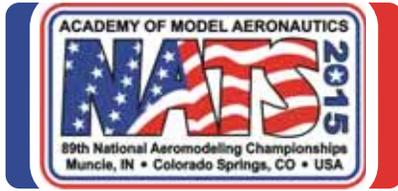


RC SCALE
CL SCALE
CL STUNT
CL COMBAT
CL SPEED
RC COMBAT
CL CARRIER



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John Boyko and Mike Barbee hold John's Pitts S1a for the judges. The 1/3-scale aerobatic aircraft is taller than either of them. Stan Alexander photo.



RC SCALE

Starting as early as Tuesday, modelers began arriving for the Scale portion of this year's Nats. Many more arrived on Thursday in campers, RVs, and other accommodations.

Static judging started on Friday morning around 10 a.m. with a large group of CL Scale models in the forefront of the static area. RC and CL scale are judged at the same time by different sets of judges under a large tent.

The events include RC Sport Scale Sportsman, Expert, Designer, Team, Open, as well as Fun Scale Novice. All of these classes don't have to be static judged on Friday, but

unless you are in Fun Scale, you receive points for building your model as close to the full scale as possible and showing the documentation you used to build the model.

Judges are positioned at 15 feet back from the tables holding the models and from this distance they compare the documentation provided to them by the competitors. A pizza party that evening after the static judging was finished set the tone for the next day of competition, where two rounds will be flown in each class. Stay tuned for tomorrow's edition, to see what is involved in Scale flight competition.

—Stan Alexander

Photos by the author.



Mike Grady's electric-powered MiG 15 is from a BVM kit. Entered in Team Scale power is being held here by Mike's wife.



Jim Friut's beautiful CL Rearwin Speedster was featured on the cover of a recent Model Aviation cover.



Dale Arvin is seen here explaining his documentation to the judges before they start.



Alan Whitaker and Russ Kuhn work as static judges in RC Scale. The outline, finish color, and markings as well as craftsmanship of building the model are all included in this part of the competition.



The SNJ is by Dale Arvin and the SNJ-5 is by Chuck Snyder. Dale's model is entered in Team Scale while Chuck has entered his SBD in Expert.



Chuck Snyder holds his model with a helper while the judges consider the outline of the model in the plan view (or overhead view). The model with its 85-inch wingspan, is from Jerry Bates plans.



Another view of Dale Arvin's SNJ and the SBD by Chuck Snyder on the static tables.



Mike Barbee makes adjustments on his huge T-34B this is from a Bob Patton design.



Jeff Foley's Me-109E is shown here in the plan view. Jeff designed and built this model from scratch. It has beautiful workmanship.



Note the semiflat tire stance on Jeff Foley's Me-109. This is typical of the type while sitting on the ground.

Jack Buckley's DH Tiger Moth is built to 33% of the full-scale. It is powered by a DA-50 engine. Completely scratch-built, Mike says that it flies better than the 1/4-scale aircraft. I'm including a series of detail shots on this model as I view it one of the best here this week.



Bottom photo: This Sopwith Pup is modeled at 1/3-scale from a Balsa USA kit and was built by Bill Brucken.

Left: Note the woven seat in Bill Brucken's Sopwith Pup. This isn't part of the kit! Beautiful details!



CL SCALE

Static Judging is the time when you see other pilots that you haven't seen in a while and find out what they have been building. The event 1/2A Scale has been increasing in popularity and Roger Wildman and Allen Goff brought out their twin Brewster F2A Buffalos with the same markings.

The models were built from the plans that Allen Goff had drawn. Frank Beatty made a 1/2A Scale version of his Arrow Active Mk II. There are two multiengine 1/2A Scale models with Chris Brownhill's Handley Page Hampton and Dave Platt's Ta-154. Everyone will find out what his or her static score is after the

first flight has been completed.

The judges got to look at the detail up close in Authentic Scale, which included the cockpit and surface details. If the full-scale aircraft had retractable landing gear or flaps, then the judges will be looking for that during the flight portion. Authentic Scale requires more documentation than the typical Sport Scale model.

