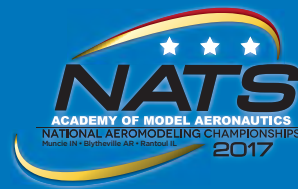


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July 24

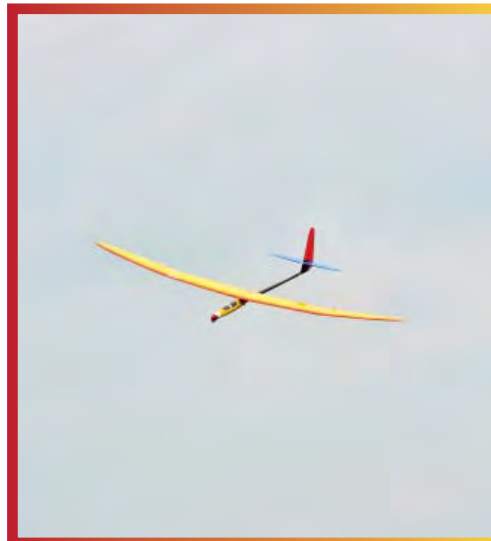


Two-Meter Thermal Wrap Up

Photos by Jenni Alderman

Two-Meter Thermal Soaring was called early yesterday on account of weather. We have the final scores here. Please enjoy some more photos from Saturday's competition. 🛩️

Plc	Pilot	1	2	3	4	5	6	Total
1	SHAPE, J	939.52	1053.00	1003.33	1077.00	1083.00	1086.00	6241.85
2	EVERLY, RANDALL	1047.71	1074.00	1091.00	1000.00	1000.00	561.64	5774.35
3	NOGY, L KENT	1037.06	1000.00	1000.00	1060.00	917.67	456.62	5471.35
4	MCGOWAN, MICHAEL	772.96	1066.73	747.40	767.40	1000.00	1084.00	5438.49
5	ADASCZIK, WALTER	1000.00	727.82	1000.00	340.89	990.00	1062.00	5120.71
6	BURSON, ROBERT	945.17	1000.00	690.00	778.37	995.00	519.96	4928.50
7	SCHLITZKUS, PETER	1079.00	945.45	479.85	353.48	999.98	1058.00	4915.77
8	BEACH, DAVID	561.17	662.44	701.09	766.09	1083.99	1054.65	4829.44
9	JOHNSTON, RICK	795.54	870.50	930.80	608.64	993.33	602.01	4800.83
10	BERLIN, JOHNNY	783.87	773.12	1000.00	778.22	663.40	624.48	4623.09
11	MALCOLM, SKYE	534.09	809.35	631.28	717.98	966.57	904.62	4563.89
12	MARTIN, JAMES	874.19	697.91	308.33	1000.00	1000.00	641.89	4522.33
13	BROESKI, THOMAS	950.09	831.74	838.55	356.20	633.99	513.41	4123.97
14	GAUGER, GILBERT	559.41	969.47	459.24	721.70	774.74	615.38	4099.94
15	HESELIUS, ELDON	1000.00	885.50	327.76	819.20	281.05	452.05	3765.55
16	POOL, AMY	1065.00	812.98	102.01	260.65	969.39	234.11	3444.14
17	WALLNER, JACK	801.87	660.62	285.00	542.71	0.00	951.41	3241.62
18	RICHMOND, DONALD	586.19	555.87	0.00	696.25	906.04	294.66	3039.00
19	ANDERSON, TODD	469.97	858.18	496.07	318.26	258.76	399.54	2800.79
20	HESELIUS, DENNIS	835.35	466.32	332.18	146.76	424.67	260.27	2465.55
21	GROVES, MARK	475.88	595.42	358.70	493.30	0.00	0.00	1923.30
22	ROBINSON, BARBARA	174.93	482.01	0.00	0.00	0.00	0.00	656.95





Hand Launch Thermal Wrap Up

Text by Karen Strenk; photos by Jenni Alderman

Another day of crazy weather led to more excitement on the field and in the air.

After two rain delays, the second day of competition was in full swing Sunday. There were two events that took place before the flyoffs, which would determine the top six fliers of the event. Despite the rough start, the event became livelier as the sun came out and the planes went up.

