

NATSNEWS



Bob Loescher will be the only one wearing a cowboy hat in RC Combat since none of the Texas guys are here.



RC COMBAT



RC Combat Contest Director William Drumm III.

It is hard to believe that we are once again getting ready to start another RC Combat Nationals in Muncie, Indiana.

So far, the weather is looking great and we should have some great competition. Over the next four days of Combat, we will be flying five different types of combat.

Tuesday, July 10, we will be starting with SSC and Open B. SSC, which stands for Slow and Survivable Combat, is currently the most popular type of combat. SSC planes have a 15-size motor, which can be electric or nitro. The planes use an 8 x 3 propeller at 17,500 rpm. Open B aircraft are flown with a .25-size engine with no propeller requirements or rpm limits. There are weight limits for both classes to control the size of the planes.

Wednesday, July 11, we will finish Open B and SSC before starting Scale 2948. Scale Combat is still one of my favorite types of combat because it is nice to see the different designs in the air. The number 2948 stands for the engine size, which is a maximum of .29-size engine and the 48 is the wingspan at which the scale plane must be designed. There is also a propeller requirement of 10 x 4 with a rpm limit of 14,500.

Thursday, July 12, will start with Gnat Combat. Gnat planes are all the same design with a .15-size engine or electric equivalent. The propeller is just like SSC with an 8 x 3 propeller, but with no rpm limit. This is the newest combat event being flown.

One of the advantages is the ease of build because most of the plane parts can be purchased at your local hardware store.

We will finish Scale 2948 after some rounds of Gnat Combat. We will then start with Limited B, which like Open B, is a .25-size engine but has a minimum weight requirement and also has the propeller requirement of a 10 x 4 with a 14,500 rpm limit.

Friday, July 13, will conclude this year of combat, which will finish any rounds of Limited B and Gnat combat that were not completed the day before.

If you would like to come and watch, we always welcome spectators. Please stay behind the front of the main tent unless you have a hard hat on. We will have a few extra hard hats if you would like to come out to the flightline. We will be starting most mornings around 8 a.m. Hope to see you at the field. 🚁

—Don Grissom



Bill Geipel will once again be the class clown of RC Combat.



Heath Bartel will be showing how great electrics can do against glow.

CL NAVY CARRIER

Monday was processing day for the CL Navy Carrier events. It was a chance to see what new aircraft would be flying on the Navy Carrier circles this year and to renew acquaintances from last year and, in some cases, from many years ago.

In the old friends' department, Don Sopka is back after his first year of Navy Carrier flying last summer. Everett and Jo Shoemaker are back after having missed the Nats for a few years. David Smith is back after four years of absence, and his wife, Sarah, is also here flying her first Nats. The Shoemakers and Smiths make two husband/wife teams entering the Navy Carrier events. That's a first—in my recollection, at least.

Entries are up compared with the last four years, despite the absence of a few regulars whom we've come to expect in recent years. With 14 people flying in the Profile Navy Carrier events this year, it should be a busy morning, with contestants trying to get in their flights before the forecast thunderstorms in the afternoon.

In addition to the models we've seen in prior years, there will be a few new airplanes in the Profile Carrier circles this year. In each case, the models are something other than the Glenn Martin MO-1s that have been prevalent in the last few decades. There are multiple Grumman Guardians this year, and lots of British models including a pair of Fairey Albacores, a Fairey Spearfish, a De Havilland Vampire, a Blackburn Airedale, and a Martlet (Grumman F6F Hellcat). There is another Grumman F6F Hellcat (this one in French markings), a Grumman F7F Tigercat.

Everett and Jo Shoemaker brought their new pair of Fairey Albacore biplane models for the .15 Carrier event. Biplanes are a rarity in CL Navy Carrier, and there haven't been any biplanes since Jo flew a different model in her first appearance at the Nats a few years ago. We're looking forward to seeing them fly in the unofficial events on Thursday.