Favorites at any contest are models with two or more engines and you won't be disappointed this year. Ed Mason from Florida brought four models, all with four engines which included a Lockheed Constellation, Douglas C-124, Boeing B-17, and the Douglas DC-6.

In the middle of Static judging, a thunderstorm came through, so everyone quickly moved the models under the big tent so the pilots and models could stay dry. Luckily, the storm passed and we kept on with the static judging under the tent.

Jim Fruit returned with his Rearwind Speedster, this model was on the cover of the June 2015 issue of *Model Aviation*. Team Scale had increased entries. This event is where a pilot and builder enter as a team. Team Scale uses the Sport Scale rules.

Come on out and check the flying portion to see the models in action on Saturday and Sunday.

—Fred Cronenwett

Photos by the author.



Jim Fruit assembling his Rearwind Speedster.



Jim Fruit and James Jensen.



Ed Mason with all of his multiengine models.



Frank Beatty with his Hawker Fury.



Richard Schneider and Jeff Jensen.



Frank Beatty with his 1/2A Scale Arrow Active Mk II.





CL STUNT

Friday's finals rounds for the Open division of CL Stunt determined the five pilots who will move on the Saturday's Top-5 Fly-Off, and the winner and top placers in the Advanced division.

Being involved as a pilot at the Nats this year, your reporter didn't have too much time to take photos of the action. Friday's flying takes place very quickly, and you have to keep focused as a pilot in order to do well.

The 20 Open finalists were split into two groups, and those groups fly one flight on each of two circles, with the high score from each circle added to achieve a final score. There are no

throwaway flights. In the Advanced class, the nine finalists flew two flights, one on each of the two Advanced circles.

The big news on Friday was the wind—it just howled. Clean, precise flying was nearly impossible, and it turned into a sort of survival contest. Sadly, some didn't survive ...

Derek Barry was putting in a great flight when his outside wing suddenly broke, and his airplane slammed into the ground. Over on the Advanced circles, there was another tragedy when Don Herdman's slick Mustang stunter was destroyed. And, Buddy Wieder's Ryan's Eagle twin fell victim

to a failed motor on a vertical eight maneuver, effectively putting him out of contention.

The second round was interrupted by a thunderstorm, but soon got back underway, and the finals flights were all flown and scored.

The winner in Advanced was Dennis Vander Kurr. Mike Waldron placed second, and Will DeMauro captured third.

The five finalists for tomorrow's Top-5 Fly-Off are Brett Buck, David Fitzgerald, Orestes Hernandez, Kaz Minato, and Paul Walker. It should be some show!

—Bob Hunt

Defending National Champion David Fitzgerald looks ready to repeat. Dave's model is his well-traveled ThungerGazer.



Photos by the author.

Derek Barry didn't realize when this photo was taken that his Cutlass model was only moments away from tragedy. A wing folded on during the Square Eight in round one.



Brett Buck will be one of the Top-5 finalists on Saturday. Brett is flying his veteran original-design Infinity.



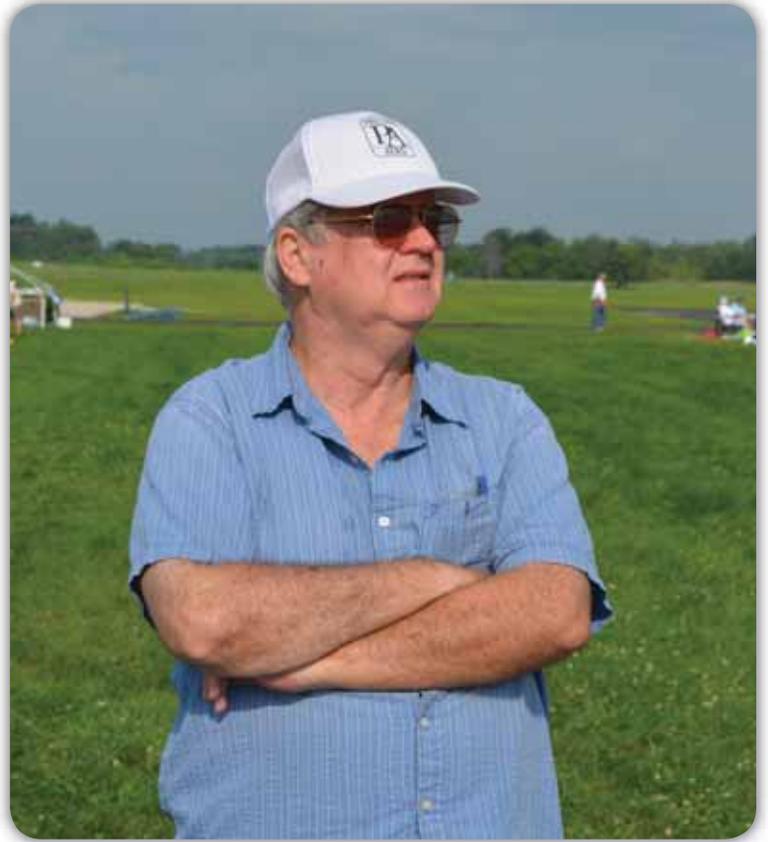
Buddy Wieder's Ryan's Eagle twin is only a few weeks old, and yet he made the finals and flew well ... until a motor shut off prematurely.



