobra for Classic competition. He again used the Lost-Foam Wing Building System, only this one has an open-bay structure. He will use SLC on the wing and then cover that with silkspan. That process seems to work well for George. And, the prolific Mr. Waters has also produced a gorgeous rendition of Jack Sheeks' semi-scale Mosquito stunt model. This one is powered by two Webra 32 engines that were tuned by District II's Tom Hampshire. That amount of power should be adequate for lunar insertion! It is an outstanding piece of woodwork and finishing.

Another Waymart, PA PAMPA member, Joel Costantino has built a very colorful version of Mike Pratt's Magnum. Joel is a master at automobile restoration and has a wealth of knowledge about paints and paint application. His Magnum has a great finish, and it flies very well. It is powered by a BadAss 3515-710 Kv motor and a 6S 2,800 mAh battery. He uses a Fiorotti active timer system and a Jeti Spin 66 ESC.

Tom Huff has been busy as well. He has just finished rebuilding and repainting a Saturn that had a mishap a couple of years ago. The plane looks brand new and he should be starting flight tests soon. It flew very well before the accident, so he's hopeful that it will still be a good one. Tom has also assembled two Brodak SV-11 ARF models to use as pattern trainers. I had the opportunity to fly one of

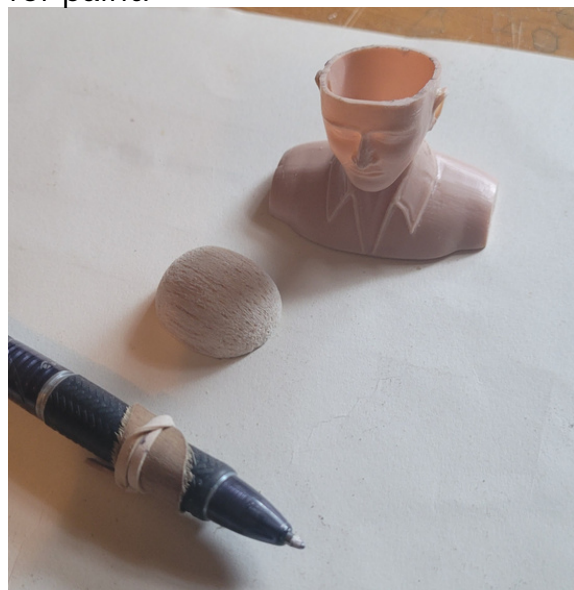
his SV-11s. It is an amazingly good performer. Tom's SV-11 models are each powered by BadAss 3515 - 710 Kv motors with 6S 2,800 mAh batteries. A Fiorotti timer system controls things through the Jeti Spin 66 ESC. That seems to be the preferred electric system in this area for models of that size.

That's about all I have to report. I'm not receiving very much from District III members outside of my immediate area. I'd very much like to highlight what every PAMPA member in District III is doing, but I'll need some cooperation on that. Please email me with information about your latest projects, and/or what is going on in your area. My email address is robinhunt@rcn.com and my phone number is 610-746-0106

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

Hello Everyone,

I hope by the time you received this newsletter, you are seeing signs of spring in your area. In this article I will give a quick rundown of how I paint pilots, the ones manufactured by Williams Brother's to be specific. First they have to be assembled. If you have never used these pilots, they are injection molded and come in two halves. I lightly sand the edges on a flat surface, to ensure a clean fit. I then use slow cure epoxy to glue the two halves together (Plastic glue works too). After the glue has dried (I wait 24 hours) the seam will need to be sanded to make it disappear. I use a combination of sandpaper, and exacto knives to get into the tight areas, like around the collar. You are now ready for paint!



Derek's pilot figure undergoes a lobotomy!



