

RC PYLON  
CL STUNT  
CL COMBAT  
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RC COMBAT



NATSnews  
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JULY  
15

Some Gnat Combat pilots  
throw the Gnat planes as if  
they were throwing a Frisbee.  
Don Grissom photo.



# RC COMBAT

Well, day two is in the books, and after having such a bad weather day on Monday, it was really nice most of the day until the wind started to become an issue. We started the morning with SSC and finished the final five rounds of the event. We still had all of the pilots flying, and even though it was not raining, the ground and air had a lot of moisture, which meant that we would once again be using the forestry tape for streamers.

We had 14 pilots for SSC, which required that we run two heats of seven pilots per heat. I think many pilots, me included, were having issues in the morning being able to see the forestry tape. Often

you would be chasing an airplane that already lost its streamer. After 10 rounds we ended up with Eric Gilkey in fifth place with a score of 3,060. In fourth place was David Ebers Sr. with 3,124 and then Andy Runte in third with 3,320. In second place, Dane McGee scored 3,432 and again in first was William Drumm III with 3,980.

After we completed SSC, we moved straight into Open B. Monday we had completed six rounds and only needed four more rounds to complete the event. Because the weather was looking better, it was decided that we would go to our normal streamer material, which is much easier to see.

We had 10 pilots, although with the faster speed there is a lot more damage, so many did not make it to the end. Finishing in fourth place was Dane McGee with 1,976 and in third place we had William Drumm III with 2,432. In second was David Smithgall with 2,452 and the winner of Open B was Eric Gilkey with 4,200.

We were unable to get Gnat Combat started on Monday because of the weather, so we decided that we would try to get as many rounds in as we could. By the time we got started, we already saw problems with how much wind we were having. Gnat planes are slower than the other planes we fly in combat, which made it almost impossible to

fly in the gusty winds.

We ended up completing four rounds before the event was called. In third place was Bill Geipel with 660 and in second we had Andy Runte with 680. Eric Gilkey placed first with 1,376.

We still have two more days of Combat this week. We will start Wednesday with Scale 2948, which is always fun to watch since it is the only Scale class that we fly at the Nats. Later in the day we will fly Limited B, which is a lot like SSC although these models have bigger engines, which makes them easier to fly on a windy day. It should be a great day since the weather will be cooler with no rain and very little wind.

—Don Grissom

Photos by the author.

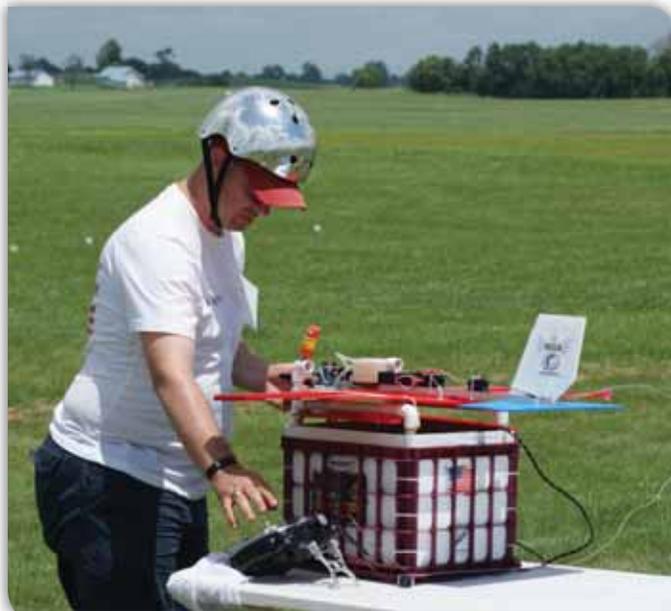
2015 RC Combat pilots.



Now who got whose streamer?



Gnat Combat planes are simple to build and fun to fly.