Multi-engine models are also a rarity in Carrier, but there will be one this year with David Smith's twin-engine Profile Grumman F7F Tigercat. Dave will have his Tigercat on the deck today. 🛩️

—Dick Perry



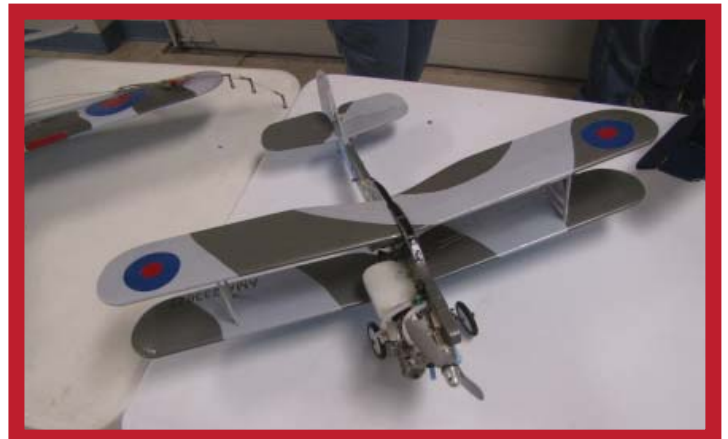
Everett and Jo Shoemaker are back at the Nats this year, and they're not the only husband and wife team competing. They will fly their Grumman Guardians in the Profile Carrier event today.



David Smith's Tigercat will be the first twin-engine model flown in the Carrier events in many years.



There was a steady stream of modelers and models being processed by CL Navy Carrier Event Director, Bob Heywood. Melvin Schuette's .15 Carrier model is the center of attention in this photo.



A rare biplane for the .15 Carrier event is the Fairey Albacore. Jo and Everett Shoemaker will both be flying one this year.

CL AEROBATICS

While some pilots may get to Muncie early to start practicing, it is not until Monday afternoon that everyone gathers in one place for the first time. The reason for the gathering is for the appearance points judging and a pilots' meeting.

At this time, pilots must present their planes to the judges so that they can be weighed and be judged on appearance. Each airplane is awarded 0 to 20 appearance points (20 being perfect), which will then be added to their flight score.

The planes are then arranged in rows according to how many points they get. The better the points, the closer to the front row you get. It is an honor for the pilots' aircraft to be in the front row.

This year, we had only one front-row plane. And that one belonged to Chris Cox of Canada. He had an excellent-looking F6F Hellcat that is electric powered. There have only been a handful of pilots to ever achieve a perfect 20. Chris Cox has now joined an elite group of pilots indeed.

Also, the Concours De Excellence award is given out. This is an award that is voted on by the pilots for the best-looking plane in the pilots' opinion. This does not necessarily mean the front row plane will get this award. In this case, however, Chris Cox won this year's award hands down. He is an excellent craftsman, pilot, and an excellent all-around guy to go along with the trophy. They are a good match. Congratulations to Chris for a job well done.

Darrel Harvin, our event director, got the meeting portion of the day moving right along. He did not have many hiccups with his presentation. The purpose of this meeting is to reacquaint the pilots with the rules of the land as it were. After any new rule is explained,

or certain old rules are emphasized, the process to determine flight orders begins.

Each pilot is placed in one of four groups and is seeded with a mathematical formula to determine seeding position. This is to try and best equalize each of the four groups that the pilots will be placed in. This is necessary because in the Open category, only the top 5 from each group will move on to the next level, while in the Advanced group, the top three will move on. More on this in the days to come.

A story from earlier in the day: Paul Walker, a multiple-time national champion, offered teenager Ben Mills a "ride" with one of his old airplanes. Ben took him up on his offer but was nervous about flying one of Paul's old planes. After his flight, Paul asked Ben how he liked the plane. Ben, of course, liked it a lot.

This was a setup from Paul because after Ben said he liked it, Paul gave him the plane, handle, lines, and even the batteries—the whole package. This was a tremendous gesture on Paul's part to help out a person like Ben. And from what I heard, the look on Ben's face was priceless. Paul is also one of the great gentlemen of this hobby. My hat's off to you my friend. Job well done.

Tuesday is an off day for the Open and Advanced contestants, so there will be plenty of practice going on with those two classes. However, that does not mean there will not be any competition going on. While some of the contestants will be practicing, others will enter the unofficial events of Old Time Stunt, Classic, and Nostalgia 30. But since I don't have a crystal ball, I will have to report on this Wednesday. Stay tuned. 🚁

—Matthew Neumann



Darrel Harvin conducting the pilots' meeting.



