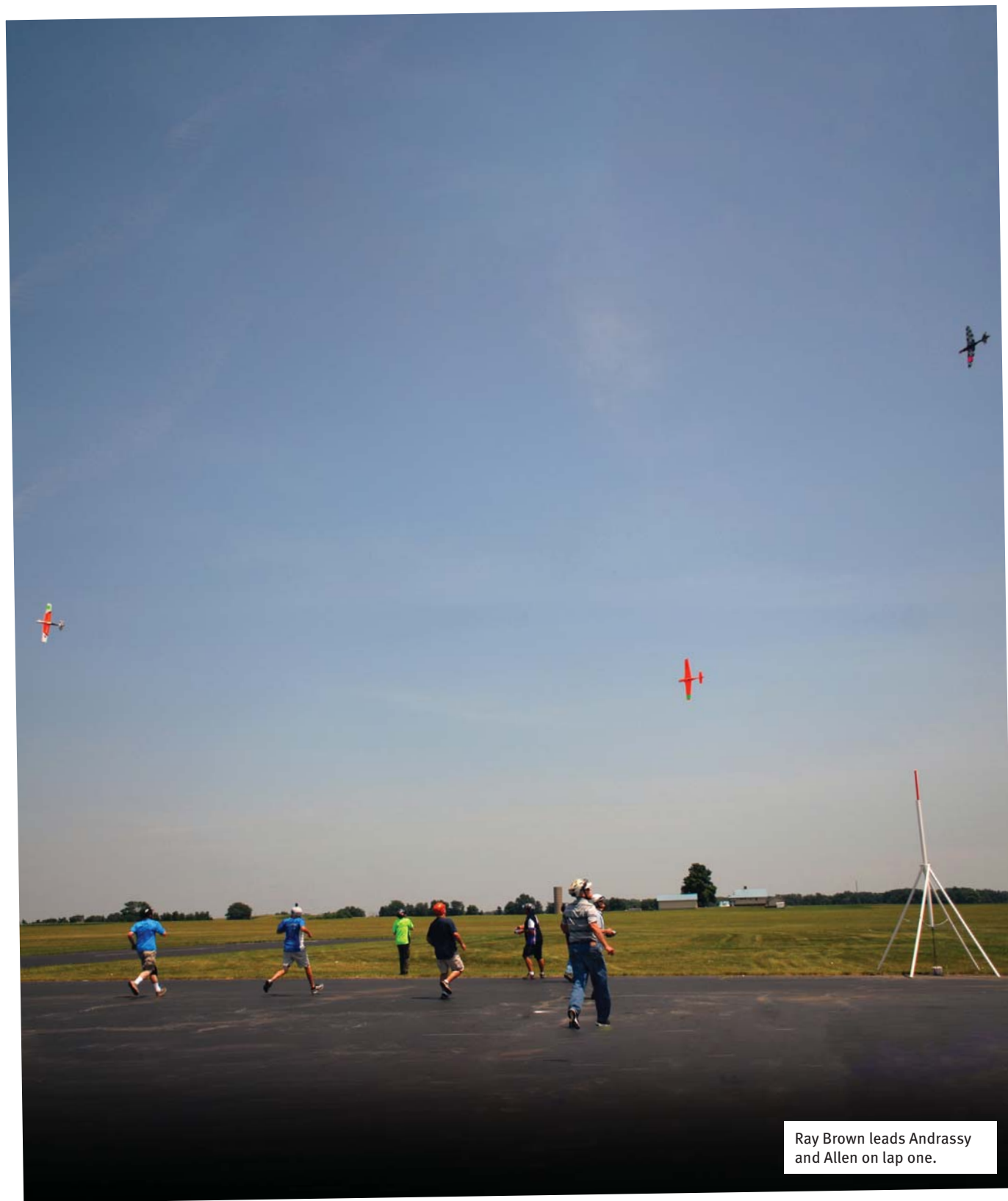


NATSNEWS



Ray Brown leads Andrassy and Allen on lap one.

RC PYLON



Mario Travieso and Rocket Ray Brown.



