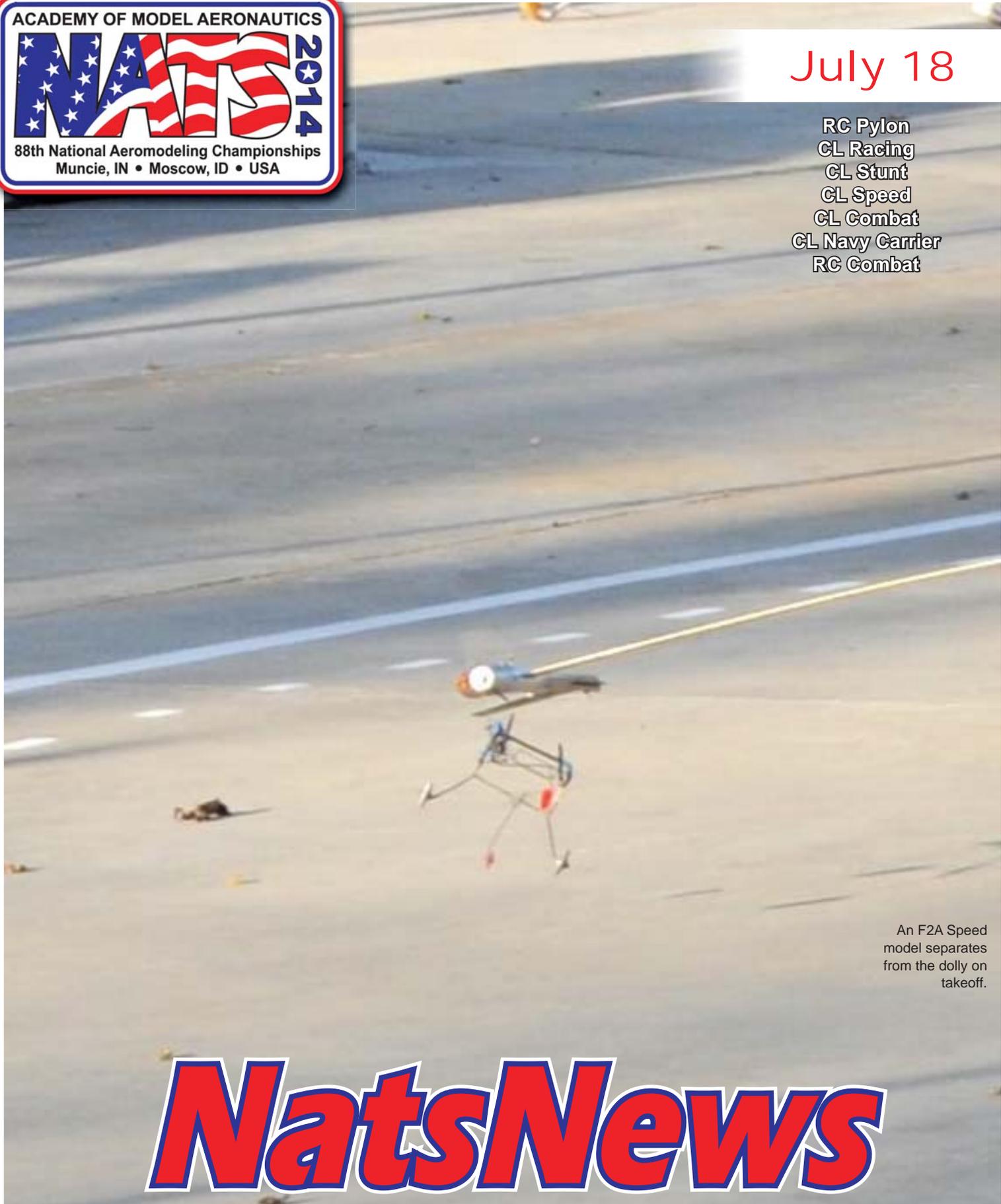




July 18

RC Pylon
CL Racing
CL Stunt
CL Speed
CL Combat
CL Navy Carrier
RC Combat



An F2A Speed model separates from the dolly on takeoff.

NatsNews

CL Speed



Day 4 dawned beautifully with promised sunshine, light winds, and warmer temperatures.

