

NatsNews

Daily Coverage of the 2011 National Aeromodeling Championships

July 8, 2011

Mark Schofield's future combat pilots.

Saturday

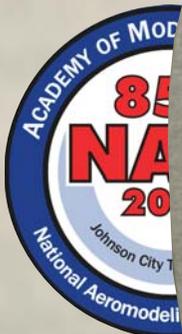
- RC Pylon
- CL Stunt
- RC Combat

Sunday

- RC Sailplane

Monday

- RC Sailplane



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RC Combat

Photos by Don Grissom.

It was another great day of RC Combat as we finished up Open B and SSC. We started the day with SSC Combat which was an additional five rounds. Unlike most past events we had every pilot complete the contest which is really nice and makes for more scoring. With a lot of work I was able to get most of the engine problems resolved after not getting that many flight yesterday.

The big surprise was who was at the top of the scoreboard. For the past few years there has all ways been a Gilkey at the top with either Brian or Eric taking home first place. This year Eric Gilkey came in at a distant fourth place with a score of 3,300. Third place went to Bill Geipel with a score of 3,512 who had some great rounds during the day including a 640-point round.

Andy Runte had one of the highest rounds of SSC Combat with a round of 740; he ended up in second place with a score of 4,080. The top spot went to William Drumm III with a score of 4,508. He had a very consistent contest with the lowest round of 240 that means he did not have a round without a cut. This makes his first win at the RC Combat Nationals.

Once we completed SSC we went straight into Open B. This is normally when airplanes start getting damaged and no one knows that more than Sam Windsor. His son, Nick Windsor, went through most of their 10 airplanes they had for SSC and Open B.

There were many hard hits in Open B including one round where Keith Jones flew the remaining 3 minutes of Combat since all the rest of the airplanes got knocked out. We did learn not to let Bob Loescher tell us to “fly the planes like we stole them.”

In the last round we had some of the hardest Combat, including the only line infraction, which was courtesy of “Mister Last Place” Bob Loescher. In fourth place was Keith Jones with a

score of 1,488. Nick Windsor ended up in third place with a score of 2,128 and Eric Gilkey had a score of 3,004.

The winner of Open B was once again William Drumm III with his score of 3,340. It looks like the competition has gotten a lot closer this year with more pilots in the running for a win.

After we completed Combat for the day we started working on getting our airplanes ready for the next two days of Scale 2948 Combat and Limited B Combat.

Scale 2948 is a limited Combat category where the airplanes must be scale warbirds from World War II that have a wingspan of 48 inches. The planes can have a maximum engine size of .29 running a 10 x 4 Master Airscrew or a 10 x 3 APC propeller. The maximum engine rpm is set at 14,500.

Limiting the airplanes slows them down where they are not as likely to get damaged though there still can be a lot of damage with the right hits. We were also looking for models that were more scale in design.

We will also be starting Limited B Combat, which takes a lot of the features of Open B but tries to slow them down to a rate that is more manageable for most people. This also requires a .29 maximum engine with a stock muffler and also has the same propeller and engine speed requirements of 2948.

It should be another great day of Combat that may run longer into the day since we will be flying some additional rounds so that we will finish earlier Saturday. If you want to see Scale Combat, you may want to be out early. We try flying Scale in the early morning before the wind picks up.

Hope to see you out there. →

—Don Grissom



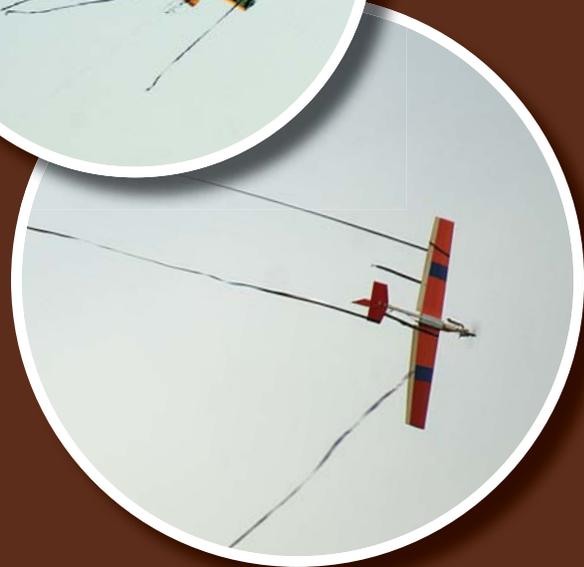
Nick Windsor brings another plane back for his dad to repair.



