

NATSNEWS



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July 19



Pete Mazur flew his Martin MO-1 to a new record in Electric Profile Carrier.

What a great day for flying Navy Carrier! Although it was a little hot on Tuesday, the wings were light throughout the day, providing very good conditions that allowed Burt Brokaw to add more than 23 points to his best score of the year in Profile Carrier and Pete Mazur to set a record in Electric Profile Carrier.

In the Profile Carrier event (internal combustion), Pete started the day off with a good score, but his lead didn't last long. Burt pulled ahead on the second flight of the day, a position that he held for the rest of the day, although both fliers increased their scores later in the day. Paul Smith flew the next flight and moved into third place, a position which he held for much of the morning. Paul Kegel challenged, but he fell short by less than two points. Mike Anderson took over third place following the lunch break and managed to hold it until the last flight of the day when Melvin Schuette managed to beat him out.

In the Electric Profile Carrier event, John Vlana took the early

lead with Bill Calkins challenging, but settled for second place. The placing remained the same for the rest of the morning. Near the end of the flying, Pete Mazur moved into first place after having power issues on his first attempt. Both John and Pete improved their scores on their final flights, but with no change in the standings. Pete will be applying for a national record in Electric Profile Carrier based on his first-place score.

Bob Hawk was the winner of the Navy Carrier Society Sportsman Profile Carrier event.

A highlight of the afternoon was the second official flight by Don Sopka. Don is very new to Carrier flying and this Nats is his first Carrier competition. Don achieved his first complete flight in competition with a 100-point landing. He received lots of mentoring and support from the other fliers and officials, and he left Muncie with lots of enthusiasm and a plan to start working on models for other Carrier events. 🛩️



Burt Brokaw won Profile Navy Carrier with this Nelson-powered Messerschmitt Bf 109T, shown landing during the winning flight.



Don Sopka was flying his first Navy Carrier competition at this Nats. Paul Smith was one of the contestants who assisted and advised him during the day.



Paul Kegel's Grumman Guardian executes a perfect landing.



Melvin Schuette lands his MO-1 to take third place in Profile Navy Carrier.



This de Havilland Sea Vampire (British Royal Navy Fleet Air Arm) was Bill Calkins' entry in Electric Profile.

John Vlna enjoys researching and building little-known naval aircraft, such as this Consolidated XBY-1 flown in Electric Profile Carrier.



This Grumman F6F Hellcat carries the markings of the Navy unit that Mike Anderson served in.



Mike Anderson's Fairey Spearfish electric—another aircraft from the Fleet Air Arm of the Royal Navy.



Bob Hawk starts his Grumman Bearcat in the Sportsman Profile Carrier event, while Burt Brokaw holds the aircraft.



On Tuesday, there are no official events in the CL Aerobatics world, but that does not mean that there was no activity. There were two unofficial events: Old Time Stunt (OTS) and Classic Stunt. These were held on the L-pad and used all four circles.

There were 18 pilots in Classic and Nostalgia 30, while OTS had 20 entrants. These groups were divided into two and used two circles each. The groups flew four flights total with two flights on each circle. The two highest scores from each circle were added to see who would win.

Everything got off to a good start and the directors even managed to arrange the flight orders so that there were few conflicts with pilots flying both events. Good job! Many of our events would not run so well if we did not have such good people to help operate this event. My hat is off and many thanks go to these individuals who take time out from their daily lives to help out.

OTS is an event where pilots fly replicas of planes that were flown before 1952. The old pattern, pre-1952, is also flown in this event. This pattern differs in several ways from the modern pattern and that makes it challenging in its own way. Many pilots go out of their way to try and use as close to period equipment as possible—even sourcing original engines, wheels, propellers, and I have even heard of trying to find covering material made in that era. There is a separate class for ignition engines.

Some pilots go out of their way to find obscure designs just to be different. Charlie Reeves' Super Looper is a good example



Charles Reeves shows off his unique OTS design Super Looper. Charlie is known for coming up with unique airplanes.

Alan Goff does a pull test before an official flight.



of an obscure design.

The Classic event is for airplanes that were built before 1970. These aircraft are flown to the modern pattern. Again, many people try to use period materials if possible and also try to find obscure designs. Bob Brookins has a plane that was designed in Hungary, I believe. It is called the Vum. In Hungarian, that means ... I have no idea what that means.