A new custom carved hat hides the lobotomy scars

Well, almost. On this particular pilot, I decided I wanted him to look more like me, so I made some modifications. The first step was to add a baseball cap, like I usually wear. I first had to cut the top of the pilots head off, at the correct angle, to match how my hat sits on my own head. Once this was done, I carved the shape of the hat out of a piece of balsa. Then I had to make the bill. This was accomplished by soaking a piece of 1/64" plywood in water, then wrapping it around an ink pen for a couple days. Once the shape was set, I trimmed and glued it to the rest of the hat, and attached that to the pilot. Now that the hat was done, I could focus on my new signature beard. This was done by mixing some superfil and carefully molding it into the shape of a beard, on the pilot. Once the superfil started to set, this became a lot easier and I used a toothpick dipped in alcohol (to prevent sticking) to shape the beard and add texture. I let all that cure, and then it was truly time for paint.

Painting a pilot can be difficult, and tedious. I have developed some techniques over the years to assist in this. I will lay out a few for you now. The first trick is, I use matte craft paint, instead of the typical glossy plastic paints. The craft paint does not bond with the plastic pilot, so it is easy to scrape off mistakes. The matte finish also does a good job of hiding tiny flaws.

For the face, I like to use some brown paint, thinned with water, and a stiff brush to highlight the features of the face. Once applied I use a Q-tip to gently remove paint from the high

areas, creating a shading effect that adds detail to the wrinkles around the eyes and mouth. The most difficult part is the eyes. They are very small, and done correctly have very little actual paint in them. Using the craft paint allows me to clean up around the edges after the paint has dried. I scrape away any excess white from the eyes, leaving a very realistic looking person. Pick your eye color, and use a toothpick to apply one dot of color. After that, a very carefully placed black dot, for the pupils, and your done. Because my pilot had a beard, I painted that last with dark brown paint, and a touch of grey to match my own.

For the clothing, I have done traditional leather jackets in light brown, but with this pilot, I painted a nice blue Polo shirt on, to match the future colors of the plane he will be flying.

I have always enjoyed doing cockpit detail in my planes. Hopefully you will consider it on one of your future planes. It seems to be a dying art, with everyone concerned about every extra gram of weight. I do understand this, but I simply cannot build a plane without cockpit detail. It wouldn't be me.



Derek's pilot goes through the seat fitting in his new Cutlass



The fully painted pilot undergoes final fits



Derek has a great talent for cockpit detail



Derek's pilot version of himself after being painted

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

Hello District VII, hope all is going well and everyone is having a good building season. This year has been pretty light for snow but winds have been blowing pretty well here in Michigan so flying has been limited. Speaking of flying, the New Year's Day tradition of flying was upheld again this year with some local pilots coming out and flying before heading off to the Chinese buffet.

Ray Van shared a technique I had not heard of using retained foam in a turtle deck that allows for thinner wood to be used and does not get the "starved horse" look over time. What Ray does is to tack glue 2 pieces of foam to a 1/8" lite ply spine and tack glues this to the turtle deck area with a front and rear former in place and sands to shape.



Ray's foam with 1/8" spine after shaping on airplane

After the shape is made the piece is removed from the airplane and the spine cut away from the foam. The 2 foam pieces are then glued together and tack glued to matched base. This is used to mold 1/16" balsa using an Ace bandage. When all is dry, the foam is separated from the base, the balsa glued to the foam and the base sanded flat. This then can be glued onto the fuselage directly. Ray reports that the final structure is quite light and strong.

For the rest of this column, I am going to turn the pen over to Naomi Macklem to go over some activity that she and her husband, Len Bourel, have been up to in Dresden, Ontario.

The Tutor 1 has a wing area of 410 square inches and a wingspan of 45 inches. It was designed for a 3.5 cc engine by Mark Bauer. This kit was designed sometime in the late 1970s and distributed by Top Flite. It was reviewed in Flying Models in February 1979. I will be using a Dixon LA 25, as it has about the same power as most of the older 35 cc engines.