Mark Schofield tried to help everyone by removing Eric Gilkey's streamer at start combat.



Keith Jones with a lawn dart. Though in combat this does not mean a good score.



William Drum III after winning both SSC and Open B.



RC Racing

Photos by Tim Stone.

F2C FAI Team Race

Today is diesel day in Muncie. F2C and F2CN Team Racers use .15 diesel engines because of the greater mileage that diesels get compared to glow engines. The tank size is limited to a tiny 7cc size; about the size of your thumb! These tanks are incredibly complex and expensive.

There is no World Championship this year in F2C so turnout was better than last year. Unfortunately some of former US F2C teams stayed home this year for reasons unknown.

Eight teams signed up for F2C and three dropped out prior to race day. In practice, the team of Dave Fisher and Steve Wilk, running a Cobra design had fantastic airspeeds in the mid- to 16-second time; they clearly looked like the ones to beat. This played out in the preliminary races where they came within less than 2 seconds of the current US record.

Two rounds of preliminary races were flown with Elbert/Tupenov and Whitney/Allen posting some respectable times. The three-up 200-lap final was a good clean race with few fouls and Fisher/Wilk set a new US final record time of 6:43. Elbert/Tupenov took second and Whitney/Allen came in third.

F2CN

F2CN is a simplified version of F2C using profile fuselages, more affordable engines, and simpler tank setups. This year five teams turned out to give us the best races to date. Three rounds were flown with some very close racing. Best Preliminary time was Bill Lee/Russ Green with a 4:14.

Final best time was done by Dave Hallas/Bob Whitney with a great 8:54. →

—Tim Stone



F2C Flightline.



F2C Preliminary race view from the tower.



Dave Rolley ia a hard to miss pitman with his glowing shirt!



F2C winners.



F2CN winners.



Steve Wilk with Dave Fishers' new record holder F2C.

CL Stunt

Photos by Allen Brickhaus.



Above: Howard Rush was one of the two warm-up pilots on Thursday morning, July 7. The early morning sun was just peeking out of the morning cloud bank while his flight was being flown.

You must excuse my lack of text this week. I was not feeling well for several days and was lucky to get the pictures with captions into *NatsNews*, but not too much text was generated. I am back to more a normal condition, and I thank those who expressed their concern for my health.

This week, I was able to pass on the unofficial results from the Beginner, Intermediate, OTS, and Classic. Those scores can be published online in *NatsNews*. The official events need to have their scores published once they are made “correct and official” from Nats HQ.

Please note that judges also read the *NatsNews* and we are encouraged from putting out scores and positions until the entire event is concluded.

Weather has given a boost to the fliers as winds have been calm with gusts to only 7 or 8 mph. The heat is taking a toll on a few pilots. José Modesto got a little “light-headed” on one of his flights. A friend came out to watch him while he abandoned the rest of the pattern and “flew it out level” until the end of the engine run.

José is now fine and went on to the normal schedule the rest of the day. We had at least one computer crash in the tabulation trailer and that was resolved. The pull tester on Circles 3 and 4 broke, and the crew went on to use personal

backup pull-testing devices while the regular machine received some tender loving care.

Friday is the Top Twenty Day for Advanced and Open pilots. These pilots will now fly a flight on one circle and then proceed to the second circle for another set of numbers. One cannot mess up on either flight because both scores are added together for a double sum. The top five pilots will go on to the Open Finals on Saturday morning. The Advanced pilots will determine their class winners on this Friday. →

