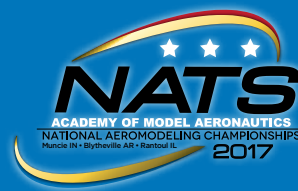


NATSNEWS



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July 22



The pit area for Advanced CL Stunt on Friday.

It is getting hotter as the competition moves forward—at least after the rain quit.

Everyone was greeted Friday morning with a thunderstorm when they woke up—a very strong storm at that. If you had a shade tent set up Thursday night, it probably was not set up when you arrived Friday morning.

Those who had access to a radar map discovered that the rain was going to last for a few hours. A quick trip out to the field confirmed that there would be a delay until 11:00 a.m., so everyone scattered until that time.

When the appointed time arrived, we had cloudy skies and a little bit of wind. It was not a lot of wind, but enough to make things a little interesting—flyable but interesting. As the day moved on, the clouds cleared, the heat came up, and the wind calmed down.

When we were able to actually get started, things progressed pretty well. Friday has a different format from the previous two days. The field was pared down to 20 Open fliers and 12 Advanced fliers. The two groups are

divided in half and fly on two circles each. The Open class flies on circles three and four, while the Advanced class flies on circles one and two. One group will fly on one of the circles with one set of judges, and then switch to the other circle for the second flight and fly in front of the other set of judges.

Each flight counts. There are no throwaway flights like there were the previous days, where only the highest of the two flights counted. Today is either do or die because there are no second chances. At the end of the day, the top five from the top 20 Open fliers will move on to Saturday for the coveted top five flyoff, while the 2017 winner of the Advanced class will be crowned.

Friday is sometimes the most nerve wracking of all the days of competition—even top five day—because if you goof, you are out. Even with this extra pressure, the pilots help each other out the best that they can to ensure that everyone can do his or her best with what he or she has.

At the end of the day, we have crowned

our winners in Advanced. They are third place, James Mills, second place went to Mike Schmitt, and the 2017 Advanced Class Champion is Richard Huff. Congratulations to the winners!

And after three days of competition, we have pared down the 41 original contestants to the coveted top five flyoff. These are considered the elite of the elite. They are Derek Barry, David Fitzgerald, Orestes Hernandez, Paul Walker, and the first time to the big show is Chris Rudd. Rookie of the Year goes to Matt Colan who came in ninth overall.

With the top five now selected, everyone else just gets to watch. Fliers are usually very closely matched, so metaphorically speaking, it is usually like a knockdown, drag out, bare-knuckled down in the mud free for all. This will be interesting to watch. And the best part of it all is that the tickets are free! I like free. Free is good!

But as usual, everyone will have to just wait and read all about it Sunday. 🚀



Every pilot must have a support team. Here, Beth and Ben Mills support James Mills in the Advanced class.



The author's plane waiting to perform.



Steve Millot sets up for a flight.



Defending champion David Fitzgerald looks like he is not too worried about the competition. Okay, who has the whipped cream and who wants to tickle his nose?



Dennis Adimisin gives Mike Schmidt his well-deserved second-place trophy.



Dennis Adimisin gives the third-place Advanced trophy to James Mills.



Frank Williams puts his aircraft through its paces during an official flight.



Rookie of the Year Matt Colan poses with his plane. He is an up-and-coming star.



Mike Schmidt fuels his plane before an official flight.



Kaz Minato traveled from Japan to compete in our Nationals.



Masaru Hiki poses with his model on top 20 day.



Orestes Hernandez preps his airplane for a flight.



Paul Walker changes out the battery of his P-47N. It's a really good-flying aircraft.



Richard Huff, the 2017 Advanced winner, receives the perpetual trophy from Dennis Adimisin.

The day turned out to be a great day of flying. A recent record of 20 fliers showed up, roughly five more than last year.

Some folks flipped by hand. More used electric starters for reliable starting, although even electric starters couldn't always clear a flooded engine quickly.

There were quite a few kills, which moved the matches along smartly. CD Dave Edwards stopped matches when a flier was trying to get up or when the match was hopelessly lost. The little engines are very reliable, so no one lost out.

Flying started around 10 a.m. Friday and ended just before 3 p.m. Everyone was glad about the early finish after a grueling week of dawn to dusk flying. That left plenty of time for the big-block fliers to get equipment sorted out for the Saturday finale.

The final results: 1st place, Neil Simpson (Massachusetts); 2nd place, Don Jensen (Washington); 3rd place, Richard Stubblefield (Texas); 4th place, George Cleveland (Louisiana); 5th place, Mike Londke (Tennessee). Honorable mentions go to the rest of the fliers who put up some great matches, with plenty of Combat flying, quick kills, and lots of fun. 🛩️



Jeff Rein launches John Knoppi against Brian Stas.