Today will be the popular Sport Jet, A & B Speed. The three Kiwis—Andrew, Brendan, and their father, Don Robinson, who celebrated his 75th birthday the day they boarded the plane to leave New Zealand and come to the Nats in Muncie—quickly were on the circle and posting very good flights with Don leading the way. At the end of the day, there was a tie for third between Don and their good friend, Patrick Hemple, at 150.693.

Don, having faster times on his other flights, would be awarded third place. Second went to Garry “Butch” Andrews, who on his fourth and final attempt posted 151.505. Andrew Robinson, who posted all three flights above 150 mph, is the

2014 National Champion with a fine flight of 152.223.

In A Speed, the team of John Newton and Joey Mathison (NewMath), with a close-to-the-record speed of 191.271, is our National Champion, followed by Bill Hughes at 178.309 mph for second place, and Chris Montagino in third with 175.315.

Glen VanSant won B Speed again with his piped Nelson 29. He kind of owns this event at 178.217. Chris Montagino finished second, also with a piped Nelson at 163.943, and Bill Hughes finished in third, with an OPS piped engine, at 162.536.

Tomorrow we will finish the week with Fast Jet, D Speed, and NASS C Speed.

—Warren Gregory



CL Speed



CL Combat

The Speed Limit event is sponsored by the Miniature Aircraft Combat Association (MACA) as an unofficial event. The rules provide a safe way of limiting the speed of the event to help attract newcomers and give a more relaxing level of flying. But in a match the old go-for-broke mentality often comes out so midairs are not uncommon.

Ten fliers squared off in the first round. Five made it to Round 2. The other five flew again and three got a second chance. The judges drew up an eight-person single elimination pyramid for the rest of the contest.

The first four matches took less than an hour. Ed Bryzs, Rylan Ritch, Bob Nelson, and Brian Stas got edged out. In the quarter finals, Howard Williams and Phil Cartier flew the full 5 minutes. Phil got in a sneaky cut that neither pilot saw. Howard cut the string. Howard ran and Phil chased the rest of the match getting a cut, enough to win. Richard Stubblefield and Bob Burch flew the other match.

—Phil Cartier



Ed Bryzs' plane tumbles down after a cut from Howard Williams in the first match of the knockout bracket. Ed builds very non-standard designs but they aren't mass produced like the imported built-up planes.



The finals crew—Bob Burch (third) and Howard Williams (fourth) dissect the remains of Ed Bryzs' unique design. Phil Cartier (second) looks on and Richard Stubblefield (first) just grins.

CL Combat

The first match in the losers round—Bob Burch and Neil Simpson “met.” Neil was down for the count, but Bob was able to get back up to ensure a win.



In the finals match, Phil Cartier's plane zooms away tailless after a pass by Richard Stubblefield for a cut. The judges didn't see the little piece of black streamer floating down under the cloud, but those are the breaks in Combat.



CL Stunt

Joe Parisi makes an adjustment to the programming in his electric-powered ship. Joe hails from Australia. He won the Australian Nats this year.



The defending Nats Stunt Champion, Paul Walker, changes the battery in his electric-powered Predator design. Paul has won the Nats 11 times!



CL Precision Aerobatics Event Director, Bob McDonald (right in photo) and the Assistant Event Director, Curt Nixon, pose in front of their "office" for the week. The pavilion at the L-Pad is where it all happens during Nats week.



Here's the Smith Brothers Stunt Team. From left to right are Wayne Smith, Sam Niebel, and Jim Smith. They fly original-design, electric-powered airplanes. Sam's ship is fitted with electric retracts!

The second day of CL Stunt qualifications contained some of the best flying this reporter has seen in years. It seems that everyone's equipment—both IC and glow—is working better than ever, and everyone's skills are at an all-time high. It is both fun to watch flying at this level and satisfying to know that the event is progressing ever more toward perfection.

On Thursday, the field of finalists was set for the Advanced, Expert, and Open classes. Eight fliers in the Advanced class made it to the finals. They were Vincent Bodde, Scott Harness, Jerry Haupt, Mark McKinney, James Mills, Sam Niebel, Donald Ogren, and Ronnie Thompson.

