

# NATSNEWS



Pete Mazur set a record in  
Electric Profile Carrier.



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## CL NAVY CARRIER

Tuesday morning dawned cool and damp with a light, steady wind, but with clouds already starting to build toward the thunderstorms forecast for later in the day. The conditions were great for Navy Carrier flying, but, unfortunately, didn't last.

Tuesday was Profile Day with competition in the AMA internal combustion and electric Profile Navy Carrier events, and Sportsman Profile Carrier, sponsored by the Navy Carrier Society.

Burt Brokaw drew the first flight in the internal combustion event but had difficulty with engine settings on his Nelson-powered Bf 109 that resulted in a flight with no low speed and no landing. The first complete flight was flown by Pete Mazur with his MO-1. He was followed by Melvin Schuette, who moved into second place. Melvin's next flight improved but was not enough to catch Pete.

Burt retired to the practice circle to work on a good needle setting that would allow him to complete a flight. With only one flight remaining, Burt took off in the afternoon with strong but steady, wind that suited his flying style very well. However, shortly into his slow flight, the wind changed direction, became noticeably stronger, and became quite gusty. With the challenging conditions,

it took all of his concentration to complete the low speed and landing. His score was enough, however, to move into first place by roughly 15 points, forcing Pete to fly again in the unfavorable conditions.

Pete's second flight was cut short by a broken throttle, which forced an attempt. His final flight, after engine repairs, did not fare well in the strong, gusty wind, and his aircraft was blown backward, leaving him with his original score and second place.

The tricky wind caused others to be blown backward during slow flight or to be forced into the ground, and the scores in the afternoon reflected the conditions. Jo Shoemaker, Mike Anderson, and David Smith did complete flights in the worsening conditions.

One of the casualties of the wind was Sarah Smith with her Kingfisher. Although she was prevented from completing a full flight, she did manage to post her first official score as a Nats Carrier contestant.

One of the afternoon highlights was David Smith's flight with his twin-engine Grumman F7F Tigercat. The model looked and sounded great with its twin O.S. .18 engines.

The electric Profile Carrier event started off with John Vlva flying his Consolidated

XBY-1. John got the event started well with a complete flight and a 100-point landing. Mike Anderson moved ahead of John with his Fairey Spearfish on a successful first flight. Pete Mazur used his first flight to set a new Electric Profile Carrier record, and that set the standings for the rest of the day.

Pete tried to increase his score on his subsequent flights. The second attempt was unsuccessful because of motor problems during high-speed flight. After a motor change, Pete scored the best high speed of the day in any event at 106 mph, but the unfavorable wind would not allow a good low speed.

Don Sopka competed in Sportsman Profile Carrier. This is his second Nats after starting flying Carrier barely a year ago.

At the end of the day, Burt Brokaw stood in first place for the Eugene Ely Award as the outstanding Navy Carrier flier at the Nats. Pete Mazur is in a very close second at only five points behind Burt. Wednesday's Class I and Class II competition will determine the ultimate winner of the Ely Award.

Pete is flying electrics, while Burt, Mike Anderson, and David Smith are flying internal combustion engines in their quest for the Ely honors. 🛩️

—Dick Perry



Jo Shoemaker's intense concentration.



A near miss, "That was close!"



Completed high speed, "Sweet!"

David Smith's F7F Tigercat makes a landing in the gusty afternoon wind.



David Smith moves his repair work outside while Sarah and kids, Wesley and Connor, take advantage of the air-conditioned trailer/workshop/nursery/playroom.



Sarah Smith battles the gusty wind conditions in the late afternoon.



Future Carrier flier, three-year-old Wesley Smith, shows off his airplane.



John Vlva's electric XBY-1 in slow flight.

321 Navy Carrier (Profile)				
Place	Name	City	State	Score
1	Burton Brokaw	Tucson	AZ	349.2
2	Peter O Mazur	Sugar Grove	IL	338.3
3	Melvin L Schuette	Auburn	KS	311.6
4	Michael A Anderson	Madrid	IA	270.6
5	David Smith	Lincolnton	NC	262.8
6	Jo A Shoemaker	New Bern	NC	217.4
7	Sarah E Smith	Lincolnton	NC	79.0
8	Everett S Shoemaker	New Bern	NC	65.2

342 Electric Profile				
Place	Name	City	State	Score
1	Peter Mazur	Sugar Grove	IL	344.4
2	Michael Anderson	Madrid	IA	271.9
3	John Vlva	Silver Spring	MD	247.1
4	William Calkins	Sugar Grove	IL	75.7



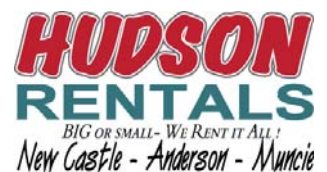
Don Sopka flew this Guardian to first place in the Sportsman Profile Carrier event.