Neil Simpson launches Brian Stas while Don Jensen and Jeff Rein get Don's plane started.



Mike Evans and Bill Maywald duke it out while one plane is rolling into the ground after the other.



Ed Bryzs and Ron Columbo watch Mike Evans chase Craig Campbell.



The winners and judges: Best Junior/Senior Rylan Ritch; Jerry Kelley, judge; Mike Londke, 5th place; Dave Edwards, Event Director; George Cleveland, 4th place; Bob Nelson, judge; Richard Stubblefield, 3rd place; Don Jensen, 2nd place; Tom Ruebenking, judge; and Neil Simpson, 1st place.

I've been asked to answer the question, "What is an MMG?"

The MMGs is a group of 12 ladies in the southern half of the country who fortunately, or unfortunately, are married to Control Line modelers who travel with their spouses to contests. If it had not been for modeling, these ladies probably would have never met.

Over time, these ladies became good friends and could be found sitting under the shade of a canopy at contests. I think that the most popular topic of conversation is not the latest thing their husbands are building or flying, but something far more important to them: their grandchildren.

How the MMGs came to be was at a contest. The women were sitting in the shade, doing what they do, when one of the husbands walked by and said, "Hey Motor Mouth," and they all turned around and looked. Henceforth, they became the Motor Mouth Gang. Since the inception of the MMG group, these ladies have become even closer friends. The group texts start as early as 5 a.m. and continue until late in the evening on a daily basis.

The group has three husbands who have been given the positions of president, chief operations officer, and chief financial officer. These positions, however, are more just titles that they have been given because any decision they make can be overridden by the MMGs.

What does it take to become an MMG? You can't become one. Membership into the MMGs is closed.

If you are at a local contest or at the Nationals and you need something done, just ask an MMG. 🛠️



—Melvin Schuette

Day five started with roaring thunder and an electrical storm at 6 a.m. doing real damage in Muncie and the surrounding area.

It was still raining on arrival at the CL field at 7:30 a.m. Friday. We proceeded with processing and the rain stopped. Day five was underway.

It was suggested that we fly through the regular lunch break to make sure everyone had ample time to get his or her flights finished.

Chris Montagino and Bill Hughes carried their Cs to the circle and the competition began. Bill posted a flight of 170.18 mph and Chris followed with a 176.32 mph. Next were the noise-making Fast Jets. Patrick Hempel led off with a posting of 181.60 mph, followed by Carl Layman's 177.71 mph. A few attempts followed, then

last year's Fast Jet National Champion, Steve Perkins, blasted a fine 189.26 mph, surpassing his winning speed last year, which was 189.02 mph. He would again be our National Champion in Fast Jet. Patrick Hempel bettered his first flight at 184.63 mph for second place and Carl Layman was third.

NASS C Speed had six entries this year. As mentioned previously, Chris Montagino and Bill Hughes had posted speeds of 176.32 mph and 170.18 mph for second and third places. Your reporter's Nelson-powered entry would win C Speed for the fifth time with a 180.77 mph flight.

In D Speed, Chris Montagino and his Nelson front rotor 65 posted 183.50 mph, which would be third place. The New Math team (Joey Mathison and John Newton) on

their second attempt went 185.98 mph for second place. Bill Hughes and his OPS-powered machine put up a fine 187.62 mph on his first attempt, and would for the third straight year be our D Speed National Champion.

Our perpetual AMA awards this year are: The High Speed Award again goes to Carl Dodge with his record-holding 1/2A Speedster; the Doc Davis Award goes again to Steve Perkins in Fast Jet; and the High Point Award had a three-way tie between many-time High Point winner, Chris Montagino, Bill Hughes, and Glen VanSant. The tabulation was then carried out to the third decimal point and we had a new first-time High Point Champion, Glen VanSant. Congratulations to all of the winners this year. See you in 2018! 🚁

EVENT Jet SPEED		309				
CONTESTANT	1	2	3	4	BEST	
Patrick Hempel	181.60	178.55	184.93	—	181.93	2
Carl Layman	177.71	176.88	ATT	—	177.71	3
New Math	ATT	176.73	ATT	ATT	176.73	4
Brandon Robinson	ATT	ATT	—	—	—	—
Steve Perkins	189.26	—	—	—	189.26	1
Howard Doering	ATT	ATT	166.37	—	166.37	5
Charles Serie	141.64	—	—	—	141.64	6