Len announced that he thought the next model we should work on for me was a Tutor. I had not heard of this model before and misheard him to say Tudor. I was trying to imagine what a Tudor model would look like, since I was not sure there was such a thing as a model airplane back in the time of King Henry VIII. It was not until he showed me the plan he had (from an old Tutor kit that someone else had already built) that I realized the name was a Tutor (obviously because it was designed to help teach beginners how to fly stunt). We had a good laugh about that. The plan does not include the templates for the ribs or full instructions on how to do the landing gear, as it assumes you already have those included with the kit. Len found the rib templates for the Tutor 1 from a friend and hung onto them, having already thought about wanting to help me build this model. Len was able to figure out the landing gear based on the top and side views on the plan



The NYD crew in Flint, MI. L to R Larry, Rich, Ray and Jay



Naomi with her Tutor 1



PAMPA pride showing on the Tutor 1

I enjoy working together with Len, as he has the years of experience and know-how. I can follow along and contribute with cutting, sanding, gluing, etc.; but even with a kit with detailed plans and instructions, it is not always clear to me the ins and outs of how to put it all together and all the little tricks for getting everything lined up the way it needs to be for the model to fly properly. I rely heavily on Len for making sure that whatever I do is done properly, and the model is bench trimmed before we ever take it out for the first test flight.

I wanted to keep the finish and decoration clean, simple and to my asymmetrical tendency. I prefer Ultracote covering for the wing and tail as it is strong and seems to be better for ironing on over all the curved pieces. I went through our collection of opaque Ultracote and we had two different greens, one a darker green and one a turquoise green. I really liked both of them and thought it would look even nicer to use mostly the turquoise but with a bit of the darker green to set it off. I have been leaning towards asymmetrical detail as it appeals to me to have the two sides of the model look a little different but still be part of the overall decoration scheme. I also prefer to keep the decoration to the top of the model with the underside kept plain so that when flying it is much more defined which part of the model the judges or spectators are viewing according to whether you are flying inverted or in the middle of a maneuver (such as a loop). I felt that adding the black and bright yellow would also help the model really stand out against any trees and greenery in the background. I am quite happy with the look of the finish so far, and I am looking forward to adding the dope for the fuselage.

I plan to use a metallic green with a silver canopy. More photos will be taken once the finish has been completed and the model is ready for test flying. This should be an excellent model for me to keep working on learning how to fly precision aerobatics.

Naomi Macklem (with Len Bourel)

I appreciate the contributions and tips. Contest season is just around the corner and I am looking forward to seeing everyone. Keep in mind that the 50th anniversary of PAMPA is this year and Mark Weiss is working on a great celebration during the Nats this year along with the 100th anniversary of Nats contests for AMA. Should be a great time

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

Wichita - From Gary Mondry

Not much happening in Wichita this time of year. We got together for some Ringmaster fly-a-thon flights in October. Mark Wood and I got together for a few New Years Day flights to ring in the new year. Mark continues to refine his electric timer and has been doing some indoor testing. I've been accumulating parts for a foray into "the dark side" with a classic project to be named later. The star is Pat McElravy, who has a new ship based on Oriental bones but with a Cobra-like fuselage and wing gear. It will have a Lew Woolard OS 35S for power. He hasn't flown it yet due to weather. He provided this photo.



Omaha - From Jared Hays

Our big winter indoor show/flying event that's usually in January that we've been participating in at SAC Museum for the last 10 years or so, is not being put on by SAC this year sadly. It is slow going here for news. Just some maintenance and touch ups on my current fleet of planes for me but looking forward to spring to try to start practicing some basic maneuvers with Jaiden (my girlfriend's son) to hopefully get another contest entry at the contest we travel to.

Dave Tribble is moving to a different house, which will give him a lot more workshop area! And he sent pictures of what's happening.



(L) Kevin Prier fuels up his Ringmaster for a flight.