The two events were originally brought to life when many people got nostalgic about the old planes. They really liked the idea of seeing these designs fly again. It's sort of like a classic muscle car or even a World War II-era plane being restored. People will not stop thinking about the past and would like to relive it sometimes. With these two events, pilots are not only able to relive the past, but also remember where they came from. That can be something really special and so are these events.

Now just because these were being flown on the L-pad does not mean that the grass circles were vacant. It was quite the opposite. These were open to practice and got a lot of use. I for one took advantage of this before the OTS and Classic kicked off.

At the time of the rooster crowing and before the OTS and Classic started, there was a judging seminar at circle 4. This is when a couple of volunteers fly in front of all of the judges and get critiqued by them. These flights do not count toward the fliers' scores, but help the judges get "on the same page" by practicing judging live flights. Doing this teaches the judges to



Bob Brookins shows off his Vum design in Classic. It's an obscure design from Hungary.

hopefully deduct the same amount for the same infraction, keeping the scores even.

After the OTS and Classic events were over at roughly 12:30 p.m., the L-pad became available for practice for those who braved the afternoon heat, along with the grass circles.

Wednesday will be the first day of qualifying for Advanced and Open classes. This is where the rubber starts to meet the road because the main events are now beginning. Again, you will just have to be patient and wait until tomorrow to read all about it. 🛩️



A pair of Daves: Classic judges Dave Fitzgerald and Dave Tribble.



OTS judges, Joan Cox and Jim Lynch.



Although he did not fly it in competition, Dan Banjock brought out this actual 1946 Silver Streak, all-aluminum plane to show.



Dan Banjock has a unique way of holding his fuel tank in his plane: rubber bands.



Mike McHenry's Classic legal Crusader. His father designed this one, so he has special attachment to this design.



This is Richard Inhoff's uniquely painted Barnstormer.



Mike Schmit's very nice Stiletto waiting in the pits.

The pit area for Classic.



Jordan Segal poses with his Midas Classic plane. It was appropriately painted gold.



Taking their job very seriously, OTS judges Samantha Hines and Wes Eakan.



Mike McHenry puts his OTS aircraft through its paces.



Dan Banjock releases Dale Gleason's OTS model. It is powered by an unmuffled Orwick .64. Danny later commented that it had quite a bark. Yup!



Andrew Stokey and Steven Smith were enjoying themselves while judging Classic.

In the past, we have had to withstand the heat, rain, and wind. Earlier this week, it was cooler than at past Nationals. Today, however, the heat, along with the humidity, coupled with the lack of wind, took its toll on the pilots. The rest of the week is predicted to be even hotter.

Other than Sport Goodyear, Class I Mouse is the most popular CL Racing event at the Nationals. Even with its popularity, it comes with its own set of problems. The first being that the best engines are made from parts of different versions of Cox .049 engines. Most of the more desirable parts have been out of production for a number of years.

These engines were in production for a number of years in the past, so anyone who is willing to take the time can find just the right parts. This year, a majority of the contestants had found the right parts and were quite competitive.

The author, however, was bitten by the gremlins associated with these engines. What worked at my last contest didn't work on Tuesday. It looks like I will have to figure out what went wrong and figure out how to fix it. I was not the only one who had problems. Two people were unable to get their engines to race before the races started and had to withdraw.

Here are the Class I Mouse results:

Contestant	Best Heat Time	Final Race Time
1. Charles Barnes Sr.	2:31.77	5:01.27
2. Patrick Hempel	2:47.47	5:09.36
3. Bill Lee	2:28.52	5:51.24
4. Charles Barnes Jr.	2:43.25	1/2 lap
5. Mike Greb	2:51.96	
6. Melvin Schuette	2:52.60	
7. Rod Christie	3:03.56	
8. Brenden Robinson	3:51.87	
9. Mark Knight	3:57.43	

After lunch, Quickie Rat was held. Quickie Rat can be called the big brother to Class I Mouse. Like Mouse, there are few restrictions on aircraft design. Most restrictions are on the motors. The most commonly used engine is the K&B .40.

