

Tuesday
July 17

NATS NEWS

daily coverage of the 2012 National Aeromodeling Championships

Fairey Fulmar fighter of the Royal Navy is modeled for Class II Carrier by Everett Shoemaker.



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CL Navy Carrier

Today's Events:

Control Line

21 Sport Speed

F2A Speed

Slow Rat Race

Profile Carrier

Old Time Stunt

Classic Stunt

NCLRA Fox/Super Slow Rat

Sportsman Profile Carrier

Combat

RC Pylon

RC Combat

CONTROL LINE

Navy Carrier events have been flown at the Nationals for 63 years. The first Navy Carrier events were flown at Dallas Naval Air Station in 1950 when the U.S. Navy hosted the outdoor Nationals. Navy Carrier flying is unique among Control Line events as it

offers speed, precision flying, and Scale models all in the same events. It's also the only place in Muncie where you can see prop-hanging slow flight and arrested landings!

The Navy Carrier events simulate aircraft carrier operations of the world's navies, and you can see a tremendous variety of aircraft modeled. Aircraft from the earliest days of carrier operations in the 1920s will be modeled all the way through World War II and beyond. You are likely to see models of U.S., British, Japanese, and even German carrier aircraft.

The objective is to demonstrate many of the attributes required of full-scale carrier aircraft. The models must take off from a relatively short (24-foot long) simulated aircraft carrier deck—without a catapult—and be timed for 1/2 mile at the highest possible speed. The pilot then slows the model as much as possible and is timed for 1/2 mile again. The flight ends with a landing back on the deck in an area even smaller than the takeoff area and catching an arresting cable to bring the model to a stop.

Flight score is a combination of high speed, slow speed, and landing success, and bonus points are awarded for models that accurately represent actual full-scale carrier aircraft.

Carrier flying will start with two days of official AMA events. Profile models will fly on Tuesday and the Scale Carrier models will fly on Wednesday. Thursday will be the busiest day with unofficial Carrier events being flown. Thursday is when you'll see historic models from 25 years ago competing in the Nostalgia Navy Carrier events under the original Navy Carrier rules which emphasized high speed. Small .15-powered models and Sig Skyray models will fly in their own events, and electric-powered models will compete in the e-Carrier events.

Most flying is likely to occur in the mornings to take advantage of good weather. Don't miss the fun! *///*

—Intro report by Dick Perry



Bill Calkins flies his Sea Vampire (Royal Australian Navy) under the watchful eye of Judge Ted Kraver.

Everett Shoemaker's C6N1 Myrt starts its takeoff in Class II Nostalgia Carrier. Jo Shoemaker launches.

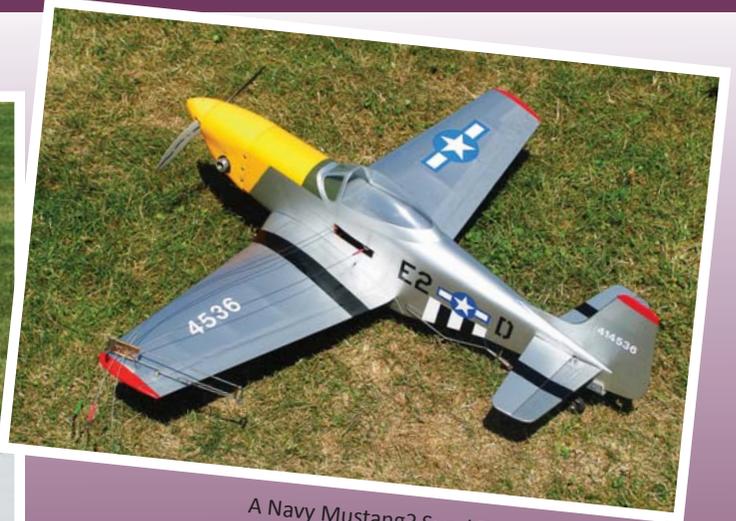


Another oldie, this 1920s Curtiss F6C Hawk was a Marvin Martinez design, flown by Ted Kraver in the Nostalgia Carrier event.



The diminutive Grumman Guardian by Ted Kraver was a winner in the 1954 Nats flown by Dave Domizi.

Pete Mazur's electric F4U Corsair is sent on its way by Bill Calkins.



A Navy Mustang? Sure! The Navy tested the P-51 for carrier use. This one is by John Vlana.