The first event was the Best 3X 200s, which is the best three flights, 200 seconds, for 3 minutes and 20 seconds in a 10-minute window. The top three at the end of round nine were Oleg Golovidov with 7,754 points, Gregg Bolton with 7,708

points, and Matias Salar with 7,683 points.

The final event was the last three flights for three minutes maximum in a 10-minute window. The leaders at the end of round 10 were Oleg Golovidov with 8,754 points, Matias Salar with 8,683 points, and Eitan Rotbart with 8,602 points.

At the end of the day were the flyoffs, which are considered the finals of this event. The top three were Eitan Rotbart first with 3,606 points, Frank Dumas second with 3,566 points, and Oleg Golovidov third with 3,512 points.

The weather played a major factor in not only Sunday's flying but Saturday's

as well. Rain came pouring down at the beginning of each day and the wind was blowing so hard that your hat would fly off. But after the clouds cleared, the sun came out, shone brightly, and there were thermals galore.

Once again, there was the spirit of friendship on the field and in the tents as well.

These pilots are masters of the air. Their airplanes go up to 100 mph and then they level out and stay balanced in the air. It is easy to learn if you keep practicing. Keep flying and Soaring and look out for the schedule for the next year's Nats.





Big block AMA Fast Combat really gets the blood going, but requires a lot of experience to handle the big planes. Fourteen fliers contested the title on Saturday. The matches tend to be very short because most of these pilots are good. The motors also guzzle fuel, limiting the amount a plane can carry. The usual 5 ounces or so often only lasts barely 2 minutes.

The matches went fast enough that we missed a few coming in late. The early matches had a lot of kills—just like F2D Fast—more than 50%. Bill Maywald had a real streak going, with three kills in a row going into his fourth match against Jim Ehlen. He lost, just missing the finals. The third/fourth-place match ended really quick with Ed Bryzs besting Bill in a short match.

The finals match was a really good one. Jim Ehlen used an ASP .25-powered plane against Ron Colombo's Nelson. The Nellie was definitely faster but early in the match, Colombo's motor quit. His pit crew got him up really quick, and with a better engine setting he got a cut.

He went down again and the pit crew took some time but got him up late in the match. Ron had to get another cut to win and after some quick maneuvering, he scored a kill and Jim's motor ran out with less than 30 seconds in the match. All in all, it was a great match giving Ron his fourth straight Nats Champion title.

Many thanks again to the judges, Dave Edwards, Roy Glenn, Jerry Kelley, and Chris Gay. 🏆



The winners (L-R): Mike Evans, 4th; Ed Bryzs, 3rd; Dave Edwards, contest director; Jim Ehlen, 2nd; and Ron Colombo, 1st.



Mike Evan and Ed Bryzs relaunch Ron Colombo's airplane during the match.



Jim Ehlen's second-place .25-powered plane more than held its own.



Roy Glenn watches Ron Colombo and Jim Ehlen battle a line tangle, and is ready to step in to help.

Bill Maywald chases Ed Bryzs in the 3/4-place match but didn't catch him this time.



Looking for excitement? Nats Control Line Week can usually provide some. The weather for the first two days of Navy Carrier competition was outstanding, and Thursday started out the same way.

The wind began to build gradually through the morning, but things changed dramatically about 11 a.m. with a large area of thunderstorms moving across Muncie toward the flying fields. Flying was suspended for safety reasons, and contestants worked to secure their models under covers or in cars as the rain began.

The contestants took refuge under the event canopy and added tarps to the sides to keep the wind-driven rain at bay. After about a two-hour delay in flying, the sun came out, but the wind continued, making afternoon flights quite challenging.

Some contestants who did not complete flights before the rain elected not to fly in the wind. The delay caused a couple of contestants who were flying in other events to withdraw because of conflicts resulting from the reduced flying hours.

Thursday's flying consisted entirely of unofficial events. Mechanical difficulties bothered some of the contestants, and others had landing problems, especially in the wind in the afternoon. That didn't keep the winners from posting some very nice scores and the trophy listings included a broad variety of names. Among them was Curt Netcott, flying in his first Nats.