Melvin Schuette prepares to launch Mike Anderson's Hellcat.



Everett Shoemaker's Guardian on takeoff.

## 2018 NATIONAL AEROMODELING CHAMPIONSHIPS SPONSORS



# CL COMBAT

**M**onday had great Combat flying weather, despite the weather forecast. It was a bit warm—getting up to 90°-plus—but clouds and breezes made it more comfortable.

The turnout was good, with plenty of action. The contest director used a shorter elimination format. Everyone flew a qualifying round followed by the losers round. The winners went into the second round of the finals. The winners of the losers round flew the first round. The rest of the contest was single elimination. Everyone got at least two flights, but an initial loss meant having to win two matches to get back into the finals bracket. Four fliers managed to do that, but only one made it into the semifinals.

Equipment was a lot more varied. A number of folks used a Fora 15 F2D motor with slightly bigger propellers. Two or three used a Magnum 21 reworked with a huge Venturi and spinning an 8 or 9-inch propeller, and some used O.S. .25s. There were no obviously fast planes, at least not until the streamer was gone. The judges ran spot checks right after launch.

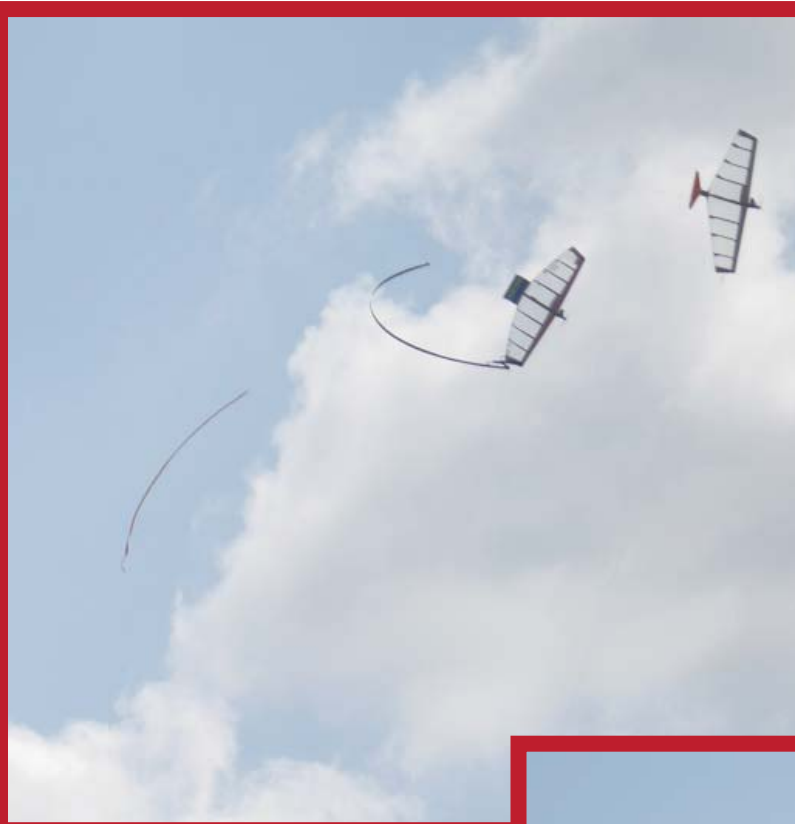
The action was a bit slower and easier to follow, and unlike

F2D Fast, most pilots took it easy at first. With the string counting 100 points, the second worst mistake was getting in too close and cutting the string on the first cut. It happened several times. In case you're wondering, the worst mistake was split between flying into the ground and making a long pitstop or not getting started quickly.

Junior Sam Londke was involved in two notable matches. In the first, George Cleveland had a bit of a late start, but George went down in the middle of the match. He got back up and toward the end of the match, they got involved in a line tangle. Sam managed to keep his plane in the air by doing outside loops long enough to get 8 seconds of airtime to win the match.

In the finals, Ed Bryzs finished with four wins in a row, edging out Sam Londke, who just couldn't get lined up for a cut. The whole event went pretty smoothly, with some really good flying, strategy, and several big mistakes. The forecast afternoon thunderstorms never materialized so everyone went home dry and tired. 🌧️

—Phil Cartier



Fighting it out in the losers round, Ron Colombo gets the black streamer off of Brian Stas' aircraft. The lines tangle and as they're falling, Brian Stas catches the orange streamer off Ron's airplane with his leadouts. Brian was late getting up due to a line snafu, giving Ron the win and a chance in the finals bracket.



