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NATS NEWS

Daily coverage of the 2010 National Aeromodeling Championships



Scott Gilkey AKA Pit Boy for Brian and Eric. Grissom photo.

Academy of Model Aeronautics
2010 National Aeromodeling Championships

Nats

Muncie Indiana • Johnson City Tennessee

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A special thank-you to members of **AMA's Flight Support Team**. Our community partners recognize that AMA onsite events bring thousands of visitors during the flying season who spend dollars in our community. Their generous donations help AMA continue to host the many competition events held annually, and in turn, AMA promotes and encourages our members to look for and support members of the **Flight Support Team**.

RC COMBAT: DAY 2

The designer of the RC Combat section of yesterday's *NatsNews* apologizes for the "CL Combat" error. Editor FAIL!

Don Grissom photos.

After much worrying about the weather on Monday, the storms ended up moving out early in the morning, giving way to mostly cloudy skies to start the day. Since the ground was really wet in the morning, we thought that we would end up using the wet-weather streamer for SSC. After a few tests, as long as the dennecrepe paper streamers did not hit the ground, they were working just fine for SSC Combat.

We started the morning early with the first round starting around 8:30 a.m. Eric Gilkey started out strong with the high score of 540 in the first round. This ended up being the highest round all day for SSC or Open B.

The scoring was a little lower though once again Brain and Eric jumped out in front with consistent scoring during the day. Since the weather was so nice, we went ahead at the end of the fifth round and ran a sixth round of SSC to get ahead since we always seem to have some kind of weather issue.

After six rounds, we once again have Brain Gilkey in the lead with 2052 points. In second we have Eric Gilkey with 1820. Third and fourth places go to Bill Geipel and William Drumm III with 1500 and 1396. The scoring this year is a lot closer, making Tuesday a very important day.

After lunch we got started with Open B Combat. The humidity in the air and the speed of the aircraft made the use of dennecrepe paper impossible. We ended up running the wet-weather streamers which are a lot better than they were in the past since we make a cut thru the streamer.

Since Open B planes fly up to 90 mph, they can also cut this thicker streamer without much work. The

scoring in Open B ended up being some of the closest so far with Brian Gilkey taking the lead with 1712. A close second goes to Nick Windsor from Naples, Florida, with a score of 1632.

Bob Loescher made a big surprise with third place after five rounds with a score of 1568. William Drumm III is in fourth place with a score of 1500.

We will be getting started early on Tuesday with the final rounds of SSC and Open B. There will also be some testing later in the day of the 2548 Scale planes which will start flying on Wednesday and Thursday.

2548 Scale Combat is an Unofficial class that has become very popular around the country. The Scale planes must be from World War II and have the scale markings from a plane flown during that time. The engines can be up to .29 cu in and the wingspan has to be 48 inches. There are prop requirements as well as an RPM limit of 14500.

You will see a wide variety of planes including P-51 Mustangs, Zeros, and Ki-43 Oscars. You will notice that these planes do not fly like other combat planes that we fly here at the Nationals. The scale planes tend to not turn as fast making for more pursuit combat.

We will also be started another Unofficial class called Limited B. This class uses some of the same planes as Open B but with rules and restrictions like SSC. There is a prop requirement as well as a 1450 RPM limit. The engine also has to have a stock muffler instead of the Moose cans that are used in Open B.

These planes fly faster than SSC but are a lot slower than Open B making them more survivable in the case of a crash. If you get a chance, come on by and check this out. It is one of those great spectator sport where you can see someone else crash their plane.

—Don Grissom

William told Keith to make sure that the streamer does not hit the ground.