—Allen Brickhaus

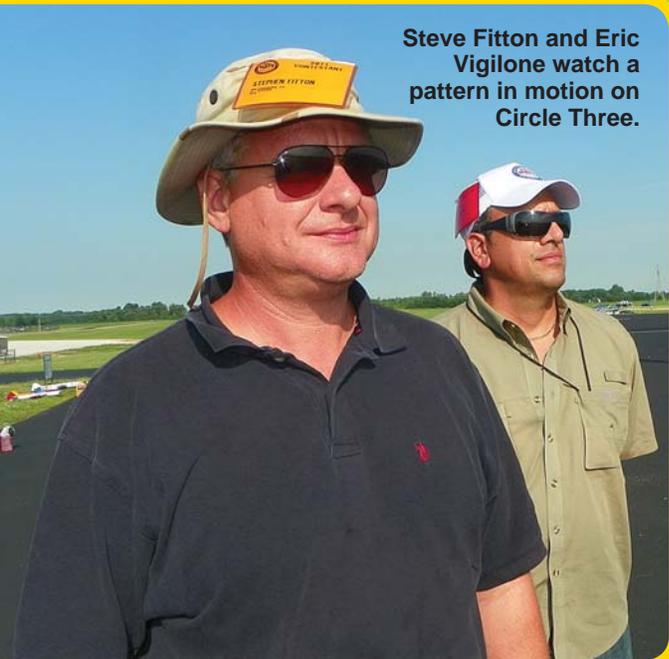
Below: A group of pilots wait for Paul Walker to get back to his model and begin an official qualification flight.



Howard Rush
preps his Paul
Walker-type
Impact after the
early morning
judges' warm-
up flight.



Steve Fitton and Eric
Vigilone watch a
pattern in motion on
Circle Three.



Doug and Steve
Moon look over
the field of fliers
to set their
agenda for the
last day of a two-
day qualifying
schedule.



Matt Colan
and Wes Eakin
kibitz during the
early morning
qualification
flights on July 7.

Ricardo Martinez holds
the Skywriter model for
Germanico Bercerill's
official flight. Germanico
is from Carolina,
Puerto
Rico.

Jim Lee carries his Sunfler to
Circle Four for an official flight.



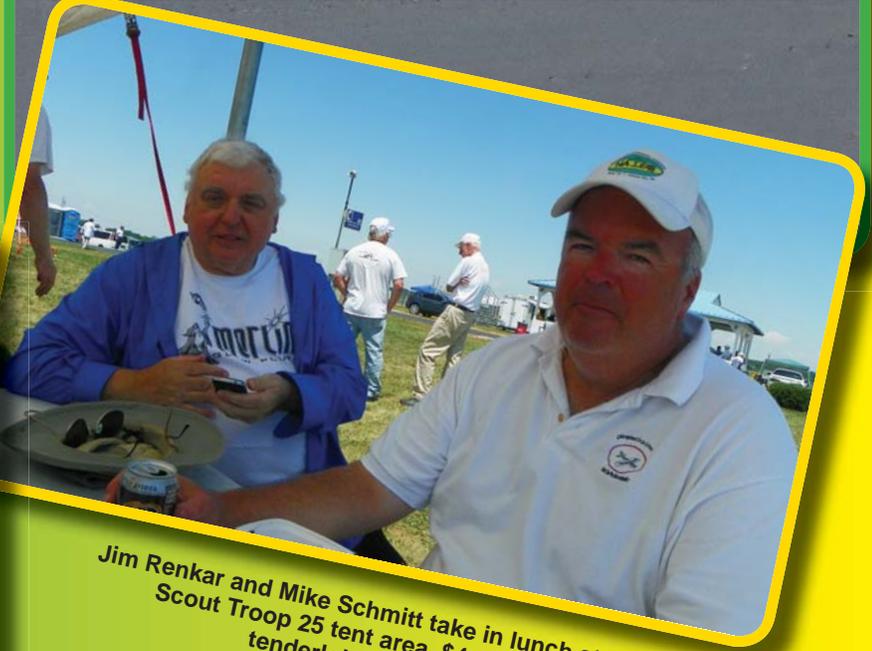
Frank McMillan lays his handle down in preparation for a flight in the Open Category.



Wesley Dick of Fort Wayne, Indiana, continues his quest for a Top Twenty spot on Friday.