# RC COMBAT SCORES

## 2015 NATS - Open B Scores

# Rounds Flown: 10

|    | Name            | Total | Avg.  | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9    | 10  |
|----|-----------------|-------|-------|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|
| 1  | Eric Gilkey     | 4200  | 420   | 440 | 140 | 480 | 440 | 360 | 360 | 240 | 540 | 660  | 540 |
| 2  | David Smithgall | 2452  | 245.2 | 240 | 144 | 120 | 100 | 240 | 340 | 348 | 220 | 560  | 140 |
| 3  | William Drumm   | 2432  | 243.2 | 540 | 120 | 120 | 140 | 140 | 332 | 440 | 340 | 260  | 0   |
| 4  | Dane McGee      | 1976  | 197.6 | 140 | 240 | 220 | 220 | 0   | 0   | 0   | 540 | 276  | 340 |
| 5  | Court Jarrett   | 1864  | 186.4 | 340 | 160 | 240 | 240 | 120 | 40  | 288 | 156 | 140  | 140 |
| 6  | Tim Gillow      | 1804  | 180.4 | 240 | 120 | 240 | 456 | 320 | 148 | 40  | 100 | 140  | 0   |
| 7  | David Ebers Sr. | 1780  | 178   | 120 | 40  | 284 | 140 | 356 | 100 | 240 | 120 | 340  | 40  |
| 8  | Bob Loescher    | 1244  | 124.4 | 140 | 240 | 240 | 360 | 164 | 240 | 120 | 140 | -400 | 0   |
| 9  | Tom Neff        | 1212  | 121.2 | 340 | 40  | 0   | 20  | 320 | 120 | 140 | 100 | 132  | 0   |
| 10 | Don Grissom     | 912   | 91.2  | 184 | 260 | 240 | 148 | 40  | 0   | 40  | 0   | 0    | 0   |

## 2015 NATS - SSC Scores

# Rounds Flown: 10

|    | Name            | Total | Avg.  | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  |
|----|-----------------|-------|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 1  | William Drumm   | 3980  | 398   | 540 | 340 | 440 | 440 | 240 | 440 | 300 | 260 | 440 | 540 |
| 2  | Dane McGee      | 3432  | 343.2 | 340 | 240 | 240 | 240 | 320 | 220 | 292 | 460 | 560 | 520 |
| 3  | Andy Runte      | 3320  | 332   | 440 | 140 | 440 | 340 | 140 | 640 | 160 | 240 | 140 | 640 |
| 4  | David Ebers Sr. | 3124  | 312.4 | 540 | 540 | 540 | 40  | 260 | 340 | 40  | 240 | 340 | 244 |
| 5  | Eric Gilkey     | 3060  | 306   | 140 | 536 | 360 | 40  | 120 | 572 | 340 | 260 | 548 | 144 |
| 6  | Tim Gillow      | 2884  | 288.4 | 200 | 240 | 124 | 472 | 240 | 140 | 640 | 280 | 248 | 300 |
| 7  | David Smithgall | 2804  | 280.4 | 640 | 400 | 120 | 40  | 120 | 344 | 220 | 340 | 140 | 440 |
| 8  | Bill Geipel     | 2788  | 278.8 | 544 | 444 | 140 | 240 | 240 | 440 | 240 | 140 | 240 | 120 |
| 9  | Don Grissom     | 2356  | 235.6 | 44  | 176 | 340 | 540 | 520 | 64  | 172 | 240 | 260 | 0   |
| 10 | Mark Meyrose    | 2312  | 231.2 | 340 | 340 | 340 | 444 | 40  | 140 | 248 | 40  | 40  | 340 |
| 11 | Michael LaPacz  | 1680  | 168   | 160 | 140 | 172 | 60  | 140 | 140 | 240 | 260 | 248 | 120 |
| 12 | Court Jarrett   | 1648  | 164.8 | 140 | 140 | 360 | 244 | 20  | 240 | 4   | 100 | 160 | 240 |
| 13 | Brian Delahunty | 1472  | 147.2 | 260 | 244 | 140 | 284 | 0   | 340 | 120 | 4   | 40  | 40  |
| 14 | Bob Loescher    | 572   | 57.2  | 40  | 120 | 0   | 0   | 120 | 36  | 116 | 20  | 0   | 120 |