The results for Quickie Rat are:

Contestant	Best Heat Time	Final Race Time
1. Bill Lee	3:17.61	6:55.42
2. Bill Bischoff	3:23.83	7:24.60
3. Charles Barnes Sr.	3:38.60	7:42.56
4. Charles Barnes Jr.	3:41.82	
5. Mike Greb	3:44.15	
6. Bob Oge	3:48.22	

Slow and Super Slow Rat are scheduled for Wednesday. We will finish up CL Racing on Thursday with Clown and Team Race. 🏁



Mike Greb and David Betz keeping an eye on the races from the tower.



Grandpa, did you see that?



Timers Zella Betz and Sandra Lee.



Mike Greb during a Quickie Rat pit stop.



Brenden Robinson preparing to catch a Mouse during a pit stop.



Class I Mouse winners.



Quickie Rat winners.



Rod Christie, Charles Barnes, and Bill Bischoff during a Class I Mouse heat race.



Oops. The author misses a catch during a Mouse pit stop.

The event ran pretty smoothly on Tuesday despite all of the heat and humidity. Alex Prokofiev deserves special recognition for skilled flying and for finishing day two with one undamaged plane. Cary and Andy Minor, along with Austen, make a potent team. Both of the younger award winners are quickly developing their Combat skills.

A special thanks to the judges and other officials for their tireless efforts. (Well, maybe not so tireless. The heat and humidity were awful but they stuck it out with lots of water and patience.) The AMA staff also helped by taking care of the behind-the-scenes chores of water and trash, with quick response to requests. 🛩️



David checks out planes and engines for the first match with dew on the grass.



Tom is holding the Mal Fawley Memorial for Contributions to Control Line Combat. Despite some serious health problems, Tom has helped for a long time as a reliable official. His friend, Mal Fawley, passed away last fall. Mal also helped at the Nats for many years.



The winners: Andy Minor, fourth; David Owens, third; Cary Minor, second; and Alex Prokofiev, first. Alex managed to complete all of his flights with one aircraft, undamaged.



Senior award winner, Sasha Nadein, and Junior award winner, Austen Minor. Both are developing into top-notch fliers.

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for more Nats action!



www.flickr.com/modelaircraft

In round four, Yaro Melnikov dukes it out with Mark Rudner. Yaro did a lot of running around the circle to retain the lead and ended up flopped on his back in the heat.



Once again we got an early start with RC Combat—this time with four rounds of SSC, followed by 10 rounds of Scale 2948. The weather on Tuesday was again great. It did get hot later in the day, but with just a little wind and passing clouds, it made for a nice day.

We started the morning with all 13 pilots still flying SSC, which was nice to see. We had one new pilot this year, Richard Malone, getting his first taste of RC Combat. Bob Loescher donated airplanes to him on the condition that he flew them at a contest. He just did not know that Richard's first contest would be the Nationals.

Once we were done, it really came down to two pilots running for the top spot. In 5th place was Bill Geipel with a score of 2,368, and 4th place was Heath Bartel with 2,844. Don Grissom ended up coming in 3rd with a score of 3,000. Finally, in 2nd place was Andy Runte with a score of 4,220 and the winner of SSC was David Ebers with a score of 4,768.

Next, we went on to Scale 2948 since we finished Open B on Monday. This year we had a total of six pilots flying Scale. This is one of my favorite types of Combat. It is nice to see the warbirds in the air, plus the type of flying is more scalelike because the planes do not turn as fast. In third place was David Ebers with a score of 1,704. Second place, and only 200 points behind, was I, Donald Grissom, with a score of 3,020. Finally, the winner and my favorite target, was Tom Neff with a score of 3,220. Tom and I were standing next to each other and really had an enjoyable time giving each other a hard time.

Wednesday we will be starting the day with GNAT combat, which is very popular because the design is simple to build and the planes are all the same. Later in the day, we will be flying Limited B. It should be another great day of Combat. I hope to see you at the field. 🛩️



1. Just give it one hard throw.



2. Then hope it stays in the air.



The captain giving orders to the cadets.



After Combat, the cadets got a chance to buddy box an airplane.