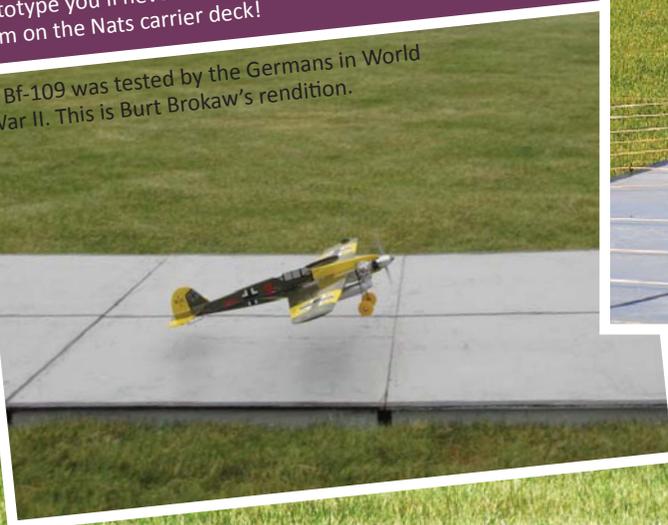


This Brewster by Gary Hull is yet another obscure prototype you'll never see in a museum, but you'll find them on the Nats carrier deck!



The 1923 Martin MO-1 is probably the most popular subject modeled in Navy Carrier. This one is by Mike Potter.

A Bf-109 was tested by the Germans in World War II. This is Burt Brokaw's rendition.



Landings can make the difference between a winning flight and an also-ran. Burt Brokaw's MO-1 does it right.

German Fieseler Fi-167 biplane by Jo Shoemaker is one example of the variety seen in the Navy Carrier events.



RC Pylon Day 1

QUALIFYING HAS officially started with Q500 464 class, with over 70 pilot and two matrices, there has been four rounds each flown on Monday and two rounds remain for each matrix. Here is the top eight in each matrix.

12NATS426A		12NATS426A	
After 4 Rounds		After 4 Rounds	
426A	Name	Low Time	Points
426A	Name	Low Time	Points
1	Dub Jett	103.9	16
1	Gary Freeman Sr.	107.76	16
2	Gino Del Ponte	104.64	16
2	Bill Johanson	105.26	15
3	Randy Bridge	NT	15
3	Mark Parker	104.2	14
4	Travis Flynn	105.78	15
4	Dennis Cranfill	105.63	14
5	Maurice Vereeck	105.16	14
5	Gary Freeman Jr.	108.09	13
6	Mike Helsel	105.85	14

6	Adam Grim	111.11	13
7	Scott Causey	106.58	14
7	Gary Schmidt	104.18	12
8	Matthew Fehling	105.23	13
8	Darwin Larson	108.81	12

There was a lot of close racing yesterday, sometimes a little too close. The crash cart was on high alert most of the day for retrieval of broken and lost parts.

Fast time was set by Dub Jett with a 103.90. It seems the older he gets, the faster he goes.

Finals are this afternoon with the top 32 pilots battling it out for the prestigious Championship Plaque.

Attendance is up this year, with many racers returning from a hiatus for unknown reasons, but we are glad for their return. One in particular is Jessica Haxhi from the Connecticut area. She flew Formula One back

Gino Del Ponte relaxing in the pits waiting for his next heat race.



in the day and she is out showing us guys how its done.

Going down memory lane, Dan Kane pulled out a Formula One and Travis Flynn lit up the Screaming Nelson and put it on the course. Wow! It was an incredible site to see. *///*

On the line as the heat starts, it looks like a great push by Travis Flynn, caller for pilot Randy Bridge. For form and technique, I'm going to have to give it a 9.5.



A big thanks going out to Randy Ritch (L) for all the help with the race fuel from his company, Ritch's Brew. Randy has supported Pylon in many ways and was generous enough to donate fuel for the Nats. Thanks, again.

Team Futaba(L-R) AJ Seaholm, Ray Brown, and Scott Causey and the head poking through happens to be Tom Scott. Such a great family and friends we have.



Duanne Gall's airplane heading to Pylon One.