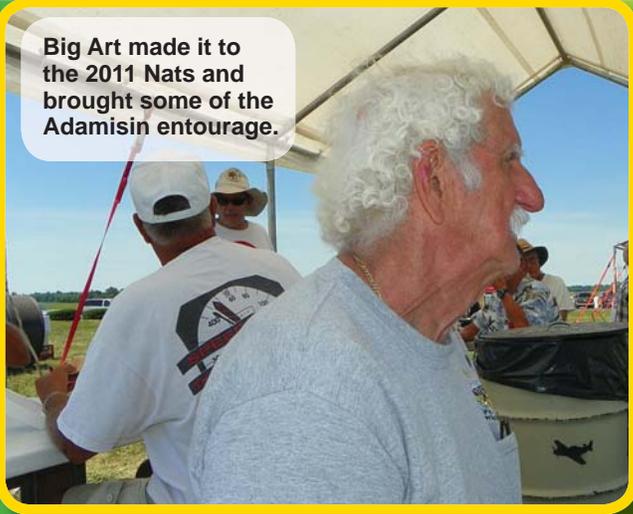


Bob "Sparky" Storick rolls out his lines and gets them clean for an early morning Open flight at the "L" pad.



Jim Renkar and Mike Schmitt take in lunch at the Boys Scout Troop 25 tent area. \$4 will get you big pork tenderloin, chips, and a large lemonade.

Big Art made it to the 2011 Nats and brought some of the Adamisin entourage.



CL Speed wraps up

Day four's events consisted of A Speed, B Speed, and NASS Sport Jet. Today started out partly sunny with some haze and temperature in the mid-seventies, by mid afternoon it was mostly overcast and very muggy.

In Junior/Senior A Speed, James VanSant was the winner with speed of 136.544 mph. A Speed Open was very tight, and Jerry Rocha has done it again. He won the event with only one flight at 187.937 mph. He actually won four events with only one flight. What a performance! Second place went to the NewMath Team of Joey Mathison and John Newton with a speed of 184.614. Third was Chris Montagino's flight of 183.398 with a brand-new model. Bill Hughes placed fourth at 177.174, and Glen VanSant was fifth at 176.987 mph.

Junior/Senior B Speed again won by James VanSant with a speed of 153.613 mph, using a minipipe Nelson 29. This is three wins and a second for James at this Nats!

Open B Speed was won Glen VanSant, a multiple winner of this event at 179.300 mph. Chris Montagino was

second at 169.535, third went to last year's winner, Glenn Lee with 162.492, and fourth was Bill Hughes at 156.82, mph. First through third all used piped Nelson 29s, and Bill Hughes used an OPS 29, also with a tuned pipe.

NASS Sport Jet had 10 entries this year and the competition was extremely close. Fifth place was Glenn Lee with 149.070, fourth went to Patrick Hemple at 149.280. Third place goes to New Zealand's Andrew Robinson, a frequent Nats attendee, who traveled 8,000 miles to be here. His best flight was 150.883.

Second was Dave Fischer who arrived mid-afternoon from another event and went 151.505. The winner and National Champion this year is Joey Mathison with a speed of 154.182 mph.

A special thanks to Carl Dodge for taking over the pull-test duties today. It takes a lot of help from our fliers to volunteer and make these events run smoothly and in a timely manner. Thanks again, Carl.

A very special thanks to Virginia Jones, wife of the late Al Jones, for her efforts in doing all of the CL Speed

tabulations for this entire week. Thanks again.

At the end of today's events, the CL Speed community, at the suggestion of Joey Mathison and a few others, decided to have a special race: a 100-lap Sport Jet race between two teams on the two CL Speed circles.

