

NATSNEWS



Photo by Jenni Alderman.

RC PATTERN

Day two of our 2018 RC Aerobatics Nats began with sunshine and light wind. That followed a Monday afternoon and evening that was filled with strong thunderstorms.

The Allure design of CK Aero is very popular here at the Nats and around the world. So, the question that Bryan and Brett need to answer is: Why the new design, the Alchemy?

The electric version of the Alchemy weighed in at 4,800 grams (10.6 pounds) with a 10S 6,000 mAh battery pack! As to be expected, Bryan and Brett waxed eloquently about why they produced a new design. Ten years ago, a plane as large and as lightweight as the Alchemy would not even have been imagined.

CK Aero is a clear and strong voice for glow-powered designs. A second question is, why an electric-powered Alchemy? Again, the answer deals with the phenomenal advancements in electric power, battery development, and materials. Even as brief a time ago as the design of the Allure, the Alchemy was not possible. They said that since their customers want and deserve the best, the Alchemy was conceived.



Bryan and Brett

Another familiar face at the Nats is Greyson Pritchett. Grey started flying his dad's simulator at age 3! At age 5, Greyson was outside flying a Night Vapor and a Butterfly Cupcake. At age 8, Grey flew an Osiris 60 in his first contest.

In 2014, Grey flew in his first Nats. He was third in Intermediate. The following year he was first in Advanced. In 2016, he was third in Masters. And last year, he was second in Masters at the Nats in Arkansas.

To prepare for this year's Nats, Grey has been flying three or more flights as often as possible for three-plus months. If that isn't enough, Greyson will enter high school in the fall and enroll in a special program. When he graduates in four years, he will also have finished his first two years of college! Greyson hopes to have a future in aviation as a pilot for an airline, such as FedEx, or as a UAV pilot.

Bryan, Brett, and Grey are well-known names at our Nats. Sheldon Reyher is a new name for us to pay attention to at our national competition.

Sheldon started flying when he was 19. He wasn't flying models, however. He was a helicopter pilot flying missions in Vietnam.



Greyson Pritchett

His model flying started in the mid-1970s. His Bobcat and a Sig Kouger were flown with a World Engine system. He read an article in a model magazine and followed the instructions to modify his transmitter to have dual rates and a snap switch—commonplace today, but in the 1970s, it was cutting edge.

He started contest flying with a Mach 1. A replacement Phoenix 2 was having a great first flight until Sheldon tried a spin. He couldn't recover from the spin, and so you know the end of that story.

He returned to contest flying in the mid-2000s with a 110-size Monolog. In 2014, he converted a Big Stik 60 to electric and started winning contests. With his Vanquish, he became the District 6 Sportsman Champion. Currently, he is flying a CK Aero Caressa.

Sheldon thinks our International Aeromodeling Center is "fabulous." He is very grateful to Charlie Barrera and Don Ramsey for supporting him to make the 1,400-mile journey to his first Nats.

He was "impressed beyond words" with his first visit to our museum. A big smile crossed his face when he remembered seeing the very first Control Line airplane he owned as a child in the museum.

He did observe, however, that he doesn't like grass runways. Both of his Texas clubs have paved runways. Sheldon's last words were, "I'm coming back!"



Sheldon Reyher

As day two closed, Site 1 was running smoothly under the careful guidance of site director, the legendary Tim Jesky, and line chief, Leslie Hanner. Leslie is better known as the “queen of scoring,” but she has learned the line chief position effortlessly.



Site 3 has different personnel, but it too is running very smoothly. Site 2 director is veteran Jeff Hill. Jeff is supported by line chief, Jeff Smith. Jeff Smith is new to us, but Jeff Hill said he was a quick study and is doing a super job.



The Wickizers are another Nats family. Mike and Cindy have traveled around the world to support their son, Brett's, career. Cindy is the one to thank for all of those super photos from our world championships.



Who will take home the District NSRCA Nats trophy? This annual trophy is awarded to the NSRCA district with the highest points at each year's Nats. Obviously, the more participants a district has in the Nats, the more points they are likely to accumulate. The idea of this trophy is to encourage districts to send more participants to the Nats. The trophy is proudly displayed by three members of NSRCA District 6 who are its current owners, at least for two more days.



You spent all morning in the heat judging FAI flights and now you have flown your first Masters flight in the afternoon. Fatigue is setting in and you still have one more flight to go. You want to be sharp for your second flight. Jim Willing has the perfect solution: power napping. Jim can fall asleep for 15 minutes and wake like he had a full night's sleep, ready for that second afternoon flight.



With this Acuity, day two of our Nats came to a close.



Monty Richard and his wife hosted a hospitality hour at Site 4 after all of the competition flying was over. Pilots from all three sites were dropping in over the next hour for snacks and a cool beverage. We found our friend from Canada, Harry Ells, “doing the Dew” and dipping a chip.

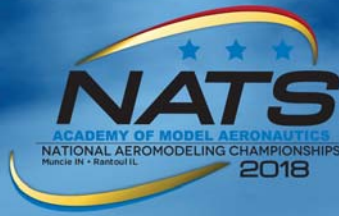
—Jim Quinn



Photos by Jenni Alderman.



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Check in on Facebook using the hashtag **#AMANats** for a chance to win a Nats jacket!

One winner will be randomly selected at the conclusion of this year's Nats events.

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