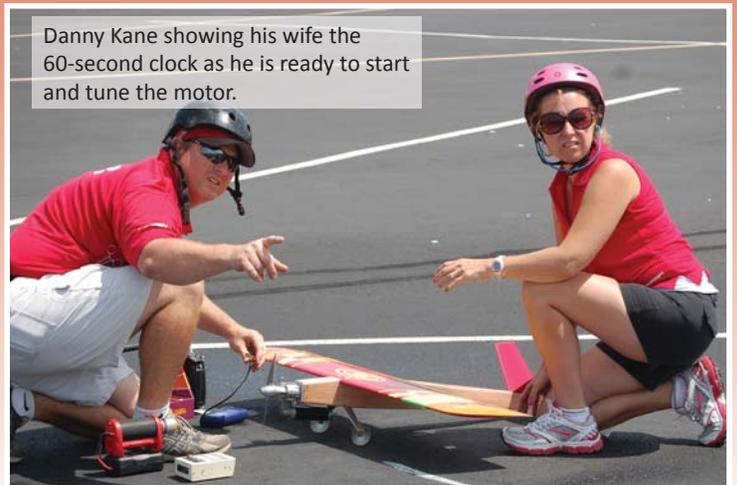
Below: A group on the trailer being shuffled in and out to the line to help speed the process up.



Our Event Director, Gary Freeman Jr., readies himself for a heat race.



Danny Kane showing his wife the 60-second clock as he is ready to start and tune the motor.



CL Precision Aerobatics Day 1

BOTH BEGINNER and Intermediate stunt concluded today with a full complement of pilots available for both events. Bob Brookins wants to encourage anyone who would like to attend the Intermediate class at next year's Nats to check the schedule for the 2013 event and plan accordingly. John and Buzz Brodak and Brodak Manufacturing sponsor the yearly event. Visit the Nats next year and fly Intermediate.

The top flyers in Intermediate were Scott Harness with a 522.5 flying a pretty big polished stunter. Second was Bob Hudak, scoring a 469.5 while piloting a Brodak Legacy 40. Third was Bob Krug and his Strega with a 456.0. Fourth place went to Jose Parodi with a very nice Super Chipmunk and a larger case engine. Fifth was sewn up by Jeff Traxler (who won Beginner last year at the Nats) and his electric Pathfinder, while Don Sopka held onto sixth with his Sig Super Chipmunk kit and his Brodak Vector with a .40 power plant.

Gerry and Merry Phelps and Buzz Brodak assisted Elaine Brookins at the tabulation table. Darrell Harvin took on the weigh master job with Joe Peters assisting him. Don Ogren

and John Brodak took on the judging duties for the Intermediate event held on Monday, July 16. Come on down and support the Intermediate event for 2013. Bob Brookins thanks everyone who helped him run the event.

Workers from the Peoria Wyreflyers, the New Albany Skyliners, and the Paducah Aero Modelers assisted Allen Brickhaus in running the Beginner event on the same day as Intermediate. Eleven Open pilots and seven Jr./Sr. younger people entered the Beginner Control Line Stunt. The Jr./Sr. winners were Kevin DeMauro in first with a 183.3, second went to Samantha Hines and her 153.3 score, while third was Ben Mills and a 128.7. Fourth was taken by Marquis Thurman and a 114.0 score, plus Marcus Schwartz with his 110.7. Sixth was Chris Lamb with a 105.0, and Chuck Carter finished out the class with his 95.7.

Eleven Open pilots took to the air with Dan Bregar flying a 243.7, and Steve Drake a close 243.0. Third went to Steve Gerding and his 236.3, while Harry Crespo captured fourth with a 202.7 score. Fifth, sixth, and seventh

were taken by Bill Allen (165.7), Kevin Hines (163.3), and Terry Bentley (130.7). Eighth, ninth, 10th and 11th finished out the class with Joe Eastman (129.7), John Bodde (117.7), Naomi Macklen (111.7), and Paul Barbour (85.7).

Mark Overmier, Eric Taylor, and Wes Eakin took on the judging duties, while Steve Smith and Dale Josephson critiqued each pilot as they exited the field on each flight. Byron Barker was the pit boss, while Rolland Trevino was the chief pull tester. Rebecca Smith and Ruth Schroeder did the tabulation work while Bob Schroeder assisted them with posting scores. Kevin DeMauro and Ben Mills brought the score sheets to the tabulation table and they were "johnny on the spot" throughout the day.

My deepest thanks to everyone who donated prizes for selection after the event culminated. If anyone has any kits, engines, or other Control Line equipment they would like to donate to Beginner for 2013, contact Allen Brickhaus, PAMPA, or Flying Models. Classic and Old Time Stunt will be flown today and those scores will be posted in the next issue of NatsNews. *///*



Sunrise on the field on the morning of Beginner and Intermediate on the grass circles during the 2012 Nats.



Left: Frank Williams continues with his new electric stunter and the aerodynamics of last year's model.