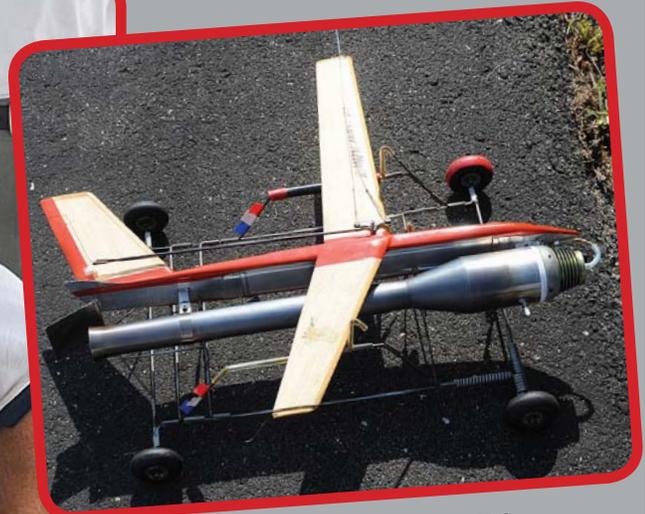
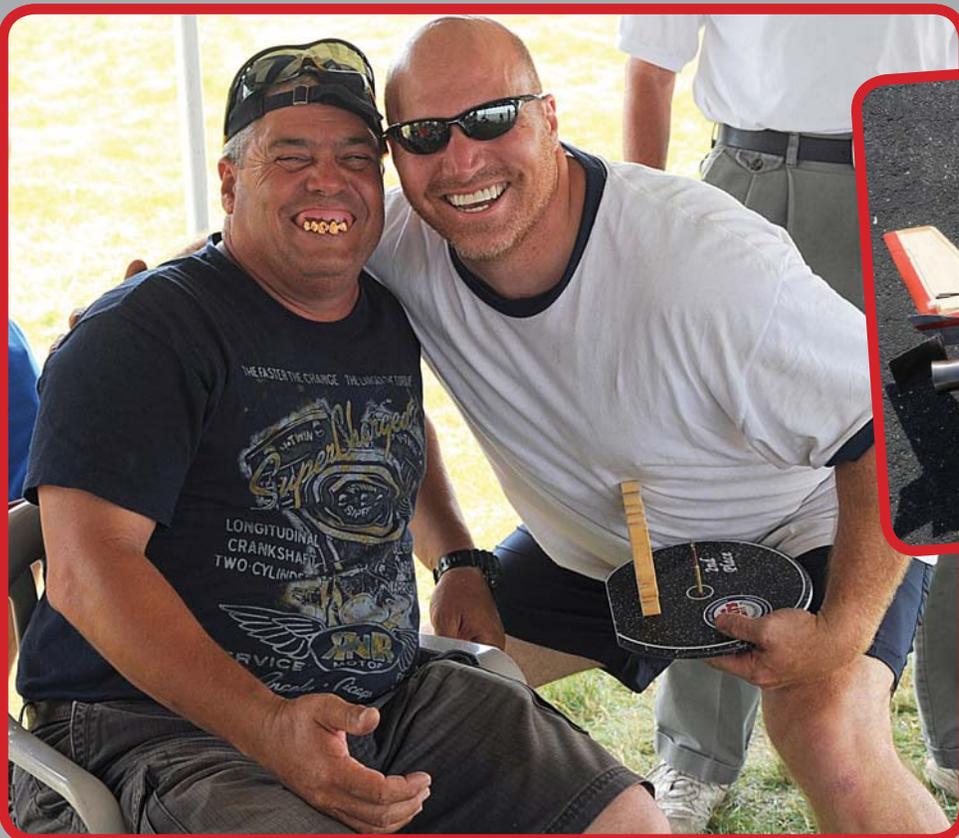
The North team had Dave Fischer as pilot, Jet Bill Capinjola and Brent Murgatroyd as fueler and starters. Alberto Caballero and his son were lap counters.

The South team was Andrew Robinson as pilot, Joey Mathison and Patrick Hemple as fueler and starters. Bill Hughes and Chris Montagino were lap counters.

With a bull horn start, each team fueled and started their Sport Jets and flew them until they ran out of fuel, landed, refueled and took off again. First team to record 100 laps would be declared the winner!

The North team got more laps per flight, but the South team had very fast pit stops and got to 100 laps while the North was refueling at 97l aps...great fun!→

—Warren Gregory



Photos by Warren Gregory.





Unofficial Scores

Please note that all scores are unofficial until tabulated by Nats staff.