Pilots watch the countdown clock so they can start at the right moment.



Fehling, Yousey, Brown, Scott, and Bridge.



Callers nailed the start at zero.



Heat 33.



Tim Yousey and Matt Feling in heat five of the finals.

Fehling, Johanson, Brown, and, Delateur battle it out.



AJ Seaholm jumps while screaming "turn" to pilot Ken Nogy.



Four seconds before the start.



Yousey, Nogy, Travieso, and Scott in heat five.

Schmidt, Bridge, and Kane
race to their flying spots.



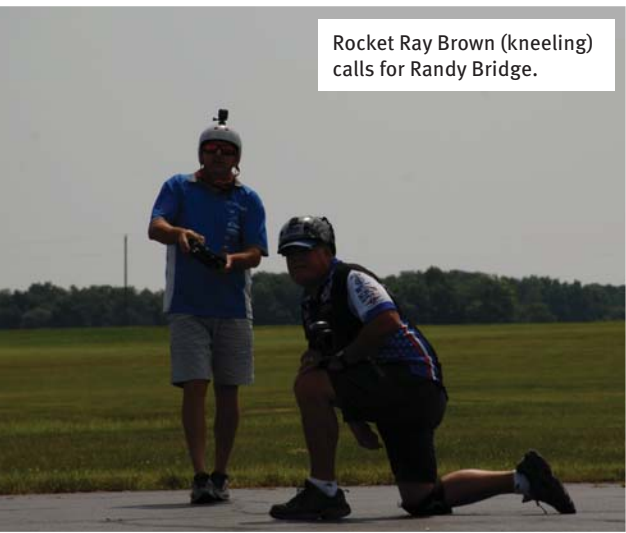
Schmidt and Bridge's planes round Pylons 2 and 3.



In heat seven: Parker, Allen, Langlois, and Flynn.



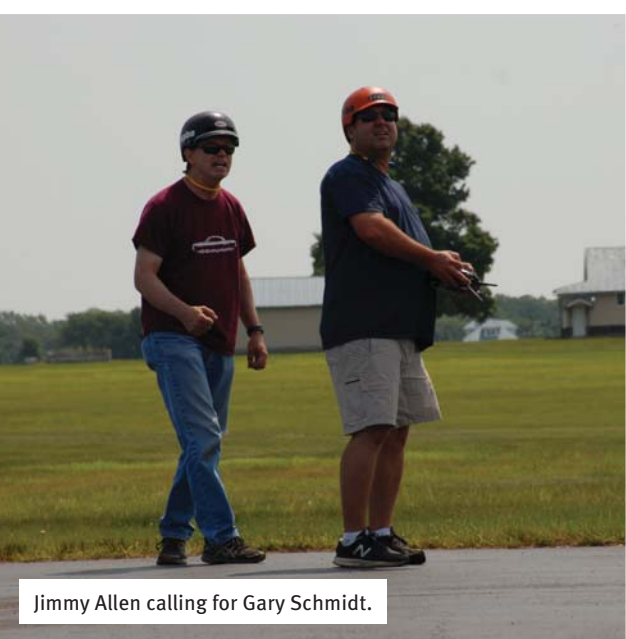
Rocket Ray Brown (kneeling)
calls for Randy Bridge.



Heat 7 callers Kane, Stone, Schmidt, and Cranfill launch.



Jimmy Allen calling for Gary Schmidt.



Rich Beers starts
for JoAnne Coffey.





Brown, second; Allen, first; Flynn; Nogy, third; (standing) Bridge, fourth; Schmidt, fifth; Elise, Tropea, Korsen, Burnham, Johanson, and Scott.



Craig Korsen's airplane had a bizarre crash.



Gary Freeman and Mark Parker.



Jack, Ana Maria, and Ray.



Joe Tropea and Elise.



The decisive moment of the finals—Allen vs. Brown in heat 31.