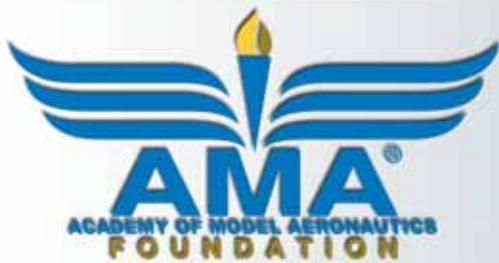
## 2015 NATS - GNAT Scores

# Rounds Flown: 4

|   | Name            | Total | Avg. | 1   | 2   | 3    | 4   |
|---|-----------------|-------|------|-----|-----|------|-----|
| 1 | Eric Gilkey     | 1376  | 344  | 228 | 348 | 240  | 560 |
| 2 | Andy Runte      | 680   | 170  | 40  | 160 | 240  | 240 |
| 3 | Bill Geipel     | 660   | 165  | 240 | 140 | 140  | 140 |
| 4 | Tim Gillow      | 644   | 161  | 120 | 160 | 244  | 120 |
| 5 | Dane McGee      | 620   | 155  | 260 | 40  | 320  | 0   |
| 6 | David Smithgall | 584   | 146  | 0   | 160 | 348  | 76  |
| 7 | Michael LaPacz  | 324   | 81   | 120 | 120 | 20   | 64  |
| 8 | William Drumm   | 308   | 77   | 208 | 80  | 0    | 20  |
| 9 | Bob Loescher    | -156  | -39  | 124 | 120 | -400 | 0   |

# AMA Foundation Collection Sale

A sale will be held at Site 1 on Thursday, July 16, 10 a.m.-2 p.m. The collection, donated by David "Leroy" Leemhuis of Illinois, includes two Control Line airplanes, kits, engines, and assorted parts and tools. Proceeds will be credited to the AMA Foundation Education Fund to assist with continued educational outreach and programming.



The AMA Foundation was established in 2013 to inspire the financial support of aeromodeling—a hobby, sport, and scientific pursuit—as a legitimate and necessary component of the full aviation continuum, contributing significantly to the betterment of American society through a Congressionally recognized, community-based organization.



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Racing, and CL  
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# CONTROL LINE COMBAT

Round four picked up mid-round after Monday's rain delay. There was no rain today, but the wind started to pick up early and by late morning, it was easily gusting to 15 mph or more.

Most of the action took place downwind with the planes hitting well over 100 mph. Only a few people had problems with the common centrifugal shutoffs stopping the plane if it got caught going upwind or on the launch. The rules require that a plane be serviced and launched where it lands. That can cause big problems when the plane can't quickly accelerate into the wind.

The wind made for some really fantastic matches later on, when it was blowing even harder. The pilots seemed to be really wired with a lot of matches, tight maneuvering downwind, and surprisingly few major midair collisions. The crowd really got its money's worth.

At the end, Chuck Rudner bested Dave Fisher with a convincing win in the

final match. They did some fabulous maneuvering in the wind for a solid two or more minutes. Chuck went down early with a shutoff problem, then more flying. Chuck took the string, and Dave got a big cut.

They had a midair in the melee and Dave took some minor damage. He thought that he needed to put it down because of the wing, so he did right near his pit crew. The pit crew was expecting him to keep it up until late in the match when they could pit and put up a good plane for a try for a second cut in the last minute. This little mix-up on the time remaining lost him enough time for Chuck to get the win.

This was the first time Chuck Rudner has ever won first in a Combat event at the Nats. He, his wife, Muffy, his son, Mark, and all of his friends were thrilled. Dave Fisher and his pit crew were delighted with the good flying and a hard-fought battle to second place.

Third place went to Bob

Mears. Andrey Nadein and Alex Prokoviev tied for fourth and Andy Mears, Mark Rudner, and Howard Williams tied for sixth place with the trophy going to whomever they agreed upon.

An earlier match between Alex Prokoviev and Chuck Rudner had some extremely good flying. They got into a brief line tangle, which made Chuck's plane shut off. He dove toward the ground and when he was almost on the ground Alex tried to take a cut on the streamer a hand span above the ground and plowed in, nearly hitting the other plane.

Howard Williams had shutoff trouble, too, but his shutoff helped get him to sixth. In the last match he won he got a cut and Radic Magnianov got the string. Howard's engine went lean and he could barely keep it in the air. Finally a wind gust caught it and the engine coughed as the shutoff started to trip. That seemed to clear the problem and his plane took off faster than

ever and he was able to get a second cut to win.

Just when you think you've seen everything, something new happens. Everybody bad-mouths shutoffs, but they do help prevent flyaways—most of the time. Bob Mears had the only flyaway in F2D. He got into a line tangle and the lines twisted off at the handle. The shock damaged the shutoff system (a type built into the wing with a secondary arm in the leadouts to activate the shutoff), jamming the arm into a wing rib, which kept it open.