Jeff Rein shows off the only pretty plane that flew. He built the original tapered, elliptical foam wing aircraft and added a pretty paint job with acrylic colors. It flew well but had a few problems in the wind.

329 Slow Combat		
Place	Name	City/State
1	Edwin Brzys	South Lyon MI
2	Samual A. Londke	Franklin TN
3	Rob Colombo	Dearborn MI
4	Robert A. Burch	Oak Park IL



Junior Sam Londke faces off against Jim Ehlen in the first round. They tied in cuts and Sam came out with more airtime.



Sam tries for a cut against Jim but comes up short on this pass.



Many thanks to the judges and the contestants for putting on a good event. (L-R): Roy Glenn, judge; Brian Stas, flier and then judge substitute; Bob Burch, fourth; Dave Edwards, the boss; Sam Londke, second and Best Junior; Ed Bryzs, first; Ron Colombo, fourth.



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# RC PYLON

Tuesday's Quickie 500 finals pegged the excitement meter numerous times during the day, and at times had more Bangs!, CLANKs!, and BooMs! than a *Batman* episode.

When all of the fiberglass, carbon fiber, Styrofoam, and balsa dust settled, Randy Bridge emerged victorious and conquered his sixth Q-500 Nats title. This win was even more special because he was able to share and dedicate it to his dad, Chuck Bridge, who was present for the event.

## In Honor of a Great Man

In addition to the regular competition, we took time during the awards ceremony to recognize one of the biggest promoters and advocates Pylon Racing has ever had, and who was also inducted into the NMPRA Hall of Fame. He is none other than our former AMA president, Bob Brown. Not only has he promoted the Pylon events, increased FAI awareness and importance, but has helped tremendously to increase the overall safety of the events.

From the bottom of all of our hearts, thank you, Bob. 🙏

—Santiago Panzardi



Nats reporter Santiago Panzardi and his leftover Quickie after hitting Pylon 2.



Early morning bench racing.



JoAnne Coffey trying to relax before her next heat.



Nothing like waiting for the next heat.

Ray Brown driving; Randy Bridge navigating.



AMA polyester Marriott hotel.



Jack calls for Danny Kane in the last heat of the preliminaries.



Morning ride in the happy wagon.



World Champion team at the Nats (R-L): Randy Bridge, his dad, Chuck, and his caller, Ray Brown.



In heat 63, Scott Smithwick and his wife are ready to battle Allen, Hulen, and Frazer.





Former AMA president and perennial Pylon advocate, Bob Brown, is inducted into the NMPRA Hall of Fame.



Q-500 winners.



Kane and Beers lead Johansen and Vanderleest.



Jack Kane showing the others how to get down and launch.



The Kane Pylon legacy continues with Jack (at his first Nats) and Danny Kane.



All of the women of Pylon Racing—racers, callers, and wives.

# RC PYLON SCORES

## Nats 2018 426 Finals

After 5 Rounds			
426	Name	Low Time	Points
1	Randy Bridge	** 1:01.53	20
2	Matt Fehling	1:03.53	18
3	Richard Beers	1:02.10	F0 17
4	Duane Hulen	1:05.06	F0 17
5	Aaron Seaholm	1:04.23	F4 16
6	Dan Kane	1:04.20	F3 16
7	Craig Korsen	1:04.21	F0 16
8	Daniel Coe	1:02.75	15
9	Ray Brown	1:02.79	F4 14
10	Mike Langlois	1:04.98	F3 14
11	James Allen	1:03.79	F2 14
12	Daniel Troup	1:09.62	F1 14
13	JoAnne Coffey	1:03.50	13
14	Travis Flynn	1:03.99	13
15	Mark Parker	1:06.05	11
16	Michael Masi	1:06.10	10
17	Steve Baker	1:07.25	10
18	Roy Andrassy	1:07.60	8
19	Joe Tropea	1:09.65	8
20	Tim Lampe	1:10.56	8
21	Bob Brogdon	1:12.02	8
22	Dub Jett	1:02.28	7
23	Patrick Redig	1:16.22	7
24	Larry Lisowski	C 1:16.38	7
25	Mike Helsel	1:03.71	5
26	Bill Johanson	1:05.79	5
27	Chuck Andraka	C 1:13.26	5
28	Duane Gall	1:09.20	3