RC PYLON SCORES

Nats 2018 Q40A

After 8 Rounds			
Q40	Name	Low Time	Points
1	Randy Bridge	** 0:59.83	32
2	James Allen	1:01.60	28
3	Travis Flynn	1:01.52	F0 27
4	Gary Freeman	1:04.19	F0 27
5	Tim Yousey	1:03.68	26
6	Matt Fehling	1:04.32	F0 25
7	Dan Kane	1:04.75	F0 25
8	JoAnne Coffey	1:06.02	F0 25
9	Kent Nagy	1:06.40	24
10	Mario Travieso	1:07.92	24
11	Gary Schmidt	1:01.62	23
12	Terry Frazer	1:03.49	23
13	Tom Scott	1:03.95	23
14	Dub Jett	1:05.20	23
15	Tim Lampe	1:08.50	23
16	Mark Parker	1:03.84	22
17	Aaron Seaholm	1:03.07	21
18	Joe Delateur	1:04.69	21
19	Mike Helsel	1:04.86	21
20	Lloyd Burnham	1:07.92	21
21	Bill Johanson	1:04.29	20
22	Mike Langlois	1:06.79	20
23	Craig Korsen	1:07.06	20
24	Roy Andrassy	1:04.00	19
25	Ray Brown	1:05.10	19
26	Joe Tropea	1:05.47	19
27	Robert Triggs	1:10.88	19
28	Dennis Cranfill	1:05.65	18
29	Michael Masi	1:07.83	18
30	Chuck Andraka	1:05.47	17
31	Richard Beers	1:06.29	17
32	Bruce Coffey	1:07.10	17
33	Duane Hulen	1:08.16	17
34	Daniel Coe	1:08.27	17
35	Bernard Vanderleest	1:09.82	17
36	Steve Baker	1:08.48	16
37	Matt Russell	1:12.43	16
38	Tony Seymore	1:10.00	15
39	Bryan Diffendaffer	1:10.83	13
40	Chris Nenzel	1:09.68	12
41	Santiago Panzardi	1:12.50	12
42	Jesse Platt	1:12.92	12
43	Patrick Galameault	1:07.58	11
44	Dean Stone	1:08.21	11
45	Bob Brogdon	1:13.58	11
46	Bill Hiller	1:15.61	11
47	John McDermott	1:06.50	8
48	Duane Gall	C 1:19.82	8
49	Patrick Redig	1:17.50	7
50	Gordon McWilliams	1:14.24	6
51	Ron Gage	1:17.34	5
52	Scott Smithwick	1:22.28	5

Nats 2018 Q40 Finals

After 5 Rounds			
Q40	Name	Low Time	Points
1	James Allen	1:02.02	20
2	Ray Brown	1:03.09	19
3	Kent Nagy	1:02.96	17
4	Randy Bridge	1:01.98	16
5	Gary Schmidt	** 1:00.66	F4 15
6	Joe Tropea	1:06.02	F3 15
7	Lloyd Burnham	1:05.92	F2 15
8	Bill Johanson	1:03.50	F1 15
9	Gary Freeman	1:02.03	14
10	Roy Andrassy	1:02.76	14
11	Mike Helsel	1:03.81	14
12	Dan Kane	1:03.81	13
13	Tom Scott	1:05.32	13
14	Travis Flynn	1:01.41	12
15	Mark Parker	1:05.09	12
16	Mike Langlois	1:06.74	12
17	Mario Travieso	1:05.30	11
18	Tim Yousey	1:04.90	9
19	Terry Frazer	1:02.61	8
20	Matt Fehling	1:02.75	8
21	JoAnne Coffey	1:06.16	8
22	Joe Delateur	1:08.58	6
23	Aaron Seaholm	1:04.73	5
24	Bruce Coffey	1:08.29	5
25	Dub Jett	1:02.98	4
26	Tim Lampe	1:06.80	4
27	Craig Korsen	1:06.98	3
28	Michael Masi	1:08.87	3



Grand Champion Randy Bridge and second-place finisher Rocket Ray Brown.



Right: The Q-40 2018 Champion, Jimmy Allen, with fifth-place finisher and teammate Gary Schmidt, who was the 2017 Q-40 Champion.



Impressive 11-lap times from Schmidt and Bridge.