Thanks to Bob Heywood, event director; Bill Calkins, center judge; and all of the contestants and volunteers who assisted with timing. 🛩️



The weather at the end of the day gave no hint of the rain and wind that had affected Carrier flying earlier in the day. Contestants and officials still had a good time.



Mike Anderson won Expert .15 Profile with this Grumman Wildcat.



Art Johnson's Starjet takes off on its way to first place in Nostalgia Profile Carrier.



Paul Smith originally designed this Devastator in the 1970s. It was his entry in Nostalgia Profile, taking second place.



The Blackburn Airedale is just one of the obscure carrier aircraft modeled by John Vlna. This one's for .15 Profile Carrier.



Rod Christie entered his first Nats Carrier event with this Bearcat for .15 Profile.



This Dauntless won first place in Sportsman Profile Carrier for Art Johnson.

EVENT/NAME	PLACE	SCORE
NOSTALGIA PROFILE		
ART JOHNSON	1	374.96
PAUL SMITH	2	273.96
NOSTALGIA CLASS I		
BURT BROKAW	1	600.99
PAUL SMITH	2	454.29
NOSTALGIA CLASS II		
BURT BROKAW	1	545.72
ART JOHNSON	2	384.54
.15 PROFILE EXPERT		
MIKE ANDERSON	1	249.2
BURT BROKAW	2	246.2
.15 PROFILE SPORTSMAN		
CURT NETCOTT	1	214.8
ART JOHNSON	2	165.1
SKYRAY PROFILE		
BURT BROKAW	1	286.4
PETE MAZUR	2	225.1



Paul Smith's Skyraider Nostalgia Class I proved its durability during landing attempts in the afternoon wind. He placed second.



The most spectacular event of the day involved Mike Anderson's Skyray. The fuselage failed during high-speed flying, followed by the wing failing in positive loading, and the virtual disintegration of the aircraft in midair.

Ted Snow designed this Supermarine Seafire in the 1960s. Burt flew it to first place in Nostalgia Class II.



Burt Brokaw placed first with this Grumman Guardian in Class I Nostalgia.

*Goin' down to Muncie, gonna have me some fun ...
Goin' down to Muncie, gonna get to fly me some ...
And ... borrowing a bit from Don DeLoach:*

“Free Flight Begins Here we go again! Free Flight—the original form of heavier than-air flight—gets started today at AMA’s National Flying Site in Muncie, Indiana. It’s hard to believe this is the 91st running of the Free Flight Nationals.”

We will fly more than 68 scheduled (whew!) events this week, across five rule sets: AMA, National Free Flight Society (NFFS), Society of Antique Modelers (SAM), Flying Aces Club (FAC), and Fédération Aéronautique Internationale (FAI).

If you are new to the concept of Free Flight (FF), most FF events are judged on pure duration—usually a total of three flights plus flyoffs to break ties. Competitors aim for a flight duration maximum (max), which is based on the wind conditions and the size of the field. At Muncie, this maximum duration sought is usually two minutes per flight. Other events may assign different durations such as FAI, which is three minutes.

Also, FAI competition is flown in rounds, whereas AMA events do not require rounds. Unlike Radio Control or Control Line, FF

models receive no control from the pilot once they’ve been released. Flight models have to be “taught” to fly and this is a major part of the activity. Teaching that model to fly by learning to trim its flight characteristics is part of the fascination and draw of Free Flight.

Central to FF competition is a choice: the best possible time to launch. Launch into rising air and FF modelers are happy. Launch into sinking air and the model usually has a poor chance of scoring a max.

This year’s FF contest director is Greg Simon, and there are plenty of able event directors so this should go very smoothly. Look for me on the flightlines during the events.

Please share your anecdotes during the contest and let me know about your history with the Nats. Are you new? How many years have you attended, and how you feel about them? Take me aside and show me your models or point out other interesting happenings or outstanding feats of airmanship you observe. This is your Nats and I want to share your stories.

I can’t be everywhere at once, so feel free to email me some of your photos and words at themaxout@aol.com.

Monday starts with 1/2A NOS Gas, A/B Classic Gas, D Gas, Payload, Moffet, F1A, Electric B OT .020 Replica, OT HL Glider, and Andrade Rubber. Fliers, get ’em flying! Thermals! 🚀





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