This is a strange failure for a usually reliable system. Quick thinking by the pit crew and several bystanders helped Jeff Johnson walk nearly straight to the plane, downed in a cornfield. It came out complete with corn.

In all, this was one of the best F2D events at the Nats. The officials, mostly the same crew as for the Team Trials, did an outstanding job.

—Phil Cartier

Photos by the author.



In round four, Bob Mears snagged a chunk of black streamer off of Alex Prokoviev's plane. Bob kept the lead and won the match.



Dave Fisher (L) and Steve Wilks (R) return Bob Mears' plane to Arlene Pyles after its disastrous adventure in the cornfield. Just one more damaged plane for the hangar.



Chuck Rudner and Alex Prokofiev gave the crowd a real show. The winds really made the planes move fast with no cuts in this pass.



Mark Rudner retrieves a streamer from his dad's plane in a match against Alex Prokofiev. Chuck had several shutoff misfires in the wind. Fortunately, this one didn't hurt.



Bob Mears launches his brother's plane and Howard Williams launches Rylan Ritch's early in round four. This proved to be Rylan's last match, but he had enough wins for the Best Junior award.



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<https://www.flickr.com/photos/modelaircraft/albums>

Welcome back to Pylon Racing. In spite of the less-than-ideal weather, we managed to finish qualifying matrices A and B, with Roy Andrassy as top qualifier in A, and the never-aging Dennis O'Brien topping B. Twenty-six pilots entered the finals with a clean slate and five rounds full of fun and gale-size winds.

If I were to put a name to be "gone with the wind" as few competitors found out. Coming out of Pylon 3 a bit too low was simply deadly. The wind took over a few those Hershey-bar Quickie wings and slammed them against terra firma in scary manner, especially for some pilots like Mark Blanchard who stands toward Pylon 3 and was showered with flying debris.

Contest director Mike Condon stopped the flying several times because of spot showers or simply too much wind. Thank goodness for Danny Kane's knowledge of an excellent forecast source, which guaranteed him every time of resuming with perfect weather "after 20-minute

breaks." Thanks, Danny, for the encouraging, not-so-true forecast.

When the dust settled, only one man stood with an almost-perfect score. Congratulations to Marcus Blanchard for his second Nats win and fast-time award. This time was even sweeter as he shared the victory with his son, Bryan, who partnered as his caller.

We had several flyoffs covering second through 12<sup>th</sup> places. Ironically, most were decided by many cutting in the lead. Congratulations to the rest of the top 12, Dennis O'Brien, Randy Ritch, Duane Hulen, Lonnie Finch, Tom Scott, Mike Helsel, Chuck Andraka, Danny Kane, Joe Hodgkin, Brian Neff, and Matt Fehling.

Tomorrow Pylon continues with its premier event, AMA 422, Quarter 40.

A special thanks to Randy Ritch for providing the fuel for the Pylon Nats.

Please visit the AMA Flickr website to see the rest of the photos not printed in the *NatsNews*: [www.flickr.com/photos/modelaircraft/albums](http://www.flickr.com/photos/modelaircraft/albums).

—Santiago Panzardi

## Pylon NATS 426

| After 5 Rounds |                  |            |        |
|----------------|------------------|------------|--------|
| 426 Finals     | Name             | Low Time   | Points |
| 1              | MARCUS BLANCHARD | 1:08.64    | 19     |
| 2              | DENNIS OBRIEN    | 1:07.81    | F4 17  |
| 3              | RANDY RITCH      | 1:08.26    | F3 17  |
| 4              | DUANE HULEN      | 1:07.87    | F4 16  |
| 5              | LONNIE FINCH     | 1:06.97    | F3 16  |
| 6              | TOM SCOTT        | 1:05.76    | F0 16  |
| 7              | MIKE HELSEL      | ** 1:05.02 | F4 15  |
| 8              | CHUCK ANDRAKA    | 1:10.16    | F3 15  |
| 9              | DAN KANE         | 1:09.36    | 14     |
| 10             | JOE HODGIN       | 1:08.11    | F4 13  |
| 11             | BRIAN NEFF       | 1:06.79    | F3 13  |
| 12             | MATTHEW FEHLING  | 1:06.05    | F2 13  |
| 13             | KURT BOZARTH     | 1:11.54    | F0 13  |
| 14             | MIKE EDEN        | 1:13.09    | 12     |
| 15             | TERRY FRAZER     | 1:06.54    | 11     |
| 16             | JIM KATZ         | 1:08.93    | 11     |
| 17             | RONALD GAGE      | 1:10.42    | 10     |
| 18             | ANTHONY HEMKEN   | 1:06.87    | 9      |
| 19             | MIKE LANGLOIS    | 1:11.37    | 9      |
| 20             | TRAVIS FLYNN     | 1:06.32    | 8      |
| 21             | MOE VEREECKE     | 1:09.66    | 8      |
| 22             | CRAIG KORSEN     | 1:07.83    | 7      |
| 23             | ED JUMP          | 1:09.14    | 7      |
| 24             | ROY ANDRASSY     | 1:10.50    | 3      |
| 25             | LLOYD BURNHAM    | C 1:14.24  | 3      |
| 26             | BRYAN BLANCHARD  | 0:00.00    | 0      |
| 27             | DUB JETT         | 0:00.00    | 0      |
| 28             | JIM ALLEN        | 0:00.00    | 0      |