Dan Banjock's nice Raven plane. Unique look.



Bob Storick's airplane.



The group in attendance at the pilots' meeting.



Bob McDonald's plane.



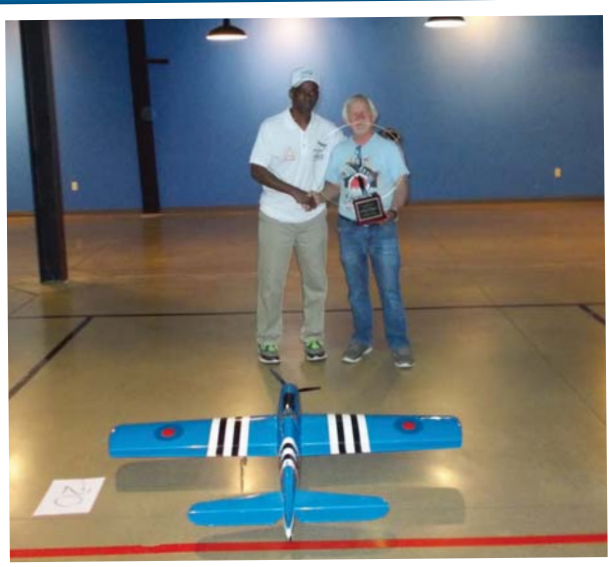
Chris Cox's Hellcat in the front row with a perfect 20-point finish. The only one this year.



Paul Walker's magnificent P-47 Thunderbolt. It got him 19 out of 20 appearance points.



William DeMauro's electric-powered Voltron.



Darrel Harvin (L) presents Chris Cox (R) with the Concours De Excellence award.



Crowds begin to gather at the appearance point judging.



Howard Rush's Impact in the 19-point row.



Jim Lee's unique-looking Gee Bee.



Derek Berry's Dreadnought XL. I believe it is a replica of the plane that he won the Junior World Championship with.



David Fitzgerald got 19 points for his Thunder Gazer. I never have figured out how you gaze at Thunder.



Mike McHenry's nice P-39. Warbirds are always a crowd favorite.

CL COMBAT

F2D Fast is a hybrid event. The planes are smaller, lighter, less dangerous, and offer the same relative performance as the standard AMA Fast Combat event. They turn tighter and are just as hard to fly, but motors and planes are readily available and they're not as taxing to fly.

A 20-ounce Fast aircraft going 110 mph feels like an anvil—or at least a small sledge hammer—is on the lines.

Monday started out nice and got a bit too hot. A few fairly stiff breezes caused some problems when the pilots didn't get far enough downwind for launch. A couple of airplanes hit the ground after a very short flight.

The action was a huge contrast to Saturday and Sunday. Most of the matches were very short when one flier got a kill very early on. The carnage was huge in comparison. Instead of chasing the string, most pilots opted for passes that included a piece of the other plane—often with nearly head-on passes. This kind of flying was interesting for seasoned fliers watching, but not so much for spectators.

It was really hard to get good flight pictures. With very little close-in chasing, both planes were rarely near each other. Long-distance crossing passes and more than a few head-on passes are very hard to predict.

All of the competitors were using Fora engines of various vintages. Several used the newer Super Fora, which usually runs faster. The overlap in speeds is roughly 50%, with a few standard Foras running nearly as fast as the Supers. This caused several experienced fliers to overshoot, allowing their opponents to get a kill.

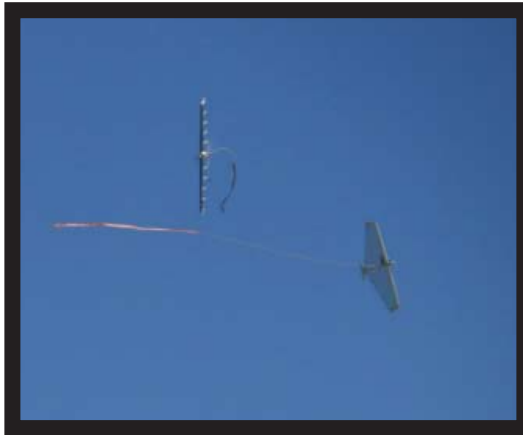
The same thing has been happening in Big Block for years, where it is relatively easy to go way faster than most people can fly. Pilots end up killing their aircraft or having a midair that causes them to lose.