CL COMBAT

The crowd got ready to fly by 10 a.m. Thursday. The weather was great—not too hot, not too windy—although wind doesn't affect the Fast aircraft much.

The same format with a second-chance round was used. It made a difference for four fliers. Most of the matches only lasted 30 to 40 seconds at most. Kills came quick or a midair stopped the action.

This event went pretty clean. Well over half of the matches ended with clean kills or minor damage. Both circles were used, but even so, most of the time was spent waiting for fliers to get everything set.

The only unusual outcome came in the finals match. Jeff Rein was a bit late getting up. He and George Cleveland did some

really good flying. About 2 minutes in, George's motor started to run out of gas and coughed a few times. Jeff came charging in, the lines got crossed, and the planes tumbled down.

In the twirling around, one of Jeff's lines snagged the fuel shutoff on the other plane and broke. Once everything was sorted out, there were no cuts. Cleveland had a few seconds of airtime, putting Jeff in second place.

The 3-4 match went off without a hitch. Mike Evans racked up the win for some consolation after losing to Jeff Rein.

One of the judges, Roy Glenn, put in a lot of work and had to sit out this event. Matt Brown, who had helped previously, helped judge to bring the event to a quick close. 🚁

—Phil Cartier



The winners: George Cleveland, first; Dave Edwards, Event Director; Jeff Rein, second; Mike Evans, third; Neil Simpson, fourth. Not pictured are judges Matt Brown and Roy Glenn.

In early first-round action, Ron Colombo gets up first. Jeff Rein launches as Henry Nelson steps back from starting. Jeff got a kill and a direct entry to the finals bracket.

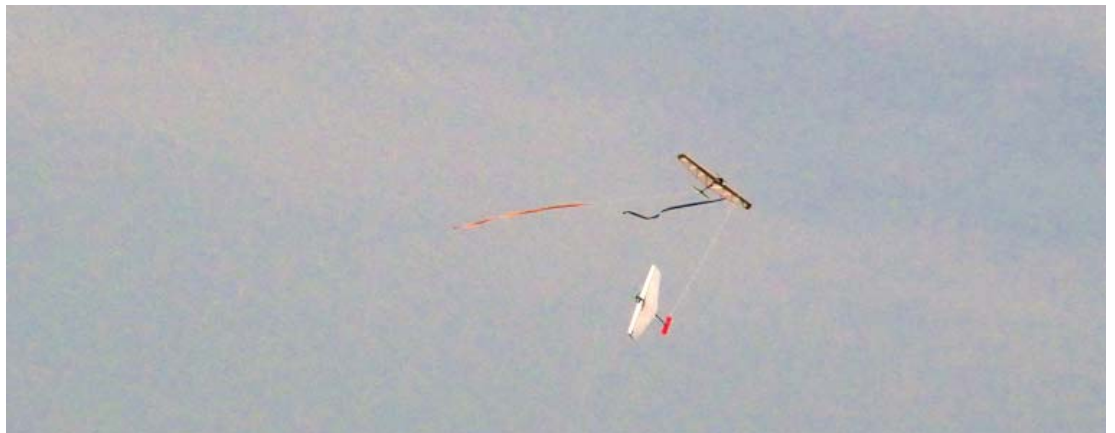




Above: George Cleveland chases Neil Simpson. Neil gave up a kill, putting himself into the 3-4 match.



Right: The Finals Match—Jeff Rein's plane drags a streamer on George Cleveland's aircraft with a stopped propeller. It turned into a line tangle/crash with no real damage except that one of Jeff's lines broke, so he couldn't even try to get back up.



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CL AEROBATICS

Thursday started out a little cool. It's a small blessing compared with the heat that we are normally getting. Things would start to quickly get hot as the competition got underway, however.

We did have an unfortunate accident before things got going. Richard Huff pulled out of an outside square loop a little too low and scraped his plane across the asphalt. He had enough momentum to try and bring it around right side up but could not do so with the plane going into the pavement hard. This resulted in him bringing out his backup to compete with for the rest of the day. He did get one flight in before the competition began, to try and get a feel for the backup. Even though it was a twin to the other plane, all planes always fly a little differently so they each have a different feel. He did well with it, all things considered.