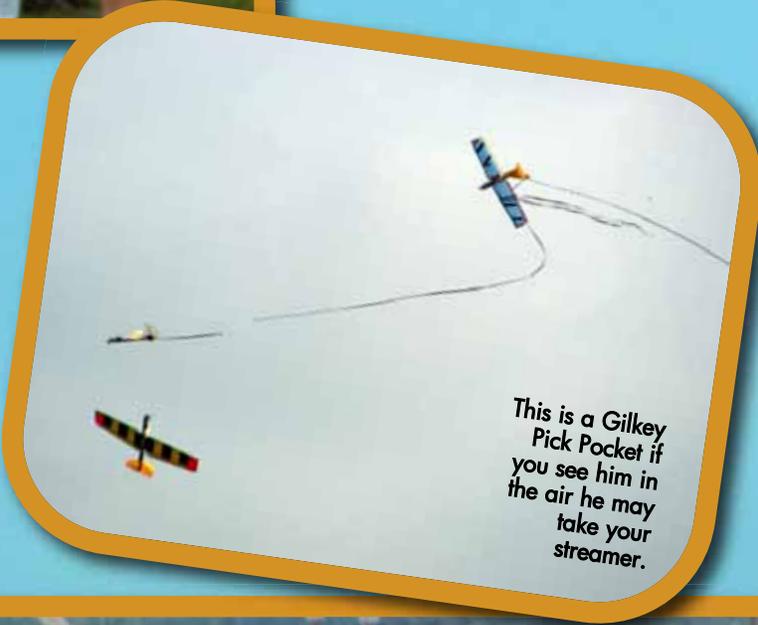




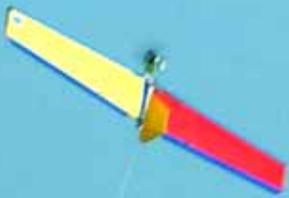
Nick Windsor.



Bob Loescher the RC Combat Contest Director giving out the rules before we get started.



This is a Gilkey Pick Pocket if you see him in the air he may take your streamer.



May they Rest in Peace.

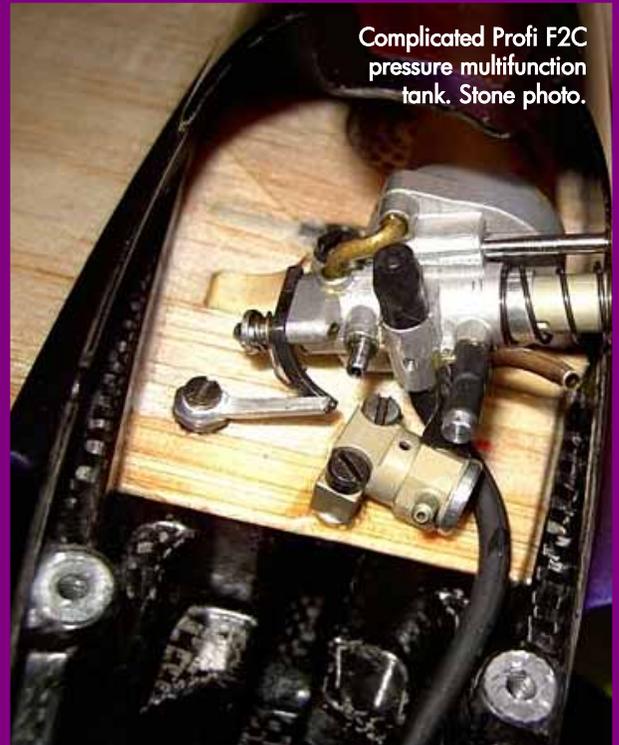




CL RACING: PREVIEW



3 up F2C Team racing. Stone photo.



Complicated Profi F2C pressure multifunction tank. Stone photo.

Control Line Racing continues its decline in popularity in numbers. There is however the small, hard-core and talented bunch of devotees who refuses to give it up! After all, there are some people that have their whole recreational life invested in CL Racing. There have been enough last-minute entries this year to ensure some good races this year.

Once again the Racing format has changed to make the most of the remaining popular events. This year the Racing has been trimmed down to four days and four official AMA events along with four unofficial events. Two of the formerly popular entry-level events, Fox Race and Mouse Racing, have been dropped from this year's schedule.

2010 is in the two-year cycle that the World CL Championships are held. As a result of this, expect few F2C entries; the top 3 US teams will be preparing to race in Gyula, Hungary in a few weeks.

This event continues to get faster, more expensive, and more

physically demanding every year. The diesels used in this event have become every bit as fast as the top glow engines. Most equipment is purchased from the former Soviet Union and a single plane/engine combo can run well over \$3,000.00 USD. Only a few experts, notably Dick Lambert, make their own equipment.