It was all in good fun. In the finals, none of the places were taken by the usual suspects. In fact, only one was in the top 8. 🚀

—Phil Cartier



The winners and the faithful judges: Jim Ehlen from Minnesota, first; Dave Edwards, the guy running it all; Neil Simpson from Massachusetts, second; Ed Bryz from Detroit, third; Craig Campbell from the Pittsburgh area making a comeback in fourth place; and Roy Glenn, a top pilot himself, was the second judge. Many thanks from all of the fliers.



Bob Burch and Neil Simpson face off in another short match. Bob tried to take a moment to settle down, but Neil came over the top and got his string shortly after the picture was taken.



Craig Campbell (orange streamer, above) shortly before George Cleveland (blue streamer; below) came around and overshot, giving Craig the chance for a kill.



Roy Glenn shows off his shirt for the famous Top Gun Fast Combat contest that has been hosted in Tucson AZ for 10 years or more. It includes a couple of days of F2D Fast on a great flying site.



Neil Simpson (top) carries a chunk of Jim Ehlen's streamer after Jim cleaned off Neil's whole streamer for the first-place win.



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RC PYLON

In this report, I will briefly cover the preliminary results of AMA 426 Q-500 and the workers behind the scenes who make all these races happen.

Our regular starter of the last six (or more) Nats, Pete Bergstrom, is back and was being assisted Monday by another great fellow competitor, Trey Witte. This pair executed 96 heat races in less than 8 hours.

For each four-lane Pylon race, there is a support group of 14 or more volunteers manning, tracking, and scoring of every turn, lap, start, and finish of each race. The Nats volunteer crew is typically made of young men and women who sacrifice a week of their summer to help us modelers have fun. Yes, they do get a daily salary, but it is nothing compared with all of the labor they perform for us.

Lydia, Maria, McKenzie, and Kirstin managed the lap counters today, while Brayden and Serena ran scoring. Of this group, Serena and McKenzie are four-year veterans and this is the fifth year for Brayden. Moving the pilots from the pits to the flightline all day long, quickly and safely, can be a chore. Dillon, now in his second year of volunteering, has been doing a fantastic job at managing the trailer and the cargo.

Thank you for making the Nats a success every year. Wednesday, I'll cover the pylon workers and CD.

The preliminary results for Monday show matrix man Chuck Andraka leading A, followed by Rich Beers, Mark Parker, Ray Brown, Matt Fehling, and a cast of thousands. In matrix B, we have JoAnne Coffey leading Randy Bridge, AJ Seaholm, Travis Flynn, Dub Jett, and another cast of thousands.

Stay tuned for who will be the top 24 qualifiers and four wildcards going into the 426 Q-500 finals. 🏁

—Santiago Panzardi



Did someone say free fuel?



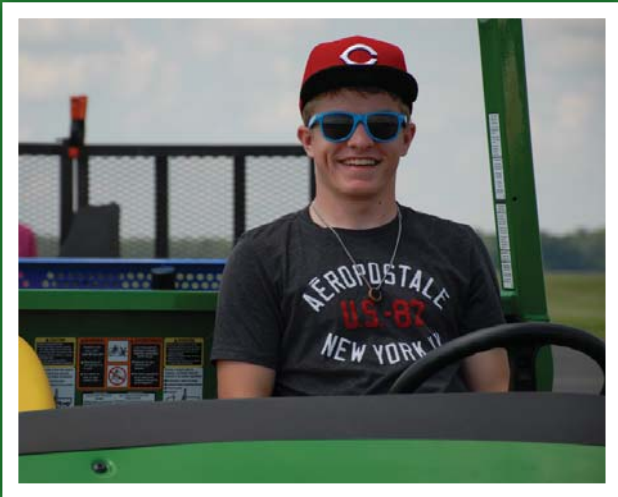
Lap counters, Lydia, McKenzie, Maria, and Kirstin.



This is the fourth year for Serena running timing and scoring at the Nats.



Lovely Brayden has been a volunteer for the Pylon Nats for five years.