Six fliers in the Expert class moved on to Friday's action. They are Alex Becerril, William DeMauro, Michael McHenry, Scott Reynolds, Chris Rud, and John Wright.

In Open, as is the tradition, 20 fliers were chosen (five from each qualification circle) to compete in Friday's finals. This year's finalists are Derek Barry, Brett Buck, David Fitzgerald, Joe Gilbert, Bob Hunt, Gene Martine, Kaz Minato, Jose Modesto, Doug Moon, Steve Moon, Matt Neumann, Richard Oliver, Joe Parisi, PJ Rowland, Howard Rush, James Smith, Eric Taylor, David Tribble, Paul Walker, and Bill Werwage.

Thursday's weather continued to be cool in the morning with light winds. By early afternoon, the temperatures rose to a comfortable level, but some gusty winds came with the heat. All in all, it was a beautiful day for flying. Certainly this has been the coldest Nats ever to this point. We are expecting the temperatures and the competition to heat up on Friday!

—Bob Hunt

CL Stunt



Bill Werwage built this semiscale P-47 Thunderbolt in 1996. With it he won his sixth Nats title and his third World Championship gold medal. It's powered by a PA 61 fitted with his own carbon pipe.



Michigan's Vince Bodde flew this Lew McFarland-designed Mini Mako Shark in the Advanced class and made the finals. He's a fast-improving flier and a great story teller!



Kevin DeMauro moved up from Intermediate to compete in the Advanced class this year. He flew an electric-powered, Bob Hunt-designed Genesis that he renamed the GenEx.



James Mills and Derek Barry discuss James' new, electric-powered, Bill Werwage-designed Junar. Derek now cuts custom stencils and James used Derek's services to make the stencils for the letters and numbers on his plane. They look great, James!

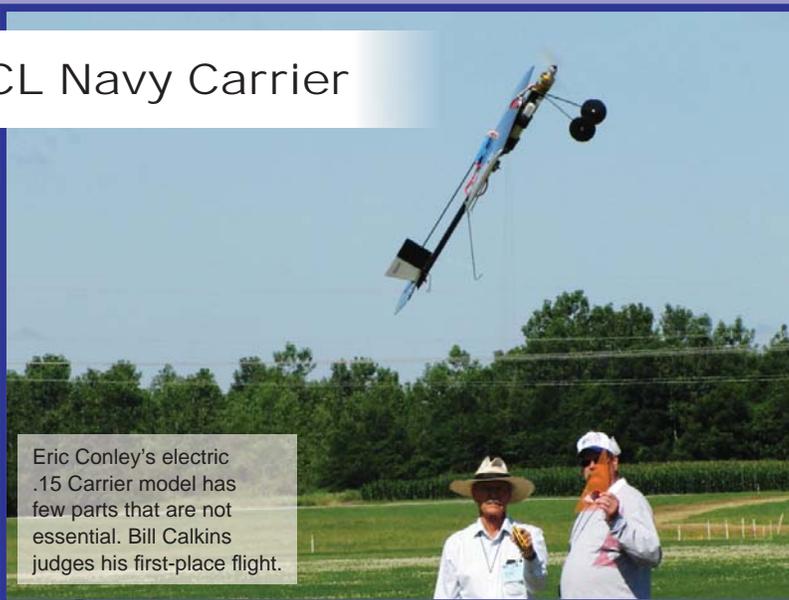


Oklahoma's Joe Gilbert flew this Hawker Hurricane-inspired original design in Open this year. It has a RoJett engine fitted with a tuned pipe.



Pennsylvania's Alan Buck flew this Randy Smith-designed, SV-based Excel. It's powered by a PA 61 fitted with a pipe.

CL Navy Carrier



Eric Conley's electric .15 Carrier model has few parts that are not essential. Bill Calkins judges his first-place flight.



Bob Hawk returned to the Nats after an absence of 20 years to fly Nostalgia Profile Carrier.



John Vlna placed second in Nostalgia Profile Carrier with this Howard Mottin Starjet design from 1968. Art Johnson also entered a Starjet.

The unofficial events for most people are a chance to relax a little and have a good time after two days of serious competition. That doesn't necessarily mean there isn't close competition and a little drive to finish on top—if only for bragging rights!