The final 200-lap races are a real spectator's favorite and the most difficult task in all of CL racing.

Look for some close competition in Texas Quickie Rat, which usually draws the most entries. This is the third year for the new .25-size motors in Slow Rat.

Many teams have begun to work out their equipment to a high level. Clown Racing has become an extremely quick and competitive event. The converted car motors that they use seem to make more power every year. The 15-minute final race makes Clown racing the longest race currently run.

—Tim Stone



Clown racer by Ron Duly. Stone photo.



Slow Rat with .25 glow engine. Stone photo.

CL RACING: DAY ONE

Dave MacDonald and Ashley Wilk.
Stone photo.



F2CN Winners. Stone photo.



F2C Winners. Stone photo.



CL RACING REPORT: MONDAY, JUNE 12

F2C TEAM RACE

The 2010 Nationals kicked off today with the “Formula One” event of CL Racing: F2C Team Racing. The entries this year are way off due to the World Championships being held in Hungary in a few weeks.

Three of the USA’s top teams will be there: Dick Lambert and Tom Fluker; Steve Wilk and Dave Fisher; and Walt Perkins and J.E. Albritton. Let’s wish them good luck. This year saw four teams enter this tough event. Preliminary races were all run two-up due to lack of manpower, and two rounds were flown.

The level of competition was pretty tame, and after two rounds of preliminary races there was so much broken or unfixable equipment that a final was not flown.

Number one was Alex Tupenov/Alex Elbert with a 3:47, followed by Canadians Vadim Poliak and Gustavo Urtebeau with a 4:03, and Melvin Schuette/Dave Rolley with a 4:09.

F2CN PROFILE TEAM RACE

The attempt to start competitors in F2C resulted in the creation of F2CN Profile Team Race. The planes are of much simpler design than F2C, and the motors’ and tanks’ setup are far cheaper and simpler.

Unfortunately, the interest in this event has been quite low. This year there was a respectable five entries. Two rounds of preliminaries were flown.

Bill Lee/Dave MacDonald posted the fast prelim time with a 4:38.25 followed by Les Akre and New Zealander Andrew Robinson with 4:38.25, followed by Francisco Rodriguez and Ricardo Arencibia with a 4:49.62.

A three-up, 200-lap final was planned but Lee/MacDonald had to scratch due to mechanical issues.

Canadian Les Akre with Andrew Robinson edged out Francisco Rodriguez/Ricardo Arencibia 9:19 to 9:25 in the clean final.

—Tim Stone

Dave Rolley and his F2CN.
Stone photo.



CL AEROBATICS: DAY 2

Allen Brickhaus photos.

More modelers showed as we waited for the Control Line and Radio Control Scale events to culminate on Sunday, July 11. We managed to get on the circles on Saturday afternoon around 4 p.m. when the Sunday Scale events finalized much earlier in the afternoon.

Many were able to fly starting at 2:30 p.m. More practice ensued as the majority of the Stunt clan found their way to the AMA Site in Muncie.

Pilot meetings for Beginner and Intermediate Stunt opened at 8 a.m. on Monday morning, July 12. Bob Brookins and his crew hosted the Intermediate event while Event Director Allen Brickhaus and his workers ran the Beginners portion. The Beginner's Event hosted four Junior/Senior pilots and six Open competitors. The classes had fliers from as far west as the state of Washington, as far east as western

Dale Josephson and Steve Smith assisted each and every flier on every flight by giving them positive critiques, to help them for the second round and the rest of the summer competition.



Shown is the bevy of prizes donated by many unselfish individuals around the nations. Allen thanks the gifts given by so many.



Jeffery Traxler, and sixth-William Allen. Allen wants to thank these helpers in the Beginner event: Pull-Test Person-Roland Trevino; Pit-Boss Byron Barker; Tabulators Ruth Schroeder and Jane Barker; Critique Personnel Steve Smith and Dale Josephson; and our four Judges Wes Eakin, Eric Taylor, John Leidle, and Mark Overmier.

Beginner help came from these following clubs: New Albany Indiana Skyliners, Peoria, Illinois Wyreflyers, Chicago Circle Cutters, and the Paducah Kentucky Aero Modelers. Kits, engines, building plans, CL handles and DVDs were donated by many unselfish modelers.