Young man of great character, Dillon, has been the pilots' ferry driver for two years.



Adam Oswald returns to Pylon Racing after a 16-year absence.



Elbows and knees everywhere.



Dean Stone and his grandson, Joshua, tearing up the competition.



Ever-smiling Tim Yousey.



Excuse me, this car is full.



Another son/father team, Cory and Rick Paine.



WC Randy Bridge races NGC Craig Korsen, while Rocket Ray and Burnham call.



Legacy on the back of Danny Kane's shirt.



At 5 seconds to go, airplanes hit the floor.



Hands, knees, and ankles.



Pylon Racing is an unsynchronized ballet.

Heat 37B: Triggs, Langlois, Gall, and Andrassy.



Great competitors and friends for many years, Duane Gall and Gordon McWilliams.



Robert Triggs and Mike Masi giving maximum effort.

Nats 2018 426A

Ordered By Points

After 6 Rounds			
426	Name	Low Time	Points
1	Chuck Andraka	1:04.27	23
2	Richard Beers	** 1:02.31	22
3	Mark Parker	1:02.91	21
4	Ray Brown	1:03.19	21
5	Matt Fehling	1:03.94	21
6	Bill Johanson	1:07.25	20
7	Dan Kane	1:04.68	19
8	Mike Helsel	1:04.75	19
9	Duane Hulen	1:04.72	18
10	Joe Tropea	1:06.18	17
11	Gordon McWilliams	1:06.69	17
12	Michael Masi	1:06.78	17
13	Steve Baker	1:07.28	17
14	James Allen	1:04.10	16
15	Dean Stone	1:05.94	16
16	Bernard Vanderleest	1:06.67	15
17	Terry Frazer	1:03.30	14
18	Jesse Platt	1:05.46	14
19	Dennis Cranfill	1:06.86	14
20	Ola Nordell	1:15.89	12
21	Patrick Galarneault	1:07.34	11
22	Bryan Diffendaffer	1:10.47	11
23	Adam Osswald	1:08.45	10
24	Peter Tani	1:14.02	8
25	Tom Melsheimer	1:16.94	8
26	Daniel Troup	1:11.04	7
27	Bill Hiller	1:17.28	7
28	Scott Smithwick	1:08.79	5
29	Chris Nenzel	1:11.60	5
30	Bruce Coffey	C 1:21.23	3

Nats 2018 426B

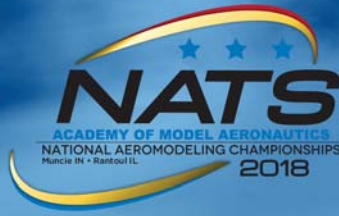
Ordered By Points

After 6 Rounds			
426	Name	Low Time	Points
1	JoAnne Coffey	1:06.09	23
2	Randy Bridge	1:03.30	22
3	Aaron Seaholm	1:04.15	20
4	Travis Flynn	1:03.01	19
5	Dub Jett	1:04.00	19
6	Bob Brogdon	1:07.04	18
7	Tim Lampe	1:07.54	18
8	Craig Korsen	** 1:02.89	17
9	Joe Delateur	1:04.95	17
10	Daniel Coe	1:04.64	16
11	Mike Langlois	1:04.80	16
12	Duane Gall	1:05.25	16
13	Santiago Panzardi	1:09.88	16
14	Tom Scott	1:04.56	15
15	Robert Triggs	1:10.08	15
16	Roy Andrassy	1:05.50	14
17	Lloyd Burnham	1:07.41	13
18	Tim Yousey	1:07.63	13
19	Matt Russell	1:07.94	13
20	Jack Kane	1:11.42	12
21	Ron Gage	1:10.00	11
22	Larry Lisowski	1:11.45	11
23	Patrick Redig	1:15.26	11
24	Gary Schmidt	1:03.25	10
25	John McDermott	1:04.99	10
26	Jim Nikodem	1:06.64	8
27	Tony Seymore	1:12.42	8
28	Conrad Wondolowski	1:15.36	8
29	Randy Etken	1:09.87	6
30	Cory Paine	1:10.99	5



Veteran competitor Duane Hulen.

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Bridge, Scott, Korsen, and Coffey ready to battle.



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