Scott Harness won the Intermediate crown at this year's Nats.



Paul Winters brought a highly polished model with wonderful graphics to the US AMA Nats.



Bob Hudak removed all the scores during the one day of Beginner.

Bob Hudak.

John Brodak and Don Ogren judged Intermediate stunt.

Bill Allen takes on the overhead eights during the Beginner event.





The "Eagle's Nest" traveling trophy for the Juniors and Seniors.



Pictured here are the Junior/Senior winners.



Jeff Traxler placed fifth with an electric Pathfinder.

Right: Samantha Hines worked hard for her second place finish in Junior and Senior Beginner.



These are the Open winners.



CL Speed

DAY ONE of CL Speed started with a beautiful Indiana sunrise, with a forecast of temperatures to reach the mid-90s, with light winds.

After the pilots' meeting at 9 a.m., flights started immediately to take advantage of the coolest temperatures of the day. The smallest of our Speed engines, the screaming .049's, were making lots of noise.

Carl Dodge, many-time Nats Champion, posted a flight of 139.16, with his tune-pipe asymmetrical model—very close to his own record of more than 140. This would hold up as high speed for the day and first

place in ½A Speed. Second fastest went to Chris Montagino with a speed of 127.15, followed by Charlie Legg at 126.83 with his home-built engine-powered entry. Charlie, at 81 years old, would probably still have flown his own model but recently had knee replacement.

There were lots of head shim changes to cope with the heat and air quality.

The ½A Profile Proto had 15 entries and nearly everyone used all of their attempts to reach speeds necessary to place. California's Joey Mathison and John Newton (Team NewMath) took first with 97.14 on their first

attempt. Places second through fifth were separated by 1.25 mph. Second was again Chris Montagino at 87.39, which he did on his third attempt, passing Glen VanSant, our new NASS President who put up a speed of 87.17 early in the day for third place. Fourth place went to Bill Hughes at 87.02, and Carl Dodge's 86.14 was good for fifth.

Plenty of different engines were used: CS and GZ from China, Picco from Italy, and Legg's home-built. The de-stroked Picco was very popular in ½A Proto.

Tomorrow is the highly technical F2As and the very popular .21SS. *///*





RC Combat Begins!

IT IS ONCE again time for a little Combat in the skies over Muncie, Indiana, as we start the 10th annual RC Combat Nationals. Ten years ago RC Combat became an official event with just two classes: Open B and 2610. This was held over a two-day period on July 12-13, 2002.

There were 24 Scale pilots and 36 Open B pilots. The winner of Open B was A.J. Seaholm and Scale was Daniel Vaught. My first year at the Nats was in 2004. I was just a helper since I was only flying SSC Combat and at that time SSC was held the day before the Nationals in Richmond, Indiana. It wouldn't be until four years later, in 2008 that it would become a regular event for me to enter.

The first event of the day will be SSC Combat which stands for Slow and Survivable Combat. SSC has more restrictions on engine size and weight limit. SSC airplanes cannot weight less than 2½ pounds. They are required to have a .15 engine that cannot be over a certain price limit.

Some airplanes will also have an electric motor. SSC is also required to run an 8 x 3 Master Airscrew Prop at 17,500 rpm. SSC was designed to make Combat more even and with more emphasis on the pilot's skills.

After SSC Combat, we will start Open B Combat. Open B airplanes have some of the same designs as SSC models, but will be up to .30 cu. in. engines with no restriction on price or rpm.

These airplanes will fly up to twice as fast as SSC models, making for some great action. You will see some of the airplanes will use special mufflers to try to increase the rpms to the max of the engine.

Here are some of the basics of RC Combat and what you will want to look for. When you hear start engines, the pilots have 90 seconds to get in the air. During this time (for SSC) they will be taching the engine to make sure that it is not running over 17,500 rpm. The judges will be there to make sure that it is checked correctly.

After the 90 seconds are over, you will hear, "Start Combat!" At this point the

airplanes will be trying to make cuts on the other people's streamer while trying to keep their own streamer.

They get 100 points per cut as well as 4 points per foot of streamer they keep. You will notice that the streamer will sometimes attach to the airplanes wing and stay attached. This is caused by using tape or sticky material on the LE of the wing. After five minutes, you will hear "End Combat!" At this point the airplanes will land and scores will be entered on the score sheets.

Some important safety information that you should know is that at the field you should not go past the main tent unless you have a hard hat on. There are times where airplanes and or parts may come across the line due to midairs.