Thursday marked the second day of qualifying for CL Aerobatics and we would find out who would be in the top five of each of the four groups in the Open category and who would be in the top three of each of the three Advanced class categories. Those who made the cut would continue on and fly in Friday's flyoff.

Some knew they were in it for sure, so it was somewhat of an easy day. All they have to do is put in a normal flight for them and they are in. However, for those on the bubble, it can be a very nerve-racking day. I have been on both sides, so I know each well.

As the competition began, the wind was almost nonexistent. I should know, I was

first up and wound up backing up a lot in order to keep from getting into my own wake. I was successful ... most of the time.

As the day went on, the wind changed from almost nonexistent to slightly hard at times. I got the latter in my second flight. It went from one extreme to the other—all within two hours. However, I am happy to report that there were no other accidents.

One of the highlights of the day for me was when Traian Dorin Morosanu showed me closeups of his 99% composite plane. The only balsa spar in the wing. The rest is all composite materials. I have been fascinated with composites over the years, and I am always glad to see something like this. His engineering skills are quite remarkable.

He has a cam system that holds the wing onto the fuselage, very similar to what you would see when you assemble a piece of furniture. The controls that he has are quite remarkable because the leadouts have a cover that snaps over them, securing them to the bellcrank. This is all done without screws. Just push the cover on and off the pivot for the leadouts.

His controls also have variable geometry built in, which is the rate that the controls move as the deflection changes. So, when you move the controls a little, they move slowly. When you get to greater deflections, however, the controls move faster. This makes the round maneuvers easier since you are only moving the controls a little. When you want a hard corner, the controls deflect faster—giving

you a sharper corner.

His landing gear is made of carbon fiber, along with the rest of the plane. His gear just pushes into the side of the fuselage. The tolerances are so tight that all you have to do is slide them into the slots on each side of the fuselage and they stay. Remarkable. The pictures that you see here just do not do it justice.

The fliers were also treated to seeing some antique Model T cars. There was a gathering at the entrance to the AMA site in the parking lot of the museum. They later drove around the area, showing off and allowing for photo ops. One was a racer of long ago. The owner said he got it up to 100 mph one time. I am not sure I would want to do that, but just drive it around. Now that would really be a hoot!

Friday is top 20 day for Open contestants. The top 5 from that day will move on to the finals on Saturday. It can be one of the hardest days to compete because there are absolutely no throwaway flights. You fly two flights, add them together, and that is your score. The top five move on; the others go and watch.

It will also be the top nine day for the Advanced fliers. They too will fly two flights and add them together. But this time, it is winner takes all. We will be crowning the 2018 Advanced class champion Friday.

What will happen? Well you just might have to come out and find out for yourself. Or, of course, read about it here in *NatsNews*. 🚁

—Matt Neumann



Bob McDonald getting ready to run up his engine.



John Hill doing a pull test before an official flight.



Dave Tribble hooking up his lines for an official flight. He would go on to make the top 20.



Chris Cox prepping his plane for an official flight.



Kestutis Dvaruydis puts on his lines before an official flight.



Traian Dorin Morosanu's composite plane.



Dorin's composite plane's control hookups.



Dorin's plane's take apart hardware.



The inside of the wing of Dorin's composite plane.



You just don't see cars like this very often.



The owner says he got this antique racer to go 100 mph. Not sure if I would want to do that.



One of the antique cars that the contestants were treated to watch drive around.



Pit area between circles 3 and 4.



Tom Dixon heading out to the center of the circle for a flight.



Pit area between circles 1 and 2.

CL NAVY CARRIER

Thursday was a day for the unofficial events at the CL Navy Carrier circle. For some, the pressure of the official events and the competition for the Eugene Ely award is over, and it's time to relax a little with the focus on fun. That doesn't mean, however, that there wasn't an opportunity for good competition. In fact, the scores in the .15 Profile Carrier and Skyray Carrier events were quite close this year in the top three places, and the challenges to the leaders continued through the last flights of the day.