EVENT D SPEED		304				
CONTESTANT	1	2	3	4	BEST	
Chris Montagino	183.50	168.35	176.61	—	183.50	3
New Math	184.08	185.98	—	—	185.98	2
Glen VanSant	180.69	181.96	—	—	181.96	4
Howard Doering	171.47	—	—	—	171.47	5
Bill Hughes	187.62	—	—	—	187.62	1
James Van Sant	ATT	168.24	—	—	168.24	6



EVENT C SPEED N.A.S.S.						
CONTESTANT	1	2	3	4	BEST	
Bill Hughes	170.18	—	—	—	170.18	3
Chris Montagino	176.32	—	—	—	176.32	2
Warren Gregory	180.77	178.92	—	—	180.77	1





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Hand Launch Thermal Soaring

Photos by Rachelle Haughn from the 2016 Nats

It's a full weekend of Soaring events! Saturday and Sunday are Hand Launch Thermal and Two-Meter, running on sites 4 and 5. Stay tuned to *NatsNews* for more Soaring coverage throughout the weekend! 🛩️



Two-Meter Thermal Soaring

Photos by Rachelle Haughn from the 2016 Nats



Friday's forecast was again hot and humid, with little to no wind. Rain clouds were all around the area but did not hit the airport, so we were unaffected. Humidity was again high in the hangar, but temperatures were about 10 degrees cooler than outside. Flying conditions were again superb inside, with very little drift throughout the day.

There were almost no entries for the events in the morning, so much of the time was used for testing both rubber and gliders. There was a bit of an issue with the lift starting, however the rental company dispatched two techs who diagnosed and fixed the issue by mid-morning. Thanks guys!

Kurt Krempetz, Stan Buddenbohm, Jan Langelius, Jim Buxton, and Randall Krytosek all spent the morning practicing the different glider disciplines: Hand-Launch Glider, Tip-Launched Glider, and Catapult Glider. The larger-size gliders are quite impressive to watch—launching at roughly 60 mph and tipping over (called “bunting”) right at the top.

The roof at Rantoul has very consistent markers that are close to the ceiling. The sprinkler pipes are about 1.5 feet from the top and the red L beam is 6 inches wide and tall, but is suspended 5 inches below the ceiling. Touching the red beam is 11 inches or less from the top, while the sprinkler pipe is 18 to 20 inches from the top. These pilots would get the bunt to sometimes occur above the red beam, less than 6 inches from the roof. It is quite amazing to watch them transition so high, then sometimes touch the red beam on the way down.

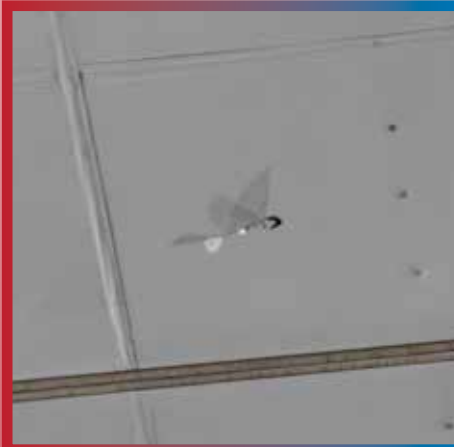
In the start of the LPP battle, there was a question of whether a ceiling scrubber constitutes a “gadget” or not. One competitor who planned to fly with one decided not to, so kerfuffle was averted for now. Without weighing in on either side, the question still remains and clarification should be sought.

A strange case also occurred where every CD was also an LPP competitor. This leads to a weird rolling CD, where any CD not actually flying was the LPP CD and we couldn't all fly at the same time. To make things easier, I decided to change my LPP registration and fly P-18 instead. This way I could be the LPP CD if the need arose.

In the meantime, I built one of the new P-18 kits by Laser-Cut Planes called First Derivative. John sent a few of these along with his Vanguard kits for the kids' P-18 build session Saturday and I wanted to try one out. The kit is easy to build and trimmed out with little effort and no bad vices. It is an easy, two-minute airplane in Rantoul and I think three minutes is possible. The kids should have a lot of fun tomorrow. 🛩️



Bill Gowen launches a large Catapult Launch Glider.



Bill Silin flies his RC Ornithopter again.



Josh Finn's F1M seems familiar somehow ... Ah, Kirda's F1D wing! That's it!



Unhappy LPP.



Jan L. sends a Hand-Launch Glider skyward.

Jan's model is just a blur.



Benjamin Buxton sends his Hand-Launch Glider skyward.



A young girl trims out a Catapult Launch Glider.