Photos by the author.



Lonnie Finch nails the start.



Dan Kane on the edge.



Super Sport Quickie Fast Time and Nats Champion Marcus Blanchard with his son and caller Bryan.



The Super Sport Quickie winners.





Pylon keeps running as the clouds roll in.



Starter Pete Bergstrom tracks below the clouds.



Mike Helsel cruises around Pylon 2 and 3.



Matt Fehling (R) in lead position.



Tim Yousey and Matt Fehling.





Mike Mazi calls for Craig Korsen.



Mike Helsel and Dub Jett.



Lonni Finch and Duane Hulen.



Marcus and Bryan Blanchard watch the countdown clock.



Mike Spencer gets a perfect start for Mike Eden.

# CONTROL LINE RACING

The weather forecast for Tuesday was for sunny skies until around noon with a chance of rain for the rest of day. Well the weather man got it almost right. We had sunny skies during the morning, with a little breeze, but not enough to affect the Class I Mouse contestants. Around noon, the front came in bringing with it a few clouds and a couple of brief showers, but it also brought with it strong winds. The winds were strong enough that it was decided to postpone Scale Race until first thing Wednesday morning.

This year we had two father-and-son teams entered in Class I Mouse. The team of Melvin Schuette (this reporter) son, DJ Parr, has not competed at the Nationals as a team for more than 15 years. The second-and-father son team is Chuck and Charles Barnes who have not competed together for 25 years. The last time DJ and I competed together, he was a senior.

Class I Mouse requires the use of a .049 reed-valve engine with an integral tank. All of the contestants were using ones made up from various Cox engine parts. These engines, as simple as they are, can also be the hardest to get to run consistently and today was no different.

Despite engine problems, everyone was able to turn in at least one good run and the heat times were fairly close. The worst problem came during one of the heat races when a plane with an engine that was really running poorly landed while the engine was still running, bounced, and the engine started running in reverse. After a few seconds it bounced again and the engine started running forward again. By this time, the pilot had lost all line tension and the plane headed toward the other pilot in the circle. They were able to get the engine stopped before anyone got hurt.

The results of Class I Mouse were:

| Contestant      | Best Heat Race Time | Final Race Time | Place |
|-----------------|---------------------|-----------------|-------|
| William Lee     | 2:47.91             | 4:54.54         | 1st   |
| Melvin Schuette | 2:30                | 4:58.23         | 2nd   |
| Mike Greb       | 2:54.88             | 5:39.88         | 3rd   |

The weather forecast calls for sunny skies for the next two days, so hopefully the weather will not have an adverse effect on the rest of the races.

—Melvin Schuette

Photos by the author.



Class I Mouse winners are shown with event director Jim Bradley.



Father-and-son team Melvin Schuette and DJ Parr.



Pilots Bob Oge and Bill Bischoff laugh it up during a Mouse Race.



Bill Lee is catching a Class I Mouse Racer during a pit stop.

Bill Bischoff is checking for neutral on a Mouse Racer.



Mike Greb is launching a Mouse Racer.



# CONTROL LINE STUNT

The Old-Time Stunt (OTS) and Classic Stunt events are very popular at the Nats, and they are normally flown on the grass circles to allow for more practice time for the Advanced and Open Stunt event participants on the L-pad. Due to the torrential rains on Monday afternoon, it was decided by popular vote at the pilots' meeting to move these events onto the L-pad. It was a good decision!