This year should be interesting. For the first time since I've been at the Nationals, there will not be a Gilkey competing. But there is always William Drumm III who has become the dominate pilot this past year.

So if you want to see some wild action, we will be getting started early every day from Tuesday through Friday. Watch your six! *///*

Bob Loescher will once again be in charge on the event.



This was a picture from 2004 that I found.

This year you will not see me doing this since no more flying.

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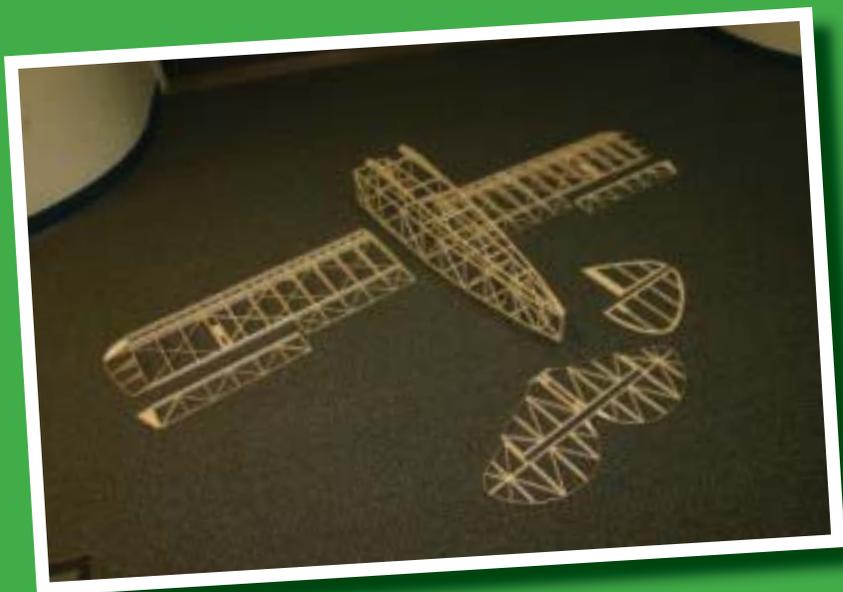
When it
comes to
aeromodeling
in America

there is one place above all others: the International Aeromodeling Center at AMA's Headquarters in Muncie, Indiana. The IAC has a beautifully-designed Walk of Fame that is a wonderful way for you to honor AMA, a loved one, your club, or your organization with a commemorative brick. At the IAC, bricks are on permanent display for all visitors to see.

With your \$100 donation to the Academy, a brick in the Walk of Fame will be engraved in black with the AMA "wings" and two lines reserved for your name, a friend, loved one, club, or organization. A \$500 donation will secure a "gold wings" brick with logo and wording handsomely engraved in gold. At the \$1,000 level, you will receive an 8 x 8-inch black granite brick engraved in gold. Your donation is considered a gift in support of the AMA.

Join us for a little piece of history ...

On Friday, July 20, 2012, noted Control Line Historian Charles Mackey, along with special guests Ms. Shirley St. Clair, Bob Hunt, and Tom Morris will be presenting a program celebrating the 75th anniversary of Oba St. Clair's Control Line achievements. A reproduction of the Miss Shirley, Oba St. Clair's first Control Line model flown in 1937, constructed by museum volunteer Scott Cheslik will be on display.



CL Combat Begins!

WITH 28 entries from across the US and Canada, F2D Combat is proving strong. Chris Gay and his judging crew have done an excellent job of running a great and smooth contest.

With three rounds complete, we have had some stellar matches

with these world-class pilots. Pilots from across the nation have come, showing us true Combat spirit.

Control Line will continue on throughout the week, so don't miss out on watching these guys go at it! *///*



Andrew Nadein launches for Alex Prokofiev in the first round. Andrew is on the US team this year.



Tom Siegler launches launching in an early match for Pete Plunkett.



Wayne McDaniels looks for Radic Maginzanov in the 10th first-round match.



Tom Siegler faces off against Ryland Ritch in the second round. Tom won.



Andrey Nadien (PA) Bob Mears (TX).



Andy Mears.





This week's events:

Wednesday
 RC Pylon
 CL Nationals

Thursday
 RC Pylon
 CL Nationals
 CL Combat

Friday
 RC Pylon
 CL Nationals
 CL Combat

Saturday
 RC Pylon
 CL Nationals

Sunday
 RC Aerobatics

Monday
 RC Aerobatics

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