Weather conditions were good most of the day with lighter, steadier wind in the morning giving way to more challenging wind conditions for the later flights. Burt Brokaw took advantage of the early conditions to establish himself in first place in the Skyray and .15 Carrier events, in which wind conditions can affect scoring potential in the slow flight phase. After the first round of flying, only seven points separated first and second place in .15 Carrier, and the first three places in Skyray were spaced at 10-point intervals.

The challenges to Burt's internal combustion models came from electric-powered entries. The second and third places were both occupied by electrics, indicating that the reliability and performance of the electrics is continuing to improve as contestants gain experience. In this particular competition, the wind conditions later in the day may have been a deciding factor as much as the performance of the models themselves.

In Skyray, Pete Mazur's attempt to knock Burt out of the lead ended when a gust of wind caused him to back

up during his slow flight, ending his flight. He finished the event in third place. Mike Anderson was able to improve his slow flight performance, but not quite as much as he had hoped, and he fell six points short in his challenge.

Mike was Burt's principal threat in .15, as well. He occupied the second spot closely behind Burt after the first flights. Once again, he was able to improve his performance on his second flight, but, again, he fell just a little short—this time by only five points. John Vlva placed third with his interesting model based on the very obscure British Royal Navy aircraft, the Blackburn Airedale from 1924.

In the .15 Sportsman event, Art Johnson flew his familiar Douglas SBD Dauntless to first place.

The Nostalgia events were lightly competed this year. Some of the usual contestants elected to bring only electric models, not enter because of losing models to mishaps at other contests, or not enter because of the separation of CL Racing events from CL Navy Carrier on the Nats schedule this year. Burt Brokaw dominated the competition again—winning all three events. Art Johnson placed second in Profile and Class II.

It was a really fun three days of competition, with plenty of camaraderie and conversation—catching up on happenings since the last Nats or making new friends. There was talk and photos of planes still in the workshop or just in the imagination. We all said our goodbyes and headed for home, looking forward to coming back to the Nats Carrier circles next year. 🛩️

—Dick Perry

This is the way landings are done! Burt Brokaw's Skyray catching an arresting cable just before touchdown.



All of the Navy Carrier contestants signed this model for Wesley and Connor Smith (ages 3 years and 1 year) to commemorate their first visit to the Nationals. We're all looking forward to seeing them as contestants in a few years.



Mike Anderson converted a gas Skyray to electric after his spectacular crash last year. It worked. Mike was a close second to Burt Brokaw this year.



Burt Brokaw flew this radical, asymmetrical model to first place ahead of some really close competition in .15 Carrier.



Everett Shoemaker adjusts the engine before launching his wife Jo's Albacore for her .15 Carrier flight.



Jo and Everett Shoemaker entered nearly identical Fairey Albacore biplanes in .15 Carrier. They were a hit with the other competitors and looked great in flight.



Art Johnson's Dauntless after landing in his first-place flight in Sportsman .15 Carrier.



The Blackburn Airedale didn't fly very well, and only two were built before the British Royal Navy decided they didn't want it. This one flies great for John Vlna in .15 Carrier!



This Roland Baltes' design Nakajima Myrt was flown by Burt Brokaw to first place in Nostalgia Class II. It's loaded, it's fast, and it's fun to watch!



Art Johnson's entry in the Nostalgia Profile event was this Howard Mottin Starjet.

RC COMBAT

What another really nice day. And with the nice weather, we were able to finish a day early with all of our events this year. The Nats are one of the best contests during the year and I hope to be back next year to once again do some RC Combat flying over Muncie.

We started the morning Thursday with Gnat Combat. We had a total of eight pilots for the event. I was only able to make it through two rounds due to issues with my motor mounts, which were not holding up that great. I will have to look at other options in the future.

Luckily, the wind was not an issue because these planes can be hard to launch. We ended up with very few line violations this week. Upon completing 10 rounds of Gnat Combat, in third place is Heath Bartel, who was flying an electric Gnat plane with a score of 2,232. In second place was Bill Geipel with a score of 2,336. Finally, in first place, was Andy Runte with a score of 2,496. This was very close scoring for this event, unlike some of the other contests.

