

# NATSNEWS



A little rain couldn't stop Monday's events.



# CL RACING

**W**hat is a Control Line Nationals without a day of rain? Hopefully, the rain we received on Monday will be the last of the rain we will get for this week.

FAI F2C Team Race was the event that kicked off the start of a week of Control Line Racing. I am not sure why the turnout in the event was down. It most likely was the fact that a number of the people who normally fly the event at the Nats had recently returned from the Control Line World Championships.

One of the largest problems with flying Team Race in the United States is the distance in miles between the team members. It is not unusual for teams and/or team members to be living hundreds of miles apart from each other, making practicing with someone else in the circle difficult at best.

This year, one of the pilots from the 2018 F2C World Championships team drove to Muncie to get some three-up race practice. The three teams were able to get in four three-up, 100-lap races before it started raining.

Teams were given a chance to fly two 100-lap races with their best time determining their final placement. The results for F2C Team race are:

Team	Heat 1	Heat 2	Place
Bischoff/Greb	4:22.78	3:52.40	1st
Hempel/Lee	4:50.31	4:00.25	2nd

After a rain delay, the NCLRA Clown Race was held. Clown Racing is different from all of the other racing events because you are not trying to see how fast you can complete a set number of laps, but how many laps you can finish in a set time. Normally, each contestant flies a 7½-minute heat race and the top three fly in a 15-minute final race. This year, because of the threat of more rain, it was decided that each contestant would be given two 7½-minute heat races and their best performance determined their final placings.

The results for the Clown Race are:

Contestant	Heat 1	Heat 2	Place
Charles Barnes Sr.	142 laps	130 laps	1st
Bill Bischoff	138 laps	98 laps	2nd
Charles Barnes Jr.	137 laps	116 laps	3rd
Melvin Schuette	116 laps	111 laps	4th

—Melvin Schuette



Who says they don't take Clown Racing seriously?



Bill Lee 39 years ago.



Bill Lee now.

See more Nats event photos on AMA's Flickr page: [www.flickr.com/modelaircraft](http://www.flickr.com/modelaircraft)



Clown Race winners with Event Director Bill Lee.



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## CL SPEED

**D**ay 1 of the Control Line Speed Nationals is the screaming  $\frac{1}{2}$ A events,  $\frac{1}{2}$ A Speed and  $\frac{1}{2}$ A Profile Proto. A Speed had seven entrants and the highly popular  $\frac{1}{2}$ A Profile Proto had 12.

The day started with light rain and continued off and on all day. We did get everyone's flights completed.

Lots of different engines are used in these classes, most of which are not manufactured anymore. These include CS, GS, and Picco to name a few.

Jerry Rocha was first on the circle with a very rich run at 102.47 mph. He would later bump that with a fine flight of 108.28 mph, which was also rich, for first place.

The newly formed team of Hines/NewMath turned 99.36 mph on its third attempt for second place. Third place would go to James VanSant, who also used his third attempt for a 94.96 mph flight. Glen VanSant finished fourth with 93.15 mph.

The  $\frac{1}{2}$ A Speed guys were having problems with the heavy moisture in the air, too. Chris Montagino put up a flight of 131.01 mph for his first flight and it held up for first place. Second went to Jerry Rocha with 128.3 mph. Howard Doering finished third at 107.8 mph.

Tuesday will be F2A Speed and .21 Speed Sport. 🏁

—Warren Gregory









EVENT 301 1/2 A Speed					
CONTESTANT	1	2	3	4	BEST
Legg Charles	ATT				—
Rocha Jerry	ATT	128.3			128.3 2
VANSANT Glen	89.96	90.68			90.68 4
VANSANT James					—
Dodge Carl					—
DOERING Howard	1028				1028 3
MONTAGINA Christopher	131.01				131.01 1

EVENT 305 1/2 A Proto						
CONTESTANT	1	2	3	4	BEST	
Dodge Carl	84.45				84.45	8
VANSANT James	88.1	89.42	94.96	—	94.96	3
Legg Ross	ATT	80.18	90.25		90.25	5
VANSANT Glen	93.15	ATT			93.15	4
Hempel Patrick	ATT	ATT	ATT	88.48	88.48	7
Legg Charles	89.53				89.53	6
Rocha Jerry	102.47	108.28			108.28	1
Doering Howard	83.91	ATT			83.91	9
MONTAGINA Christopher	ATT	ATT	ATT		—	
Hines New Math Team	83.37	86.24	99.36	—	99.36	2



The 2018 Helicopter Nats kicked off Monday. Unfortunately, so did a period of rain in central Indiana.