2017 NATS - 2948 Scores

Rounds Flown: 10

	Name	Total	Avg.	1	2	3	4	5	6	7	8	9	10
1	Tom Neff	3220	322.0	340	140	140	660	340	760	560	40	140	100
2	Don Grissom	3020	302.0	260	244	488	260	240	512	160	248	356	252
3	David Ebers	1704	170.4	140	20	140	140	340	176	208	40	244	256
4	Daniel Brett	1336	133.6	120	120	100	0	96	104	116	120	420	140
5	George Pritchett	1180	118.0	40	120	140	40	84	120	40	192	152	252
6	Bob Loescher	928	92.8	140	120	0	140	28	0	120	100	140	140

2017 NATS - Open B Scores

Rounds Flown: 10

	Name	Total	Avg.	1	2	3	4	5	6	7	8	9	10
1	Tom Neff	3784	378.4	320	620	340	440	140	544	540	240	260	340
2	David Ebers	3348	334.8	640	360	440	260	340	360	140	260	160	388
3	Heath Bartel	1960	196.0	120	140	140	140	292	40	352	336	160	240
4	George Pritchett	1636	163.6	140	240	240	240	36	120	140	180	160	140
5	Don Grissom	420	42.0	40	240	140	0	0	0	0	0	0	0
6	Bob Loescher	0	0.0	0	0	0	0	0	0	0	0	0	0

2017 NATS - SSC Scores

Rounds Flown: 10

	Name	Total	Avg.	1	2	3	4	5	6	7	8	9	10
1	David Ebers	4768	476.8	740	500	400	460	740	640	260	240	348	440
2	Andy Runte	4220	422.0	640	440	840	440	440	340	460	440	40	140
3	Don Grissom	3000	300.0	448	280	160	340	240	272	740	140	40	340
4	Heath Bartel	2844	284.4	360	140	444	140	260	240	380	560	160	160
5	Bill Geipel	2368	236.8	140	148	540	140	340	140	160	240	260	260
6	Bob Loescher	2272	227.2	40	340	220	320	244	220	240	268	240	140
7	Daniel Brett	1732	173.2	144	244	240	228	172	244	120	0	260	80
8	George Pritchett	1708	170.8	28	140	112	240	144	456	140	140	68	240
9	Brian Delahunty	1612	161.2	20	144	104	240	360	20	244	140	240	100
10	Michael Delahunty	1492	149.2	40	140	160	192	240	248	44	0	260	168
11	Donrad Ebers	980	98.0	52	152	160	140	76	20	140	64	56	120
12	Dave Davis	964	96.4	44	380	40	40	140	20	20	140	140	0
13	Richard Malone	960	96.0	140	160	0	160	40	20	0	140	160	140



The 2948 winners.



Open B winners.



SSC Winners.



You mean I have been flying the wrong plane for a minute?



In the early morning, weather forecasters said we were in for heat and humidity on Tuesday, and boy were they correct! Thick, sticky air made setting needle valves difficult.

Day two is 21 Speed Sport and F2A Speed. Chris Montagino, who has won this event many times, is your National Champion again with a fine speed of 147.65. Second place goes to Bill Hughes, and third is James VanSant at 143.31.

The F2A pilots with their tuned pipe-screamers, fresh off the recent team trials, posted some great speeds considering the air.

Alex Valishev turned 292.9 kph to become the National Champion again this year. Bill Hughes took second with 289.3 kph. Chris Montagino gets third with 285.8 kph.

Wednesday is the standing start events F-40, 21 Proto, Perky, and the new Fox 35 Stunt Speed. There's more to come. 🚀

EVENT 21 Sport 307						
CONTESTANT	1	2	3	4	BEST	
CARL DODGE	128.95				128.95	2
James VanSant	142.24	140.57	143.31	—	143.31	3
Howard Dearing	135.15	134.47	135.61	—	135.41	5
Nick Math	157.79	142.5	142.73	—	142.73	4
Chris Montagino	147.65				147.65	1
Bill Hughes	ATT	ATT	142.91	—	145.91	2
Garry Andrews	ATT	ATT	129.03	135.02	135.02	6
Warren Gregory	ATT	ATT			—	

EVENT F2A 310						
CONTESTANT	1	2	3	4	BEST	
Bill Hughes	289.4	277.1	ATT	289.3	289.3	2
Alex Valishev	290.5	292.9	289.3	—	292.9	1
Chris Montagino	ATT	285.8	ATT	277.3	285.8	3
James VanSant	ATT	ATT			—	
Carl Dodge	182.7	241.1	246.7	—	246.7	5
Howard Dearing	ATT				—	
Glen VanSant	278.5				278.5	4





Quarter Midget 40, or as we refer to as Q-40, began its two rounds of qualifying on Tuesday. This was a long, hard day of flying with several heats per round, and with the goal of flying 42 heats per matrix.