The next event for the day was Limited B, which has become one of my favorites, with its higher speed than SSC but not so fast as Open B. We had a total of seven pilots for this event and unlike some of the other events, everyone was flying until the end, which really makes for some good flying.

In third place was Michael Lapacz with a score of 2,356. In second place was Mike Edwards with a score of 2,576. Finally, the winner of the last event was Andy Runte with a score of 2,920. This was also a close race to the end.

If you would like to learn more about RC Combat and find an event that may be happening in your area, please visit the RC Combat Association website at www.rccombat.com. Hope to see everyone next year or at another event across the country. 🛩️

—Don Grissom

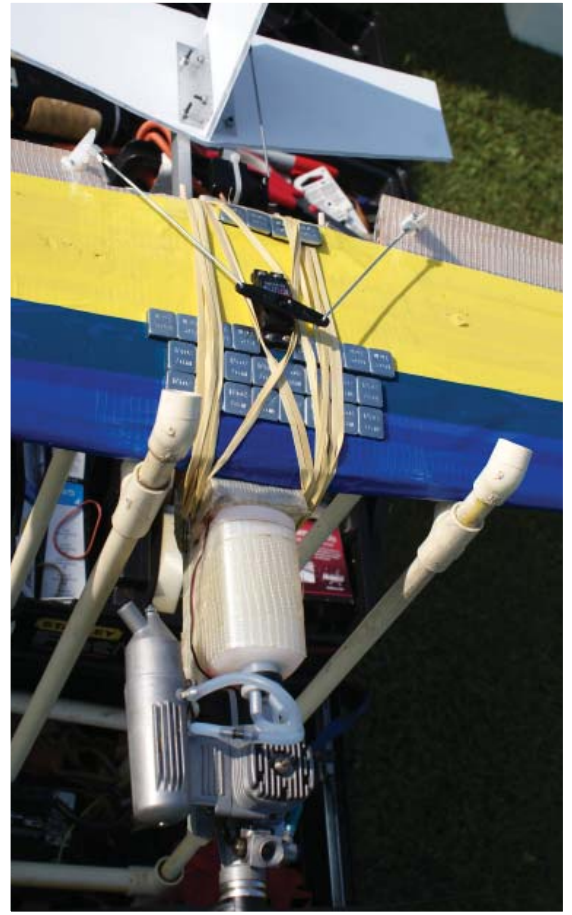


Andy Runte's trailer that was built more than 40 years ago by his dad.



Gnat and Limited B winners.





Mike Edwards bending his plane back straight.

Just a little extra weight to meet the requirements.

2018 NATS - GNAT Scores

Rounds Flown: 10

	Name	Total	Avg.	1	2	3	4	5	6	7	8	9	10
1	Andy Runte	2496	249.6	232	360	360	248	240	116	360	140	340	100
2	Bill Geipel	2336	233.6	280	372	244	460	152	260	164	44	120	240
3	Heath Bartel	2232	223.2	140	344	176	276	160	260	144	372	240	120
4	Michael LaPacz	2140	214.0	396	240	80	264	164	40	224	160	312	260
5	Dirk Oosting	1152	115.2	0	112	260	140	140	20	140	140	40	160
6	Mike Edwards	1152	115.2	160	272	340	240	140	0	0	0	0	0
7	Bob Loescher	452	45.2	120	0	120	68	144	0	0	0	0	0
8	Donald Grissom	160	16.0	120	40	0	0	0	0	0	0	0	0

2018 NATS - Open B Scores

Rounds Flown: 10

	Name	Total	Avg.	1	2	3	4	5	6	7	8	9	10
1	Bob Loescher	2244	224.4	260	148	360	156	52	260	440	68	140	360
2	John York	1464	146.4	140	260	100	248	260	-60	64	156	256	40
3	Heath Bartel	1422	142.2	40	40	62	180	360	160	40	260	40	240
4	Donald Grissom	480	48.0	160	140	40	140	0	0	0	0	0	0