Past and current pilots have taken the time to send many letters and cards of thanks to those who have supported the event. Allen is thankful for their assistance. I plan to cover the Intermediate event in tomorrow's NatsNews.

Pennsylvania, south to Abilene, Texas, and north to Toledo, Ohio.

The four Junior/Senior winners were in order: first-Zackary Stein, second-Steven

Johns, third-Fred Morrow, and fourth-Ben Mills. The six Open winners were: first-Michael Stinson, second-Rex Abbott, third-Robert Schroeder, fourth-Harry Crespo, fifth-

—Allen Brickhaus



This Eagle's Nest Award was gifted by the Bob Howard family of Texas. Harry West of West Paducah, Kentucky, built the perpetual traveling trophy. Michael Stinson will keep this in the Louisville, Kentucky, area until next year.

The top six Open Beginner winners were left to right: Harry Crespo-fourth; Rex Abbott-second; Michael Stinson-first; Jeffery Traxler-fifth; Robert Schroeder-third; and Bill Allen-sixth.



The Junior/Senior Beginner winners were left to right: Fred Morrow-third; Steven Johns-second; Zackary Stein-first; and Ben Mills-fourth.

This very exact copy of the Eagle's Nest Award is dedicated to the Junior/Senior pilots. Zackary Stein will take this one home for a year. Harry West built this one also.





Ken Armish and Alan Buck finally settle on the grass area of the Beginner and Intermediate event the day before their Intermediate competition.

Ruth Schroeder and Jane Barker took on the tabulation duties and accomplished the goals very well during the event.



Our four Beginner judges were left to right: Eric Taylor, John Leidle, Mark Overmier, and Wes Eakin.

Michael Stinson, 2010 Open Beginner Champ, is guided by Byron Barker (Pit-Boss) in getting ready for Michael's next flight.



SCORES AND STANDINGS Please note: Scores are unofficial until tabulation is confirmed.

Corrected Scores from RC Scale

RC Fun Scale/Open			
1	ZACH D SPYCHALLA	100.75	WATERTOWN WI
2	PETER G GOLDSMITH	100	MONTICELLO IL
3	CHRISTOPHER J HASS	99.5	ROCHESTER HILLS MI
4	DANNY J CRAIG	99.5	ROCHESTER MI
5	JASON A DANHAKL	99.38	MAHOMET IL
6	DENNIS D CROOKS	99.13	ROCKVILLE IN
8	DAVID PINEGAR	99.13	RIDGELAND SC
9	MICHAEL A BARBEE	97.63	DELAWARE OH
9	LEO T SPYCHALLA	97.88	WATERTOWN WI
10	ROBERT J ARVIN	99.13	PALMYRA IN
11	EARL E DEVER	96.13	NEW ALBANY IN
12	CHRISTOPHER M SYDOR	96	CHAMPAIGN IL
13	STEVEN T ORT	95.25	SEYMOUR IN
14	MICHAEL C WARTMAN	95	JOHNSON CITY TN
15	LARRY FOLK	94.5	PICKERINGTON OH
16	JOSEPH M HASS	92.88	ROCHESTER HILLS MI
17	SCOTT P MILLER	92.88	BROCKPORT NY
18	JEFFREY K PIKE	92.75	BATON ROUGE LA
19	RONALD L HEMPHILL	92.25	BUTLER PA
20	M T POOLE	89.38	WEIRTON WV
21	DUWAYNE A LINDSEY	88.13	W TERRE HAUTE IN
22	WAYNE W SIEWERT	87.13	MINNEAPOLIS MN
23	CHARLES GRAY	85.13	TERRE HAUTE IN
24	JAMES P WIGGIN	81.75	MAHOMET IL
25	CHARLES R SNYDER	71.88	CINCINNATI OH
26	DALE ARVIN	61.63	JEFFERSONVILLE IN