For those who are unfamiliar with the event, the models are 4 pounds maximum weight, 56 inches maximum wingspan, with a 0.40 cubic inch engine turning upward of 27,000 rpm and reaching near 190 mph on the course. The models must resemble actual full-scale racers that competed on a closed course or for a straight-line speed record.

Let's jump into how the day unfolded. The weather remained perfect for racing

and several fast times were clocked in the morning. Dennis Cranfill set a respectable 1:01.65 in B matrix, and Gary Schmidt held a 1:00.42 in A, which was also the fastest so far.

At the end of the day, six rounds were complete on A and B for a total of 84. Two more rounds of A and B will be flown and then the finals.

The following are the top 12 leading on Matrix A, starting in ascending order: Masi, Parker, Verano, Ritch, Coe, Kane, Lampe, Jett, Schmidt, Oliver, Korsen, and Flynn. Outside of the top 12 looking to get in are serious contenders such as Marcus Blanchard, Jason Duda, Rich Beers, and others capable of turning a

1:03 and bumping into the top 14.

In Matrix B, the top 12 in ascending order are: Bozart, Eden, Cranfill, Farnsworth, Hulen, Robinson, Nagy, Witte, Andraka, Burnham, Helsel, and leading the pack is Terry Frazer. Outside looking in, holding the best times are James Allen and Robert Holik, with Tom Scott and Bryan Blanchard close behind.

One last note. I need to acknowledge that on Monday, Dan Troup won best Senior in AMA 426 and Gary Schmidt won fast time with a 1:02.40.

For up-to-the-minute scores, please visit www.rcpylonracing.com and stay tuned for the conclusion of Matrices A and B and the Q-40 finals. 🏁



Travis Flynn (in blue), with a perfect line through Pylons Two and Three.



Verano and Andraka wait for the start clock.



Jason Duda and Terry Frazer, the leader in B Matrix.



Rich Oliver and Dub Jett.



Dan Kane and Tom Scott.



Dean Stone and his grandson, Joshua.

RC Pylon Scores

2017 Nats Q40 A

After 6 Rounds			
Q40	Name	Low Time	Points
1	Travis Flynn	1:01.79	24
2	Craig Koesen	1:03.32	21
3	Richard Oliver	1:04.51	20
4	Gary Schradt	** 1:00.42	19
5	Dub Jett	1:02.87	18
6	Tim Lampe	1:06.81	17
7	Daniel Kane	1:00.52	16
8	Daniel Coe	1:03.49	16
9	Randy Ritch	1:03.66	16
10	Richard Verano	1:03.37	15
11	Mark Parlor	1:05.17	15
12	Mike Mau	1:09.09	15
13	Michael Spencer	1:08.23	14
14	Steve Baker	1:07.88	13
15	Marcus Blanchard	1:02.19	12
16	Joseph Delatour	1:07.10	12
17	Patrick Galarneau	1:09.05	12
18	Gordon McWilliams	1:12.44	12
19	Bryan Hatch	C 1:13.32	12
20	Richard Heers	1:06.70	11
21	Joanne Coffey	1:08.46	11
22	Richard Tucker	1:11.15	10
23	Jason Duda	1:05.99	8
24	Jesse Platt	1:10.75	6
25	Bernard Vanderleest	C 1:16.91	6
26	Dean Stone	C 1:11.90	5
27	Alan Green	0:00.00	0