## Nats 2018 426A

After 7 Rounds			
426	Name	Low Time	Points
1	Chuck Andraka	1:04.27	27
2	Richard Beers	** 1:02.31	26
3	Matt Fehling	1:03.94	25
4	Ray Brown	1:03.19	24
5	Mark Parker	1:02.91	23
6	Dan Kane	1:03.13	23
7	Mike Helsel	1:04.75	23
8	Bill Johanson	1:07.25	23
9	Duane Hulen	1:04.72	22
10	Gordon McWilliams	1:06.69	21
11	Steve Baker	1:07.28	20
12	James Allen	1:04.10	19
13	Joe Tropea	1:06.18	19
14	Michael Masi	1:06.78	19
15	Terry Frazer	1:03.30	18
16	Dean Stone	1:05.94	18
17	Jesse Platt	1:05.46	17
18	Bernard Vanderleest	1:06.67	17
19	Dennis Cranfill	1:06.86	15
20	Patrick Galarneault	1:07.34	14
21	Bryan Diffendaffer	1:10.47	14
22	Adam Osswald	1:08.45	13
23	Ola Nordell	1:15.89	13
24	Tom Melsheimer	1:16.94	10
25	Daniel Troup	1:11.04	9
26	Peter Tani	1:14.02	9
27	Scott Smithwick	1:08.79	7
28	Bill Hiller	1:17.28	7
29	Chris Nenzel	1:11.60	6
30	Bruce Coffey	C 1:21.23	3

## Nats 2018 426B

After 7 Rounds			
426	Name	Low Time	Points
1	Randy Bridge	** 1:02.79	26
2	JoAnne Coffey	1:06.09	25
3	Travis Flynn	1:03.01	23
4	Aaron Seaholm	1:04.15	23
5	Bob Brogdon	1:07.04	21
6	Tim Lampe	1:07.54	21
7	Craig Korsen	1:02.89	20
8	Daniel Coe	1:04.64	20
9	Dub Jett	1:04.00	19
10	Joe Delateur	1:04.95	19
11	Duane Gall	1:05.25	19
12	Santiago Panzardi	1:09.88	18
13	Mike Langlois	1:04.80	17
14	Roy Andrassy	1:05.23	17
15	Matt Russell	1:07.94	17
16	Robert Triggs	1:10.08	17
17	Tom Scott	1:04.56	15
18	Lloyd Burnham	1:07.41	15
19	Larry Lisowski	1:07.60	15
20	Tim Yousey	1:07.63	15
21	Gary Schmidt	1:02.95	14
22	John McDermott	1:04.99	14
23	Jack Kane	1:11.42	14
24	Ron Gage	1:10.00	12
25	Patrick Redig	1:15.26	12
26	Jim Nikodem	1:06.64	11
27	Tony Seymore	1:11.87	11
28	Randy Etken	1:09.87	10
29	Conrad Wondolowski	1:15.36	10
30	Cory Paine	1:10.99	6

Travis "Launch Terminator" Flynn.



One of these things is not like the others.

# RC COMBAT

**D**ay one is in the books for the 2018 RC Combat Nationals. We started around 8 a.m. Tuesday with SSC Combat. There was very little wind and the skies were nice and blue, which made for some great Combat.

We had a total of 10 pilots for this event, which is normally the biggest of them. We decided to go all up with 10 planes in the air at one time. This makes for some great Combat because there are so many streamers in the air. It also makes for some great midairs, but due to the slower planes, many times they can fly out.

We were able to get seven of the 10 rounds in before we went to lunch. Currently, the top four for the event are Don Grissom in fourth place with a score of 1,536. In third place, with some really good flying and such a great person, is Mike Edwards with a score of 1,796. He flies in the Cincinnati area and puts on many events throughout the year. In second place is Bill Geipel with a score of 2,320. In first place was Dr. Kamakaze himself, Andy Runte, with a score of 2,788 and believe it or not he is a doctor—just the canine type. We will be finishing with three more rounds of SSC Wednesday morning starting around 8.

The other event flown in the afternoon was Open B, which was one of the smaller events this year with only four pilots. This event normally intimidates most pilots due to the faster planes and the possibility of more damage because of the speeds. In third place for this event was Heath Bartel with a score of 1,422. With just a few more points was John York at his first Nats, with a score of 1,464. Finally, in first place with a score of 2,244 is none other than Long Haul himself, Mr. Bob Loescher. Bob is the president of the RC Combat Association and one of the most traveled. He goes to events all over the country every year.

After finishing three rounds of SSC Wednesday, we will go into Scale 2948. It is one of my favorite events because the planes look more like warbirds. Later in the day, we will be flying E1000 as a demonstration event. This event uses all electric planes with a 1,000 mAh battery. If you're in the area, come on by and take a look. 🛩️

—Don Grissom



Andy Runte really likes to run into everyone. I wonder why.