There are two Speed Limit events and three classes of Nostalgia Navy Carrier included in the unofficial events. The Speed Limit events include .15 Profile Carrier for small engines and very simple aircraft and Skyray Carrier for the Sig Skyray 35 model. Maximum high speed is 70 mph for .15 Carrier and 75 mph for Skyray.

Eric Conley won the Expert class of .15 Carrier with an electric-powered model of minimalist design that handles very well in the light wind he encountered today. His best score of 277.6 was only slightly ahead of his other flight, showing the consistency of the design and of Eric's flying skills.

Burt Brokaw placed second with a

model that was slightly difficult to handle in the variable winds he encountered. In trying to best Eric's score, Burt had to fly near the edge of the model's performance capabilities, and both flights ended early with touching the ground or losing forward motion.

The Sportsman class of .15 was won by John Vlna at 220.5 with Ted Kraver placing second. Both models were more traditional, small representations of actual aircraft. John's model was an MO-1, and Ted's was modeled after a unique Corsair build from parts at one of the Navy depots.

Skyray Carrier saw a battle between Pete Mazur and Burt Brokaw for first place. Pete's early flight set a high standard at 290.8, and Burt was close behind at 284.0. Burt's attempt to improve his score ended when a slow engine response resulted in his touching the ground during slow flight.

The Nostalgia classes are flown to the original Navy Carrier rules with models

that first flew before 1978. Bonuses for older engines encourage the use of powerplants that were appropriate for that era, as well. Slow flight is more realistic, and the landings are significantly faster than modern Carrier models, making the landing especially challenging.

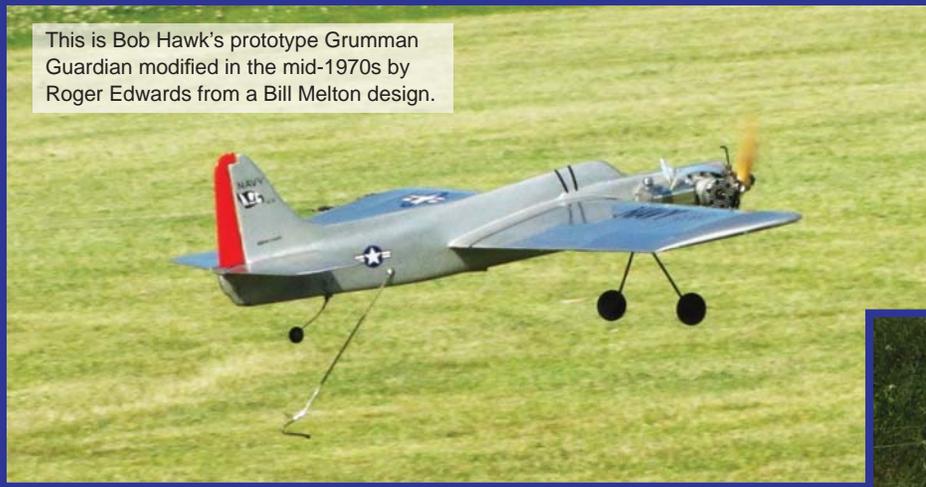
Burt Brokaw won all three classes with flights that were great fun to watch for those of us who first started flying Navy Carrier under the original rules. Nostalgia Carrier is an enjoyable romp down memory lane for us older Carrier modelers and a challenging and fun event for anyone.

Burt received the Roland Baltes Award for his flights. The award is a memorial to Roland, who designed and published earlier Carrier models that many used in competition. Burt's Class II Nakajima C6N Myrt was one of Roland's designs, originally published in *Model Aviation* in April 1976.