The turnout was very good for both vintage events, but the weather decided once again not to cooperate. This time it wasn't rain, it was wind. In fact, a few participants who had cell phones with anemometer functions recorded wind speeds of 23 mph during the second round of flying!

A few fliers passed on their second-round flights because of the high winds, but everyone had the opportunity to put in at least one flight in fairly good conditions.

The big winner in OTS was Mike McHenry. Mike

wasn't even going to fly in the event as he didn't bring an OTS model with him. His good friend, Roger Wildman, offered Mike the loan of his gorgeous Jamison Special. Mike accepted the offer, flew, and won!

That "party looking for a place to happen," Dan Banjock, placed second flying a Harold "Red" Rinehardt-designed El Diablo. Dan is always exciting to watch.

Third place in OTS was captured by Dennis Adamisin, flying a replica of a model his father, Big Art, had designed in the early 1950s. It's essentially a 1,200-square-inch version of the Hal deBolt Sport Wing that Art called the Big Wing. Dennis used electric power in this behemoth model, and it flew extremely well, even in the high winds of the second round. An impressive achievement!

John Paris flew a clean, period-accurate Barnstormer in the competition and received the Spirit of '52 award for his efforts. The model was built complete with a stitched canopy just

like the one Lou Andrews used on the original.

There were many very beautiful OTS models present this year, but the one that was singled out as the most beautiful to receive the Best Appearing OTS Model was the Big Job that was built and flown by Don Herdman. Don's model was powered by an OPS 40 rear-exhaust engine!

In Classic Stunt, we were treated to a very special performance by "The Man" himself, Bill Werwage. Bill flew a model that he had designed in 1962. His '62 Ares is a masterpiece of building and finishing, and with it Bill won the Classic event. Bill's aircraft is powered by an Aero Tiger .36.

Tom Dixon placed second in Classic flying a clean version of the Jim Van Loo-designed Chipmunk. Tom's model is powered by a Double Star .54 and was certainly not hurting for horsepower!

In third place was Dennis Adamisin, who flew an electric-powered version

of the Consolidated Fancy Pants. This fairly small model handled the winds very well.

The Best Appearing Classic Model award went to Nats first-timer, Mark Scarborough. Mark's Don Shultz-designed Avenger is just stunning and must be seen up close to fully appreciate the quality of the workmanship and finish.

Dan Banjock was the winner of the Spirit of '64 award. Dan's Red Rinehardt-designed Galloping Comedian features a flawless spun-aluminum cowling and hand-formed aluminum wheel pants.

The event directors were Frank Williams and Bill Rutherford. The OTS judges were Doug Patterson and Pete Peterson. For the Classic event there were four judges: Brett Buck, Rich Giacobone, Steve Smith, and Dave Tribble. The pull-test chores were handled by that veteran helper, Linda Gleason. Our thanks go out to them all for running a smooth and trouble-free contest.

—Bob Hunt

Photos by the author.

Don Ogren has found an easy way to carry his Charles Mackey-designed Junkers Gobbleswanz and still have two hands free for his flight box and battery box. The aircraft is electric powered.



This Big Wing was designed by Big Art Adamisin in the early 1950s. Dennis Adamisin, Art's son, reprised the behemoth model and fitted it with an electric motor. It flies amazingly well and is extremely impressive!





Pete Peterson (L) and Doug Patterson judged the OTS event.



L-R: Steve Smith, Rich Giacobone, Dave Tribble, and Brett Buck handled the judging chores for the Classic Stunt event.



Mark Scarborough's Don Shultz-designed Avenger captured the Best Appearing Classic Stunt Model honors. This model just has to be seen close up to be fully appreciated.



Tom Dixon gives his Double Star .54-powered Chipmunk a pull test prior to his second place flight in Classic.



Veteran pull-tester and pit boss, Linda Gleason, chats with Will DeMauro about the test weights.



Nats buddies Dan Banjock and Samantha Hines display Dan's Spirit of '64 award-winning Galloping Comedian.



Note the neat cheek cowls on Jim Lee's 1951 Barnstormer. They add a lot of class!



John Leidle gives his Space Hound a pull test. This model was designed by Russian Stunt flier, Juri Sirotkin.