A Speed

JAMES D VANSANT S 1 136.54 LANGHORNE PA

B Speed

JAMES D VANSANT S 1 153.613 LANGHORNE PA

Formula 40

JAMES D VANSANT S 1 145.572 LANGHORNE PA

21 Proto Speed

1 JERRY W ROCHA	138 NAPA	CA
2 ROBERT L WHITNEY	131.367 PALM BAY	FL
3 GLENN M LEE	129.911 BATAVIA	IL
4 BARRY L TIPPETT	108.14 ALLOUEZ	MI
999 C L DODGE	No Show RICHMOND HEIGHTS	OH
999 HOWARD W DOERING	No Show GARDEN GROVE	CA

1/2 A Combat

1 DONALD W CRANFILL	1-Apr
2 DON F MCKAY	2-Mar
3 ROBERT E SMITH	2-Mar
4 RYLAN RITCH	2-Feb
5 DON S SOPKA	2-Jan
6 RICHARD STUBBLEFIELD	0-2
6 HOWARD A WILLIAMS	0-2
998 ROBERT A BURCH	DNF

F2C Team Race

1 DAVID FISCHER	06:43.8
2 ALEKSANDR ELBERT	07:21.1
3 ROBERT L WHITNEY	07:36.9
4 DAVID A HULL	03:49.7
5 MELVIN L SCHUETTE	6 LPS
998 WILLIAM R LEE	DNF
998 LENARD P ASCHER	DNF
998 ALEKSEY A TOPUNOV	DNF
998 VADIN POLAK	DNF



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A Speed

	0
1 JERRY W ROCHA	1 187.937
2 JOEY MATHISON	2 184.61
3 CHRISTOPHER A MONTAGINO	3 183.398
4 WILLIAM HUGHES	4 177.174
5 GLEN J VANSANT	5 176.987
6 BARRY L TIPPETT	6 108.84
999 HOWARD W DOERING	999 No Show

B Speed

1 GLEN J VANSANT	179.3
2 CHRISTOPHER A MONTAGINO	169.535
4 WILLIAM HUGHES	156.868
999 GLENN M LEE	No Show
999 DAVID R MARK	No Show
999 HOWARD W DOERING	No Show
999 BARRY L TIPPETT	No Show
999 CHARLES J WHITLER	No Show
999 JOEY MATHISON	No Show

Formula 40

1 DAVID R MARK	160.987 FENTON
2 ALBERTO CABALLERO	158.275 CORAL SPRINGS
3 CHRISTOPHER A MONTAGINO	151.035 PARMA HEIGHTS
4 BARRY L TIPPETT	153.94 ALLOUEZ
5 GLENN M LEE	153.764 BATAVIA
6 GLEN J VANSANT	140.645 LANGHORNE
7 WILLIAM HUGHES	139.3 BARTLETT
999 HOWARD W DOERING	No Show GARDEN GROVE
999 DAVID FISCHER	No Show OAK GROVE

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RC Pylon

Q -40 Racing started yesterday and has gone very smoothly. We are all having a blast competing for the coveted

continue according to schedule and racers will leave nothing on the table in the final rounds. This afternoon the Pylon

community will have crowned its second 2011 National Champion.

Things have gone relatively smoothly; there have only been a few issues with the high-tech course equipment.