—Dick Perry

CL Navy Carrier

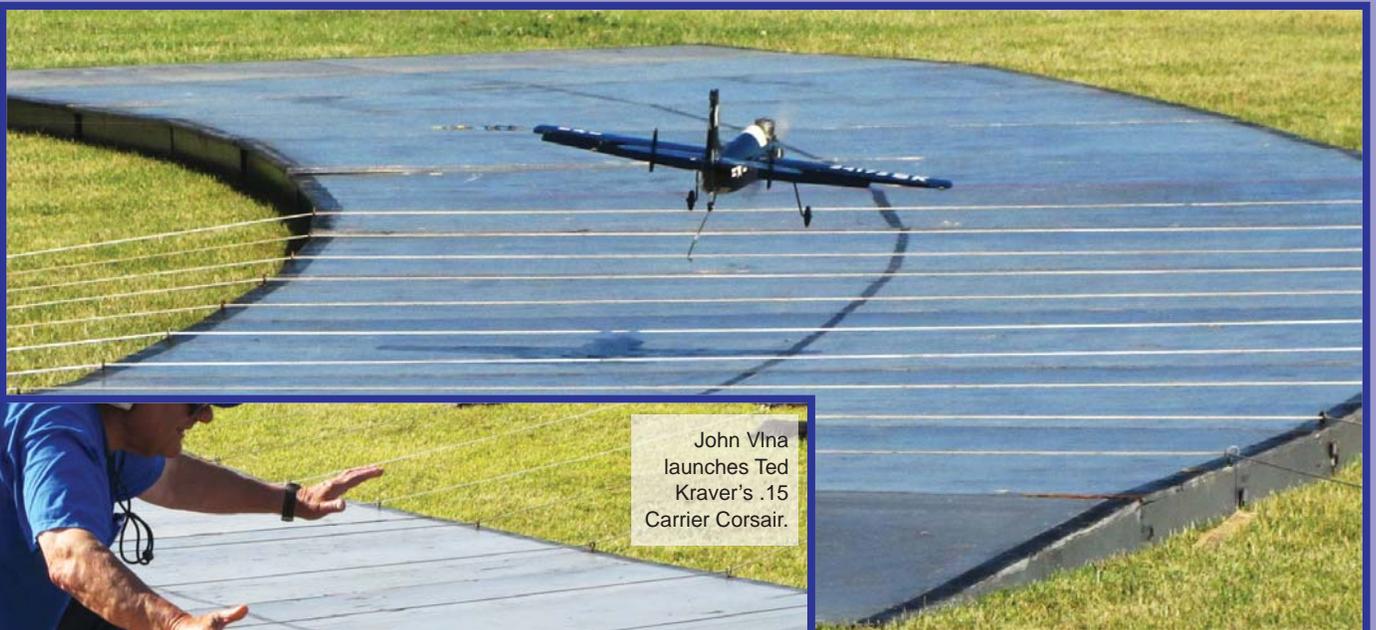
This is Bob Hawk's prototype Grumman Guardian modified in the mid-1970s by Roger Edwards from a Bill Melton design.



Ron Duly entered these great-looking models in Profile and Class I Nostalgia. The Profile is a Ringmaster modified to a Hellcat originally flown by Ron in the early 1970s. The MO-1 is a Don Gerber design from *American Aircraft Modeler* 1968.



This G-S Kit Skyraider was Burt Brokaw's Nostalgia Profile entry.



John Vlna launches Ted Kraver's .15 Carrier Corsair.



Above: Burt Brokaw's Class I Nostalgia Grumman Guardian is a Bill Netzeband design from the February 1962 *American Aircraft Modeler*.

RC Combat

Once again, RC Combat Day 3 is in the books. What a nice day it was. With completing 22 heats, we were able to get a lot of flying done, which only leaves one more day of Combat left to go.

You really cannot complain about the weather, which was just great today. The morning was a little wet, which meant that we again had to go to the wet-weather streamers for a little while.

We started the morning with Scale 2948. These planes use up to a .29 cu. in. engine running a 10 x 4 prop at 14,500 rpm. This is probably the most realistic of the Combat we fly because it requires more pursuit Combat than just yank and pulls like other forms of Combat.

One of the issues with the form of Combat is that a damaged plane normally means that the aircraft is done for that event. Most of the planes are made of foam using a fiberglass rod to reinforce the fuselage and wing. Most are covered with sign vinyl or tape. We do have some that are painted to match the color scheme and then covered with a clear packing tape.

Because these planes require so much more time to build, it normally leads to fewer pilots competing in this class. This year we had seven pilots to compete in the event. We ended up with a tie, but it just happened to be for last place which was Michael LaPacz and me at 400. One person said that you normally call a tie for the highest place so instead of last place we tied for sixth. It *does* make it sound better than last.



