

# NATSNEWS



# RC PATTERN

Day one of the 2018 RC Aerobatics National Championships started with F3A pilots getting briefed at Sites 1 and 3. Safety was stressed, along with a variety of procedural considerations.

Jeff Hill has years and years of Nats experience, so he easily handed briefing pilots and judges at Site 3.



With the pilots and judges in the chairs, it was time for airplanes to begin dancing across the sky at AMA's International Aeromodeling Center (IAC). The first pilot to leave the runway and fly into the Monday morning sky was Kal Reifsnnyder. Although this is Kal's first time flying in the RC Precision Aerobatics contest, it is not his first time flying at the Nats.

Just a few weeks earlier, Kal was third in the IMAC Unlimited class! In IMAC, Kal flies a Hangar 9 27% Extra 300. At our Nats, Kal is flying an Epic.

No wonder in the choice of airplane because his mentor is Jason Shulman. Kal thinks Jason is a super mentor and a super pilot. Kal also credits Andrew Jesky and especially his lifelong friend and mentor, David Moser. Kal started flying five years ago when he was 9. His first plane was an SF-1 foamie. Kal's ultimate goal is to become an airline pilot.



Before Kal got to the flightline, David Stoddard, Jason Shulman's uncle and caller, was giving Kal a few last-minute tips. David has done the same thing for Jason on countless occasions from local contests, to our Nats, to multiple world championships. Jason's first world championship was 19 years ago in Navarre,

Florida. The contest directors for that championship were our own Tony Stillman and our fondly remembered Ron VanPutte.



Judging panels on day 1 of our Nats consisted of three judges. This year, for the first time, all judges at all sites are scoring maneuvers using the Electronic Scribe system. Five years ago, Peter Vogel, the mastermind behind the Electronic Scribe, used it at local contests in California. Four years ago, the system was used across the whole country in local contests. Then it started a limited use at our Nats. This year, for the first time, it is used at all sites for all flights.



All of Albert Glenn's Nats staff members work hard. Among them, however, Pete Vogel seems like a perpetual motion machine. On Monday, his Fitbit was passing his 10,000<sup>th</sup> step of the day and it was only 10:30 in the morning. Peter stopped and stood still to watch one of his NSRCA District 7 pilots fly. Proof is in the picture.



Usually, pilots have a caller when they fly. The function of the caller changes with the preferences of the pilot. Some pilots like a lot of feedback during a flight, and others like nothing more than the name of the next maneuver. With experienced pilots such as AC Glenn and his caller Jason Shulman, one can only wonder what their conversation was like.



Although the primary focus of our Nats is flying, Site 1 found the Collinson family taking time out for casual conversations. Peter and his mom and dad, Frank and Carol, are regular faces found at the Nats every year.



The Pritchett family is also very familiar with flying at AMA's IAC, especially since Bill is the education director for the AMA. Lisa's flower shop is in downtown Muncie, but that isn't very far from Headquarters. So where would you find Greyson? Flower shop? Flying at the IAC?



Ornat is a family name that is new to the RC Aerobatics community. Pay attention, however, because this name is destined to be as familiar as Collinson or Pritchett. When talking about their son, Brady, Mom and Dad to him but Kim and Glenn to us, there is a glow on their faces.



AMA's IAC is expansive. Cindy Wickizer has the perfect solution to getting around. She can travel to watch her son, Brett, fly, chat with her husband, or stop and visit with a favorite friend, Linda Jesky.



Brenner Sharp is a serious competitor at our Nats. He also produces an excellent contra drive system. There are a small variety of contra drives with some significant variations in how they work. Brenner has the perfect solution to questions of how his drive works. All an inquirer has to do, is to look at the nose of his airplane.



The day's flying was drawing to a close, and the last airplane of the day turned on final and set up for a perfect 10-point landing.



Now that the flying is over for the day, the planes are all put away, and you have a designated driver traveling with you, it is time to relax. Bobby Satalino has a good idea on the proper way to relax at the end of a flying day. 🍷

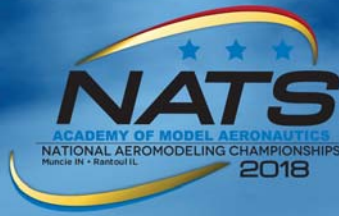
—Jim Quinn



Photos by Jenni Alderman.



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