Later this

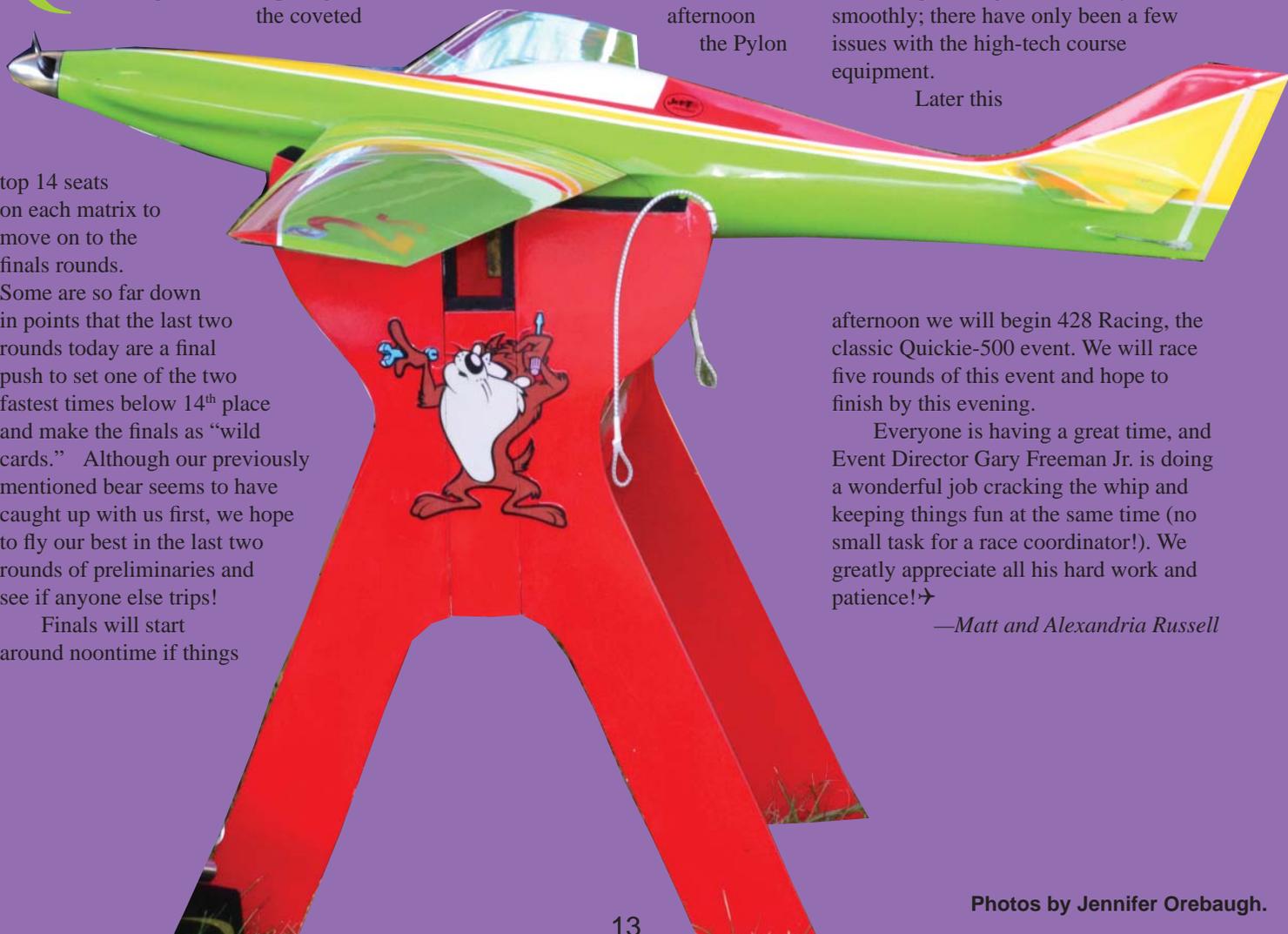
top 14 seats on each matrix to move on to the finals rounds. Some are so far down in points that the last two rounds today are a final push to set one of the two fastest times below 14th place and make the finals as "wild cards." Although our previously mentioned bear seems to have caught up with us first, we hope to fly our best in the last two rounds of preliminaries and see if anyone else trips!

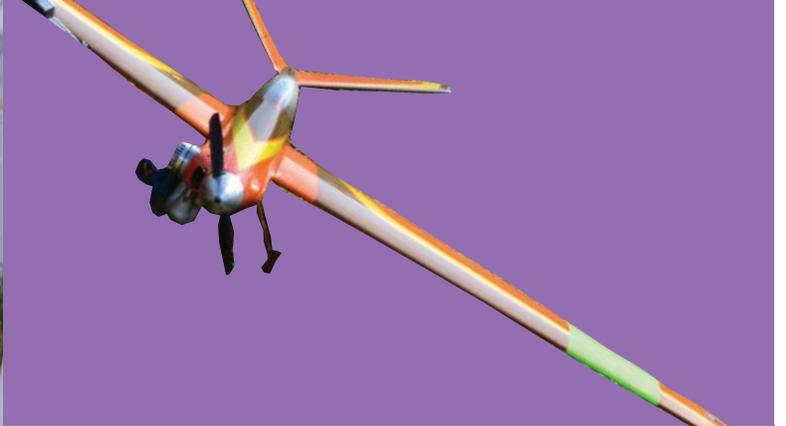
Finals will start around noontime if things

afternoon we will begin 428 Racing, the classic Quickie-500 event. We will race five rounds of this event and hope to finish by this evening.