2017 Nats Q40 B

After 6 Rounds			
Q40	Name	Low Time	Points
1	Terry Frazer	1:03.07	21
2	M Helsel	1:03.39	20
3	Lloyd Barnham	1:04.87	20
4	Chuck Andraka	1:03.34	19
5	Trey Witte	1:05.14	18
6	L Kent Nagy	1:05.45	18
7	Jeffrey shawn Robinson	1:07.09	18
8	Duane Hulon	1:08.05	18
9	Scott Farnsworth	1:07.53	17
10	Deerus Cranfill	** 1:01.65	16
11	Michael Eden	1:07.86	16
12	Kurt Bozarth	1:08.00	16
13	Robert Holik	1:03.19	14
14	Thomas Scott	1:04.51	14
15	Joseph Tropes	1:05.70	14
16	James Allen	1:02.97	13
17	R Brogdon	1:08.64	12
18	Matt Russell	1:09.65	11
19	Bryan Blanchard	1:04.44	10
20	John McDermott	1:05.26	10
21	Duane Gail	C 1:12.49	9
22	Bill Johnson	1:06.74	8
23	Martin Flood	1:08.98	7
24	William Hiller	C 1:30.32	7
25	Lee Lavalley	1:10.12	6
26	Robert Triggs	1:09.18	5
27	Ronald Gage	0:00.00	0



There were different ways of keeping the engines cool before launch.



Pete Bergstrom points to the true north.



Kent Nagy and Travis Flynn, with Scott Farnsworth in the background.



John McDermott and caller Dan Coe, the first pilot at the RC Pylon Nats with a Jeti radio.



Two racers had a *bad* heat.



Could I borrow earplugs from somebody?



Randy Ritch and Dennis Cranfill.



Collecting heat times and scores.



Rich Beers starts for Joanne Coffey.



Strongman Joe Tropea.



Bob Brogdon and John Shannon.

Last year, the big story was the weather. This year, the weather inside of the hangar is quite tolerable.

A bit after 5 p.m., the humidity was at 50% and the temperature indoors was 82° F. It was quite nice compared to outdoors.

The number of competitors this year seems lower than last year, which is unfortunate given the flying conditions. We are blessed with a large records-capable Category 2 site within driving distance of most of the eastern half of the United States.

With most of the old HID lights being removed, the site has greatly improved flyability compared with last year. So far, there are many less hang-ups than last year, and those few hang-ups were successfully retrieved without damage.

Tuesday was the start of the light stuff, including the FAI events and the lighter AMA events such as Hand Launch Stick and EZB. There was a bit of a battle going on in AROG, which is, I believe, the oldest AMA event around. These models are similar to EZB, but with a built-up propeller, often with a variable pitch propeller mechanism and wheels. ROG stands for rise-off-ground.

Kang Lee, the current F1D world champion, came in midday and promptly put up several flights in the 23-minute range. We expected the best air at roughly 7 p.m., and he put up a flight promptly at 7 to test that theory. At 24 minutes, his aircraft fell. His final time for the night was 24:53. Incredible flight in some great air. 🚁



Beginner helicopter by Alex Silin.



His and hers F1R (35 cm). You can never have too many stopwatches.



Some have traveled quite far!



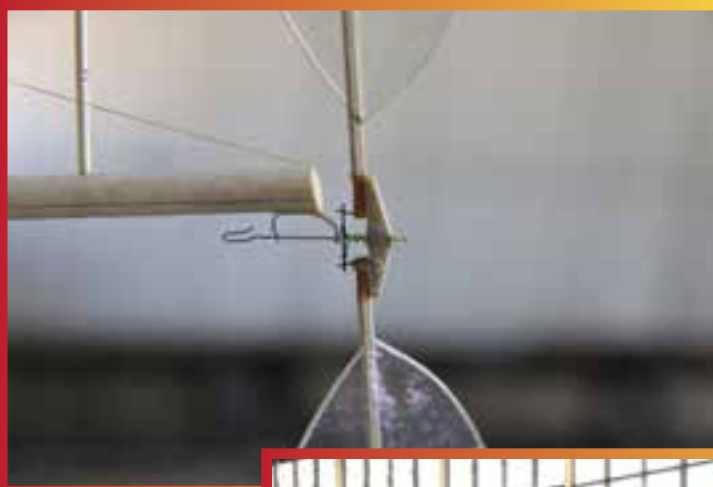
Doyle Blevins smiles for the camera while winding his F1L.



Two F1Ds circling under the new LED lights.



Bill Silin's F1D winding technique.



Bill Silin's simple but effective VP mechanism.



Bill Silin removes the blast shield from his F1D just before launch.



How to pack models: Very carefully!



Doyle's F1L heads for the ceiling.



Jeff Annis shows off his AROG model.



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