Andy Runte is getting ready to launch one of Michael LaPacz's planes.

Bob Loescher was fifth with 784 and fourth place went to Court Jarrett with a score of 1505. Tim Gillow came in third with a score of 1572. In the runner-up position (or first not to win) was David Smithgall with a score of 1644. In first place was Eric Gilkey who really just ran away with the competition, posting a score of 3700.

After completing Scale Combat and lunch, we went straight into Limited B. Limited B uses some of the same planes as Open B, but has a stock engine requirement as well as a 10 x 4 prop and 14,500 rpm limit. We ended up with a total of 13 pilots in this event. Although most of these planes are the same as Open B, most pilots prefer Limited B because the planes are much

slower than Open B.

In fourth place we had David Smithgall with a score of 1700. Third place went to Andy Runte with a score of 2140. In second was William Drumm III with a score of 2664, and currently in first place is Eric Gilkey with a score of 2750.

We really cannot say enough about the job the Civil Air Patrol has done with helping with the judging of the event. We have had a great time working with them. Using a simulator, doing some intro flights on a trainer, as well as some buddy-box time on one of our Combat planes, we got to teach them to fly.

We should be starting early Friday morning and it looks to be a nice day again.

—Don Grissom



RC Combat

Eric Gilkey is showing off his cuts.



Members of the Civil Air Patrol are keeping an eye on the planes.



CL Racing Wrap-Up



Future Racing pilot Christopher DeGraff with plane and handle.



Rat Race winner David Betz with grandson Christophor DeGraff and pilot Charlie Johnson.

Control Line Racing wrapped up on Thursday. The National Control Line Racing Association (NCLRA) is the AMA-recognized Special Interest Group. The NCLRA awards two special awards during the Nats. The first is the High Point Trophy. Contestants are given points for their placement in each of the CL Racing events. The contestant with the highest combined total receives the High Point Trophy. Besides being given a trophy to take home with them, their name and the year will be added to a trophy that is on permanent display at the National Model Aviation Museum. This year, Bob Oge, from Hinckley, Illinois, won the award by placing first in three events and third in another.

The second award that the NCLRA gives out annually is the Sportsman Award. This year the award is being given to a father and son. Don Robinson spent three out of the four days sitting out on the asphalt, timing and counting laps. Andrew Robinson flew in almost every event for three days, and if he wasn't flying he was timing and counting laps. What makes these two really special is that they are here on vacation from New Zealand.

As I stated in yesterday's article, I had left the results for two out of the three events somewhere else. Well, I found them today, so today's results are actually for both Wednesday and Thursday. All of today's photos were taken by Tara DeGraff.

Super Slow Rat

Contestant	Heat Race Time	Final Race Time	Place
Bill Lee	5:54.27	5:20.33	1 st
Mike Greb	5:52.77	5:56.81	2 nd
Bob Oge	8:59.44	8:42.82	3 rd

B Team Race

Contestant	35 Lap Heat	70 Lap Heat	Final Race	Place
Glen VanSant	1:37.85	3:42.21	7:11.54	1 st
David Betz	2:10.02	4:33.65	9:07.64	2 nd
Ron Duly	no time	3:47.18	124 Laps	3 rd

Rat Race

Contestant	Race Time	Place
David Betz	9:50.84	1 st

Clown Race

Contestant	7:30 Heat Race	15 Minute Final Race	Place
Ron Duly	39 Laps	250 Laps	1 st
Jim Bradley	100 Laps	245 Laps	2 nd
Bill Lee	139 Laps	147 Laps	3 rd

Quickie Rat

Contestant	Heat Race Time	Final Race Time	Place
Bob Oge	3:25.32	6:49.17	1 st
Mike Greb	3:29.81	6:52.21	2 nd
Ron Duly	3:26.0	7:14.52	3 rd
Bill Lee	3:34.53		4 th
David Betz	5:41.64		5 th

In closing, I would like to say that I have enjoyed writing the CL racing articles this year and look forward to what next year's Nats will bring.

—Melvin Schuette

CL Racing Wrap-Up



Bill Lee pitting a Quickie Rat during race.



Right: Charlie Johnson ready for a launch during a race.