Don Herdman flew this immaculate Big Job in OTS and was awarded the Best Appearing OTS Model plaque.



The big winner in Classic was "The Man" himself, Billy Werwage. Bill flew his own-design '62 Ares.



John Paris built a very period-accurate, Lou Andrews-designed Barnstormer, and with it won the Spirit of '52 award. The model even sports a stitched canopy like the original.



A rapidly improving Jeff Traxler flew this electric-powered ARF Nobler in Classic.

# CLASSIC

Houston / Scobee Prop Twisters  
CONTROL LINE PRECISION AEROBATICS

| EVENT      | AIRCRAFT | 1 <sup>ST</sup> FLIGHT | 2 <sup>ND</sup> FLIGHT | Date   | FINAL |
|------------|----------|------------------------|------------------------|--------|-------|
| CONTESTANT | ENGINE   | SCORE                  | SCORE                  | TOTAL  | PLACE |
| PARIS      | 1        | 9                      | 467.5                  |        |       |
| BROKINS    | 2        | 11                     | 366.75                 | —      |       |
| WERNAGE    | 3        | 13                     | 559.25                 |        |       |
| SCARBROUGH | 4        | 8                      | 478.75                 | —      |       |
| STORICK    | 5        | 15                     | —                      | —      |       |
| SEGAL      | 6        | 2                      | 429.5                  | —      |       |
| ADAMISM    | 7        | 3                      | 512.0                  | DR     |       |
| DANJOCK    | 8        | 10                     | 501.75                 |        |       |
| THOMPSON   | 9        | 14                     | —                      | —      |       |
| OCCREN     | 10       | 6                      | 188.75                 | —      |       |
| HEINZMAN   | 11       | 4                      | 486.25                 | 473.75 |       |
| LEIDLE     | 12       | 7                      | 493.75                 | 472.5  |       |
| MC HENRY   | 13       | 5                      | —                      | —      |       |
| DIXON      | 14       | 1                      | 547.75                 | 515.75 |       |
| DICK       | 15       | 12                     | 509.0                  |        |       |
| BRODDE     | 16       | 16                     | 502.75                 | —      |       |
| SCHMITT    | 17       | 17                     | 443.25                 |        |       |
| TRAXLER    | 18       | 15                     | 483.5                  |        |       |
| MURITZ     | 19       | 19                     | 418.0                  |        |       |
| SIMPSON    | 20       | 20                     | 492.0                  |        |       |

# OTS

Houston / Scobee Prop Twisters  
CONTROL LINE PRECISION AEROBATICS

| EVENT      | AIRCRAFT | 1 <sup>ST</sup> FLIGHT | 2 <sup>ND</sup> FLIGHT | Date  | FINAL |
|------------|----------|------------------------|------------------------|-------|-------|
| CONTESTANT | ENGINE   | SCORE                  | SCORE                  | TOTAL | PLACE |
| BROKINS    |          | 1 219                  | 6 238.5                |       | 10    |
| WILDMAN    |          | 2 —                    | 3 —                    |       |       |
| BARRY      |          | 3 261.5                | 1 267                  |       | 7     |
| PARIS      |          | 4 277.5                | 8 278                  |       | 6     |
| ADAMISM    |          | 5 270.5                | 7 289.5                |       | 3     |
| LEE        |          | 6 250.5                | 9 281.5                |       | 5     |
| DANJOCK    |          | 7 276                  | 2 294.5                |       | 2     |
| REEVES     |          | 8 282                  | 4 278                  |       | 4     |
| MC HENRY   |          | 9 300.5                | 5 306.5                |       | 1     |
| BRODDE     |          | 10 262                 | 10 258.5               |       | 9     |
| SCHMITT    |          | 11 263.5               | 11 263.5               |       | 8     |
| WILDMAN    |          | 12 256                 | 12 —                   |       | 11    |

OTS winner, Mike McHenry poses with the huge OTS perpetual trophy, and with the gorgeous Jameson Special that he borrowed from Roger Wildman.



John Simpson displays the latest version of his Cavalier. John designed this model in 1960, and this is the 18<sup>th</sup> one he's built!



Bob Brookins flew this colorful Ted Snow-designed Humongous in the OTS event. It is powered by a Silver Fox Tower .46 engine.



Wes Dick has been campaigning this Bill Werwage-designed '62 Ares for the past few years. It's a steady performer for him with its Aero Tiger .36 engine.