(R) Dave Tribble's new Outlaw

Colorado - Mark Gerber

As usual, beautiful fall flying weather gave way to cold and snow around the end of October marking the transition from flying to building season. On October 1-2 a Ringmaster Flyathon was held at the Arvada Associated Modelers field west of Denver. In early November Keith Trostle and Mark Gerber flew in the Las Vegas Stunt Challenge -- a great contest run by Reuben MacBride. Keith took his new Chizzler which won the best Classic plane award but only flew a few maneuvers - more trimming needed. He made the 1st flight in Vegas. Sadly, during Old Time practice Keith lost his 20 year-old Big Job, but already has another under construction. Jerry Higgins is building a new Dolphin which he hopes to have ready for VSC. Mark continued work on his Rabe Bearcat III which is now (finally) in the primer stage. As relief from Bearcat fatigue, he built a 1/2A Sterling Wildcat. On the safety front, Chris Brainard lost about 1/2" off his right index finger doing a woodworking project on his jointer. Be careful out there! At November's end Chris, Jerry, Keith, Jack Pitcher and Mark met for a barbecue lunch and then spent the afternoon at Jack's house nearby. Jack has a great basement for model building with a 9' high ceiling. They hope to make this an annual affair.



Keith Trostle pilots his beautiful Chizzler during a practice flight in Las Vegas. This was the second-ever flight on his Chizzler.

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Finally, in Topeka, it is the winter doldrums. I'm trying to get a new N-30 plane done and thinking about the next Folkerts. The one I had at the Nats last summer was the victim of some bad wake turbulence and became destroyed. Looking forward to the Spring!!

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

It was nice to get back to some "normality" after Covid, and our regular schedule of local contests resumed, but with different dates. A good time was had, and the results are online in various places. Members of the NW crew ventured down to the Las Vegas contest as well.

The "building season" has started early in district 11 this year. Work has started on next year's new models already. However, prior to that, I had a guest at the Ranch so that I could lay hands on his plane, to make it better. The plane in question had been campaigned all year, and he was hoping for some help. The first thing to do was to fly it as he had been using it, to see if his concerns were valid. The short answer was, yes! We spent the remainder of the first day working with what he had, making changes to the motor controller. Those changes yielded improvements, and he could feel the difference. However, it still was not as good as it could be.

The next day, a few more flights were completed, but weather conditions were not ideal for working on his trim (bumpy wind directly into the sun). We took a break, and went to visit a friend of his a short drive from the Ranch. After returning, he asked if I could look carefully at his plane to see if there was something else that could be done. It didn't take long to see there were some issues that needed to be corrected. He is an experienced modeler, having flown models since his teens. He flew RC Pattern, so he had some skills. After I saw the misalignments, I made sure he could see what was wrong. I made him make the changes so that he could replicate this in the future. All of the problems were in the



Tim Just pondering the meaning of stunt

horizontal area. First, the stab had one side higher than the other, thus not in a parallel plane to the wing. The horizontal tail was closer to the wing on the outboard side, meaning the hinge lines were not parallel. And finally, when the controls were deflected, the outboard tip of the outboard elevator was higher than the inboard tip of the inboard elevator. This was inducing a rolling moment that should not have been there. Upon further investigation, the elevators were warped creating this situation. I had him tweak the elevator horn until the tips of each elevator were the same at full up and full down control movement. There was nothing we were going to do to fix the other misalignments as it was a one-piece plane. With the elevators "leveled" it was back out to the field. Simply adjusting the elevators transformed to plane into something much better than what he had been using all year. He left very happy. The point of this is not to make fun of him but is a reminder that all your models should be "bench trimmed" before flight. Some of the difficulties he had would not have been there if he had resolved

the elevator issue early on. Then the fun part, for me. He had been campaigning a model with a very thin wing. I had mentioned to him that I was not fond of thin wings. He could not understand what I was telling him. He then got a flight on one of my Nat's winning Predators, and it quickly became apparent where it excelled over his current model. He is now building one!

It was a real pleasure to have someone who is so excited about competition flying, and really wants to do better. He asks questions and listens to the answers and executes on them. I "just" wish there were more modelers like him! Oh, by the way, it was District10 director, Tim Just, who visited. We both had a great time.

SO, don't be afraid to ask experts for help, as most times they are more than willing to help. And bench trim your plane carefully before committing it to flight.

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