Everyone is having a great time, and Event Director Gary Freeman Jr. is doing a wonderful job cracking the whip and keeping things fun at the same time (no small task for a race coordinator!). We greatly appreciate all his hard work and patience!➔

—Matt and Alexandria Russell



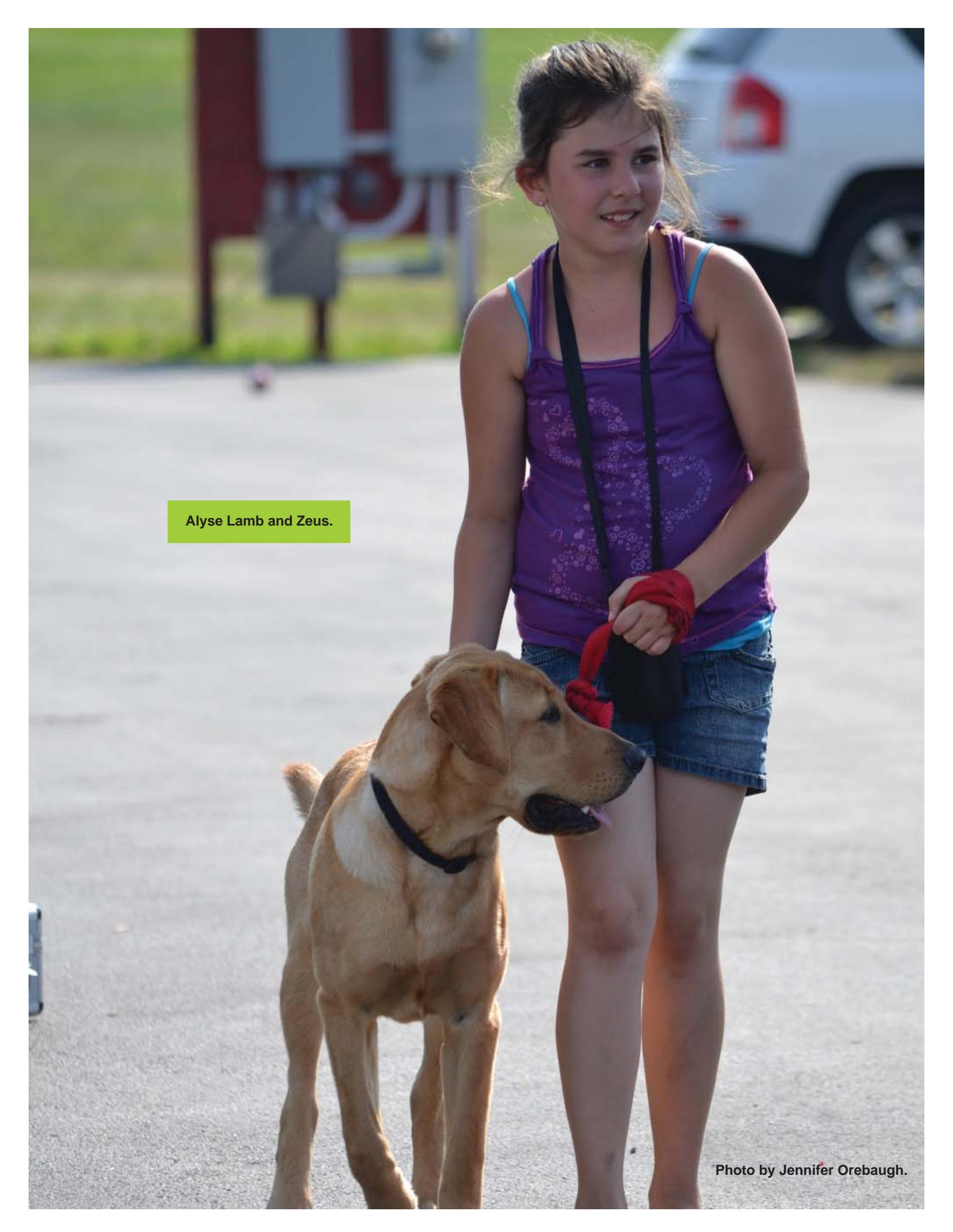


Photos by Jennifer Orebaugh.



Photos by Matt and Alexandria Russell and Jennifer Orebaugh.





Alyse Lamb and Zeus.

Photo by Jennifer Orebaugh.