# CONTROL LINE NAVY CARRIER

**W**ow! We were expecting a little wind for the Profile Carrier flying on Tuesday. We were expecting hail and thunderstorms in the afternoon that would probably stop the flying activity. Fortunately, the thunderstorms did not materialize, and the very few rain showers were light and lasted only a few minutes.

The wind was a different story! We started flying with about 8 to 10 knots of wind, expecting it to build to around 13 knots by noon. The reasonable winds of the morning didn't last long. Our contestants soon discovered how variable the winds would be as flight after flight ended early. It

was not until the tenth flight of the day that Pete Mazur, followed by Mike Anderson, found the deck with their electric Profile models for the first 100-point landings of the day. John Vlana later managed to match that feat, and the trio had the only 100-point landings all day.

Burt Brokaw with his Me 109-T missed his first approach because of the wind, but his 95-point landing assured him first place as others failed to make it to the landing phase of the flight. Most touched the ground as the increasing wind and turbulence forced them into the ground or caused them to lose control. There were more flights stopped for losing

forward motion than at any competition I've ever seen. Some were very dramatic with contestants losing control of their models in the 25-knot wind gusts.

Jo Shoemaker was the exception. On her second flight, with winds blowing at 15 knots and gusting to 25 knots, she put together the only other complete flight of the day. Her very cautious, low speed was only 30 mph below the high, but she kept her Guardian under control. She carefully avoided the ground and aborted the first two landing approaches when they were disrupted by the wind. She nailed the third approach for a score that put her in fourth place, less than two points out of

third. This was Jo's first Nats competition flying in the official Carrier events. Well done, Jo!

With the wildly varying flights and scores in the Profile events, and two more events to be competed today, the Eugene Ely Award is up for grabs. Burt Brokaw holds the lead with his 311-point win in the gas event. Mike Anderson held onto his lead over Pete Mazur in Electric Profile and did not need a second flight to secure first place in that event.

We are all looking forward to improved flying conditions today for the Class I and Class II completion.

—Dick Perry

Photos by the author.



The only 100-point landing in the Profile Gas event belonged to John Vlana, flying his unique Kokusai Ki 76 Japanese Naval observation aircraft.



Mike Potter flew this beautiful Nelson-powered Supermarine Seafire to third place with the best high speed of the day at 99.6 mph.



Burt Brokaw's Nelson-powered Me 109-T is off on its first-place flight.



Jo Shoemaker has reason to be happy. She had one of only three complete flights in Gas Profile with her Grumman Guardian in the challenging wind conditions.



Mike Anderson flew a Grumman Hellcat in Gas and a Fairey Spearfish to first place in Electric.



Mike Anderson prepares to launch Paul Kegel's Grumman Guardian.



Part of the fun of Navy Carrier flying is finding obscure prototypes to model. John Vlna's Kokusia Ki 76 saw service aboard antisubmarine carriers in World War II.



Lots of airplanes touch the ground off the deck, but few as dramatically as Everett Shoemaker's De Havilland Sea Vampire. Soft ground prevented damage!

| 342 Ele Profile Class |                    |                 |       |
|-----------------------|--------------------|-----------------|-------|
| 1                     | MICHAEL A ANDERSON | MADRID, IA      | 248.5 |
| 2                     | PETER O MAZUR      | SUGAR GROVE, IL | 238.4 |

| 321 Navy Carrier (Profile) |   |                  |                   |       |
|----------------------------|---|------------------|-------------------|-------|
| 1                          | O | BURTON BROKAW    | TUCSON, AZ        | 311.7 |
| 2                          | O | ERIC D CONLEY    | GARDNERVILLE, NV  | 242.3 |
| 3                          | O | MICHAEL E POTTER | AUBURN, WA        | 191.8 |
| 4                          | O | JO A SHOEMAKER   | NEW BERN, NC      | 190.2 |
| 5                          | O | JOHN R VLNA      | SILVER SPRING, MD | 179.3 |
| 6                          | O | PETER O MAZUR    | SUGAR GROVE, IL   | 98.9  |
| 7                          | O | PAUL D KEGEL     | FARGO, ND         | 91.1  |



It was a very international flightline with models representing carrier aircraft from The Royal Navy, Royal Australian Navy, Germany, Japan, and the United States. Dick Perry photo.