RC Expert Sport Scale			
1	DAVID PINEGAR	192.25	RIDGELAND SC
2	MICHAEL A BARBEE	188.625	DELAWARE OH
3	ROBERT BUSH	188.125	DAYTON OH
4	LARRY FOLK	186.25	PICKERINGTON OH
5	OLEN F RUTHERFORD	182.875	PARIS AR
6	FRANK A ALVAREZ	181.625	EAST GREENBUSH NY
7	ALBERT KRETZ	180.75	TONEY AL
8	JEFFREY K PIKE	134.75	BATON ROUGE LA

RC Team Scale			
1 O	DAVID D JOHNSON	185.5	CHAMPAIGN IL
2 O	BART D SEMERARO	184.625	MAHOMET IL
3 O	DALE ARVIN	184.25	JEFFERSONVILLE IN
4 O	DAVID PINEGAR	183.125	RIDGELAND SC
5 S	CHRISTOPHER J HASS	175.375	ROCHESTER HILLS MI

RC Sportsman Scale			
1	JOHN P BOYKO	189.5	FRANKLIN OH
2	MICHAEL C WARTMAN	176.625	JOHNSON CITY TN
3	STEVEN R EAGLE	175.625	WABASH IN
4	DAVE A ASMAN	174.625	STERLING HEIGHTS MI
5	CHARLES R SNYDER	118.75	CINCINNATI OH

1/2 A Profile Proto			
1 S	ASHLEY M WILK	88.24	CRYSTAL MN
2 S	JAMES D VANSANT	85.79	LANGHORNE PA
3 J	IVAN VALISHEV	53.7	AURORA IL

1/2 A Speed Jr-Sr			
1	JAMES D VANSANT	105	LANGHORNE PA
2	ASHLEY M WILK	82.69	CRYSTAL MN

1/2 A Profile Proto	
1	CHRISTOPHER A MONTAGINO 94.1
2	CHARLES E LEGG 91.8
3	ROBERT L WHITNEY 89.29
4	WILLIAM HUGHES 88.22
5	GLENN M LEE 86.18
6	GLEN J VANSANT 85.37
7	C L DODGE 83.62
8	J H RHOADES 81.52
9	CHARLES J WHITLER 67.2
10	BRENDAN ROBINSON 60.97

1/2 A Speed			
1	C L DODGE	134.31	RICHMOND HEIGHTS OH
2	CHRISTOPHER A MONTAGINO	133.78	PARMA HEIGHTS OH
3	CHARLES E LEGG	124.83	COUNCIL BLUFFS IA

RC PYLON DECISIONS, DECISIONS

The 2010 Radio Control Pylon

Nationals are cranked up and going full speed. Midwestern weather is offering the typical menu of mixed conditions with a full helping of hot and humid like gravy poured on over a perfectly baked Nelson 40. How do you like your eggs?

Yesterday, and the Sunday before, pilots arrived in droves to stake tents (they help beat the heat) and post some shakedown flights. This Muncie air is heavy, and the needles have to be tweaked. Pilots need to check their recipe book as well. Lap times here are sometimes as much as 10 seconds slower than in dry climates like Arizona.

Today (Tuesday) is the first official day of competition. The aircraft get their final inspections, and the workers show up bright and early for orientation and practice. Gary Freeman organizes the jobs and workers. He had them duty-assigned and posted quickly.

Pilots at the Nats get first-class service, ya know.

Quickie 500 will be flown today. In the off hours many pilots will be unofficially competing with models designed to fulfill a new electric RC Pylon class entering the circuit. Here at the show is Scott A. McAfee who worked closely with Horizon Hobby and E-flite



Gary Freeman leads the Pylon helpers' meeting.



to develop the LR-1A Pogo with an ARF just released. The official rules for this up-and-coming class are available on the NMPRA Web site. Other models for this class are soon to be released including one from Hobbico.

Besides the official events, we'll be talking more about the electric side as I'm sure you guys have lots of questions. All the greats of Pylon are here to watch, listen and play with.

—Michael Ramsey



Above: Jim Allen and his helper announce the contest.



Above: Fuel station workers at the ready.

Below: Pylon pilot's check-in workers.



If you haven't checked out EF1, don't miss the boat.





Below: David Doyle makes some careful adjustments.



Above: Temperamental racers get a timeout in the playpen courtesy of the Seaholm and Causey families.