Please stay in the air this time.



Winners of Open B, Bob Loescher and John York.

Heath doing surgery on his plane.



SSC Combat pilots.



I think Heath does not like us since he was standing at the end of the field by himself.

# CL AEROBATICS

Tuesday started off with nice weather. It was somewhat cool with low wind—perfect flying conditions.

Tuesday is a day for the event director and assistant director to finalize details for the days to come. However, that does not mean that there is no activity on the field. Tuesday we had the unofficial events of Classic, Old Time Stunt (OTS), and Nostalgia 30.

The Classic event is an event in which pilots fly the modern pattern but with planes that were kitted or plans published in a magazine before 1970. Some fliers go to the extent of trying to find period engines and hardware to put in their planes, making them as authentic as possible. If you want to put in a modern engine or even an electric, however, that is permitted as long as the outside dimensions match the original.

Nostalgia 30 has the same guidelines as Classic, but instead of the cutoff being before 1970, the cutoff is 30 years or older.

OTS is for planes that were built before 1952. These aircraft generally are not quite as capable as the newer planes and also follow a different pattern that is more suited for their abilities. It is the pattern that was used before 1952 which, of course, does seem appropriate. It has larger and more round loops, for instance, than the modern pattern, which has more hard corners.

Many fliers like to go out of their way to come up with obscure designs from this period. Why? Just to be different. Many like the challenge of hunting for these planes and others just like to have something different. Dan Banjock is one of these fliers. He found a kit of a 1946 Silver Streak. This kit is an actual metal kit. Not balsawood. Aluminum. It is in immaculate condition.

Unfortunately, he only flies it for demonstrations because all it can do is fly level. But it is still interesting to see, especially in person. Dan actually has several aluminum airplanes of different types.

Doug Patterson spearheaded the effort to put on the show. He had many volunteers to help him out, for which he and everyone else were grateful.

The weather cooperated for the most part. It started to get a little bouncy toward the end when a lot of thermal activity started to come up, but it was nothing that the pilots could not handle.

These two events are more laid back than the “main show” which starts Wednesday. Yes, there is competition going on, but camaraderie seems to take a front row seat to the competition. There are many laid back people around just watching, talking, and of course, having a good time. I know the tabulators were having a good time. I could

hear a lot of laughing going on under their tent.

Another story that I heard about had to do with one modeler helping another. Derek Berry had an unfortunate accident with his main plane on Sunday. His wing folded during a maneuver, resulting in a very nasty crash. From what I understand, it pancaked in, right side up, so he thought the engine was still okay. He put the engine in his backup plane and it quickly was discovered that it was not okay after all. He thinks he probably hurt a bearing, so he put in his backup engine but somehow that was not working right either. It was eating way too much fuel—so much so that he did not have a big enough fuel tank.

So, Mike McHenry said that he had a just broke-in engine that Derek could use. So that is what he is using. Now Derek is a top contender. He came in second last year. Mike, knowing this, loaned him his engine even though he knows that he would most likely get walloped. Did he hesitate? No. He freely offered his help to a fellow modeler.

Wednesday starts the main events with Advanced and Open classes starting at 8 in the morning. What will happen? Well, you will have to read about it Thursday. Stay tuned. 🛩️

—Matt Neumann



Our tabulating crew (L-R): Elaine Brookins, Kathleen Patterson, and Sheila Cranfill. Doug Patterson (event director) is trying to be modest and give the ladies their due by trying to sneak out of the picture on the far left.



Although not Classic, Nostalgia 30, or OTS legal, Dan Banjock brought his Dyna Jet powered Stunter. He has a flair for the very unusual.



And a shot of our winners in Classic (L-R): John Simpson (2nd), Mike McHenry (1st), and Dan Banjock (3rd).



The other pair of judges is made up of Daves: Dave Fitzgerald (L) and Dave Tribble (R).



Two of the judges for Classic and Nostalgia 30, Andrew Stokey (L) and Walter Hicks (R).



Here is a shot of Dan Banjock's 1946 Silver Streak. It is something you really need to see in person.



Bob Brookins' unusual Vum. This is a European design, if I remember right.



Dan Banjock's Galloping Comedian.



Greg Voumard's Nostalgia 30 Stiletto.



Jim Lynch's Volunteer. He dedicated it to a US serviceman who lost his life in April of 1945.



John Paris' profile Oriental that is electric powered.



Mike McHenry's F8 Crusader. His father built the original.



Mike Schmidt's Stiletto is present for Nostalgia 30.



Tom Dixon's classic legal Jim Van Loo Chipmunk.

Bob Brookins getting ready for his flight in CL Aerobatics.