This year we have 28 entries in the Precision classes, and nine in the Scale classes. Overall, it's about the same turnout as last year. Unlike last year though, this year's Nats will select who will represent the US in the FAI World Championship in Germany next spring for the F3C and F3N classes.

Day one started with off and on rain. The 3D F3N class started the action under some sprinkles and drizzle, with a round of set maneuvers. In this round, the competitors can pick seven maneuvers from the FAI 3D rule book and perform them as best they can in front of the judges.

The range of difficulty is wide—ranging from a Double Immelmann (K=4.0) to a Pirouetting Waltz Reversal (K=11). Choose a difficult one and do it well and you win. Do it poorly and you lose.

After round one, Nick Maxwell was in first, Ben Storick second, and Jamie Roberson in third.

Round 2 of F3C competition was also done between rain showers with the Freestyle competition. In this class, competitors are judged on difficulty, harmony, creativity, precision, and safety. This is the same kind of flying that you see a number of top pilots fly at the IRCHA Jamboree, but in this case, judges are keeping score and there is a winner. In this case, Nick Maxwell won the round, Jamie Robertson was second, and Ben Storick was third.

F3C competitors managed to get two rounds of flying in. Unlike in the F3N competition, all of the maneuvers are defined per the FAI rule book that is renewed every two years. We managed to get two rounds of F3C in between rain showers. After two rounds, Nick Maxwell is in first place, Dwight Shilling is in second, and Nob

Muraki is in third.

Class 1 (Sportsman) is the entry-level class for Precision flying. The competitors must do prescribed maneuvers per the AMA rule book and are judged on how well they do them. These include things such as a hovering figure M, loop, and axial roll—basic building block maneuvers. Its sounds easy, but when the pressure of competition is on, it's a bit different than flying at your local flying field.

These competitors dodged some rain in the morning and then took advantage of some unexpected clear weather in the evening and did back-to-back rounds until 8 p.m. After three rounds, Michael Parker is in first, Mike Unger is in second, and Dan Brickman in third.

The Scale pilots all completed their static round. In this round, they are judged on realistic appearance and craftsmanship of the various components of the helicopter. Based on what I saw, I can say there are some very talented builders in this class, with thousands of hours put into each model.

After the static round in the 518 class, Mike Zaborowski is in first, Eaton Bryce is in second, and Steve Smith is in third.

In Team Scale, Paul Holland and Darrell Sprayberry are in first, and Luther Famer and Eaton Bryce are in second.

Day two again looks like Mother Nature is going to make things challenging ...

### Quote of the day:

"What happened with that roll?" (It looked awful.) – Nob Muraki F3C pilot

"You started touching stuff (on your controls)." – Tim Diperi (Nob's ex-caller) 🚁

—Mike Unger





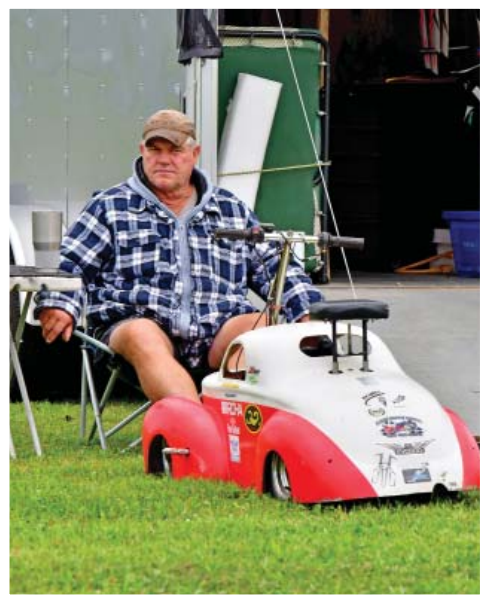










Photo by Jenni Alderman.

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