Winning Clown Race teams.



Quickie Rat winning teams with Event Director Melvin Schuette.



Charlie Johnson and Jim Bradley discuss race strategy before the race.



Winning Quickie Rats.



How not to land a plane.

RC Pylon

Jim Katz and John Gibson on the final lap.



A fresh load of pilots.



Bob Brogdon with his NMPRA Hall of Fame award. Congratulations Bob!

Welcome back to the event that reminds us of ManBearPig, half speed, half raw power, and half demolition derby—also better known as AMA Pylon Racing. Quarter Midget 40 begins today with the A & B qualifiers matrix.

Today's word: bad-air. No, we are not talking about foul odors, although there is plenty of that going around, too. I am referring to severe turbulent air caused by our racers through the turns. Light winds from the north created a plethora of turbulence between Pylons 2 and 3 that was slapping down almost every airplane that crossed it. This had a deadly effect on about four to five airplanes in the morning, contributing to the ongoing high-dollar carnage. I got to experience this several times in my heat races and saw my airplane rerouted as low as 3 feet off the ground before I could recover.

The racing continued with early low times posted by Roy Andrassy with a 1:00.24 with his new Miss Dara. At the end of six rounds, the top five in Matrix A were Baker, Stone, Fehling, Andrassy, and McDermott. On Matrix B we have Bridge, Allen, Holik, Helsel, and Flynn on the top five, with Matias Salar holding a fast time of 1:00.28.

The qualifiers going to the finals will be selected the same as Quickie top 12, plus the two fastest outside the 12, 28 total, from both matrixes.

At the end of racing Thursday, we had a special surprise as one of our own competitors, Bob Brogdon, was being inducted in the NMPRA Hall of Fame for his more than 40 years of outstanding contribution to the sport of RC Pylon Racing. Bob was presented with a beautiful plaque by Danny Kane, and then Dub Jett and Mike Helsel spoke a few anecdotes about his great character, excellence, friendly spirit, and achievements in the hobby.

—Santiago Panzardi

Lewis Schwab.



RC Pylon

Jim Katz's Sweet V remains.



Tom Scott's Miss Dara.



John McDermott strategizes.



Duane Gall and his original racer.



Danny Kane's Supercat.

RC Pylon

Tim Yousey and Matt Fehling.



Dub Jett and John Shannon.



Ritch's Brew is a proud fuel sponsor for Pylon, CL Racing, and CL Combat.



To find a dealer near you, call (713) 661-5458.

Travis Flynn (far side) and Matt Fehling get air as they launch.

Scores



2014 NATS 422A

Ordered By Points

After 6 Rounds

2014 NATS 422A QUAL	Name	Low Time	Points
1	STEVE BAKER	1:04.05	22
2	DEAN STONE	1:05.64	22
3	MATTHEW FEHLING	1:03.02	20
4	ROY ANDRASSY	** 1:00.24	18
5	JOHN MCDERMOTT	1:03.36	18
6	DENNIS OBRIEN	1:04.84	17
7	JOSEPH TROPEA	1:06.40	17
8	JIM KATZ	1:04.42	16
9	DAN KANE JR	1:02.87	15
10	BILL JOHANSON	1:03.15	15
11	MIKE LANGLOIS	1:03.84	15
12	JOHN GIBSON	1:04.77	15
13	RAY BROWN	1:03.58	14
14	DUANE GALL	1:09.48	14
15	JULIAN DOWNHAM	1:10.98	14
16	TERRY FRAZER	1:03.50	12
17	MIKE MASI	1:08.46	12
18	PAT GALARNEAULT	1:11.81	12
19	HAROLD SATTLER	C 1:12.21	12
20	TIM YOUSEY	1:05.96	11
21	GORDON MCWILLIAMS	1:09.75	11
22	RONALD GAGE	1:10.08	11
23	LEWIS SCHWAB	1:09.71	9
24	MIKE SPENCER	1:09.51	8
25	TOM SCOTT	1:08.52	7
26	JIM LIME	1:14.18	3
27	RICHARD BERNER	1:23.69	1
28	MIKE EDEN	0:00.00	0

2014 NATS 422B

Ordered By Points

After 6 Rounds

2014 NATS 422B QUAL	Name	Low Time	Points
1	RANDY BRIDGE	1:01.12	22
2	JIM ALLEN	1:04.12	22
3	ROBERT HOLIK	1:03.32	20
4	MIKE HELSEL	1:06.46	20
5	TRAVIS FLYNN	1:03.59	19
6	DUB JETT	1:04.15	19
7	JERRY SMALL	1:06.05	17
8	LLOYD BURNHAM	1:06.14	17
9	GARY FREEMAN JR.	1:03.52	16
10	MOE VEREECKE	1:04.29	16
11	RICHARD BEERS	1:04.44	16
12	MATIAS SALAR	** 1:00.28	15
13	RANDY RITCH	1:04.80	15
14	SANTIAGO PANZARDI	1:06.53	15
15	ROBERT TRIGGS	1:06.92	15
16	CRAIG KORSEN	1:09.02	14
17	DUANE HULEN	1:04.79	13
18	GARY FREEMAN SR.	1:07.36	12
19	DENNIS CRANFILL	1:05.30	11
20	ROBERT BROGDON	1:08.67	11
21	HANK KAUFMANN	1:10.50	9
22	MARK PARKER	1:06.70	8
23	RICHARD TUCKER	1:08.57	7
24	ROBERT VESS	0:00.00	0
25	JOE RAFALOWSKI	0:00.00	0
26	LARRY LEWIS	0:00.00	0
27	MATT RUSSELL	0:00.00	0
28	MIKE TALLMAN	0:00.00	0

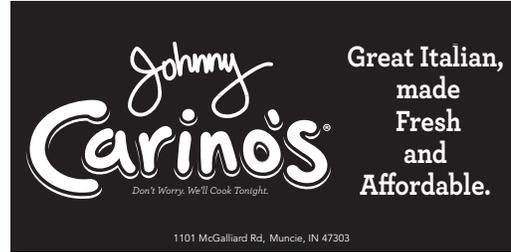
Scores

EVENT <i>Sport Jet</i>						
CONTESTANT	1	2	3	4	BEST	
STEVE PERKINS	145.103	144.661	145.737	-	145.737	7
BRENDAN ROBINSON	148.663	149.566	149.243	-	149.566	8
PATRICK HEMPEL	146.401	146.568	150.693	-	150.693	4
CHRIS MONTAGINO	142.992	-	-	-	142.992	9
GLEN VANSANT	142.652	-	-	-	142.652	10
DON ROBINSON	149.317	150.378	150.693	-	150.693	3
ANDREW ROBINSON	150.617	152.223	151.2	-	152.223	1
JOHN NEWTON	138.299	143.643	-	-	143.643	8
JOEY MATHISON	ATT	149.94	149.815	149.94	149.94	5
GARRY ANDREWS	148.578	ATT	151.505	-	151.505	2
GLENN LEE	ATT	138.940	-	-	138.940	12
WARREN GREGORY	140.240	ATT	ATT	141.086	141.086	11

EVENT <i>A Speed 302</i>						
CONTESTANT	1	2	3	4	BEST	
HEMPEL, PATRICK	161.021	117.468	-	-	161.021	6
VANSANT, JAMES	ATT	ATT	171.254	ATT	171.254	5
VANSANT, GLEN	174.583	172.688	-	-	174.583	4
MONTAGINO, CHRISTOPHER	ATT	160.603	175.315	165.421	175.315	3
HUGHES, WILLIAM	178.309	ATT	171.188	173.567	178.309	2
NEWMATH	DQ	191.271	-	-	191.271	1

EVENT <i>B Speed 303</i>						
CONTESTANT	1	2	3	4	BEST	
HUGHES, WILLIAM	150.315	150.756	162.536	-	162.536	3
NEWMATH						
LEE, GLENN	160.420	-	-	-	160.420	4
VANSANT, GLEN	178.217	-	-	-	178.217	1
VANSANT, JAMES	152.223	-	-	-	152.223	5
MONTAGINO, CHRISTOPHER	157.238	163.943	163.052	-	163.943	2

The Nats is proudly sponsored by





Harold Sattler and
Roy Andrassy.
Santiago Panzardi
photo.