Eleven-time Nats Champion, Paul Walker changes a battery in his electric-powered Predator. He'll be in the five-man fly-off on Saturday.



Engine builder supreme, Randy Smith, looks as though he's keeping a secret. Wonder what that could be ...



Dave Wenzel gives a thumbs-up, indicating that his pull-test duties are going well.



Tom Morris reacts after having seen a close call during the windy finals.



There was lots of activity around the Open Finals pit area.



After the Finals, many of the pilots and spectators adjourned to the Chocolate Moose in Farmland for lunch. Great place to eat!



CL SPEED WRAP-UP

It was Friday day five in central Indiana and there was more mysterious weather on our last day of the 2015 Nats.

Day five is big block, big jets, and big horsepower, D Speed, Jet Speed, and NASS C Speed.

We can expect some storms by noon and the plan is to try to finish early. It was very humid, heavy air this morning as several D models are pulled tested.

Bill Hughes put up a flight of 180.92 with his OPS-powered model. Next, Chris Montagino turned 170.87 with Nelson .65 power.

Glen and James VanSant have flights of 172.59 and 180.288.

Patrick Hempel woke everyone up with his Fast Jet at 181.379. Dave Layman's John Newton-designed Super Tigre-powered C goes 159.936. Your reporter, who also uses the Neutron Bomb,

posted a flight of 178.748 with Nelson power.

The skies are threatening and it was decided that we'll skip lunch and keep flying. We had a little rain, but continued. James VanSant's C model went 178.323 mph. Things were getting close. Chris Montagino's D on his second attempt hit 177.356 and on the third flight went 180.108, D was also tightening up.

Carl (Dave) Layman moved into first place in Jet Speed with a fine run of 185.876. Bill Hughes joined the C race with his conventional, upright, grooving C model at 167.452. Glen VanSant posted an attempt with his newly powered long-stroke Nelson .40 that had some issues. A weather report showed severe weather west of Indianapolis and it was decided to call it a day. Third place in D Speed went to Chris Montagino with 180.108. Second went to James VanSant at a speed of 180.288, and our National Champion is Bill Hughes with his OPS-powered D Speed model at 180.920.

In NASS C Speed, third was Bill Hughes at 167.452, second went to James VanSant with 178.323. Your 2015 National Champion is your reporter, Warren Gregory at 178.748.

In Jet Speed, second went to Patrick Hempel at 181.379 and our 2015 Jet Speed National Champion is David Carl Layman with 185.876.

The annual High Speed award went to Carl Dodge with his 1/2A Speed entry. The Doc Davis Jet award went to Dave Layman for his Jet Speed winner. The AMA High Point award again went to Chris Montagino for the second year in row. Congratulations to all.

The 89th AMA CL Speed Nats has ended and we thank all of the contestants who traveled to Indiana and shared this week of great fun, competition, and fellowship with their fellow competitors. A special thanks to John Moll for agreeing to be our Event Director this year at the Nats, and for a job well done.

Hope to see everyone next year.

—Warren Gregory



Jenni Alderman photo.

Photos by the author.



NASS Sport Jet—Patrick Hempel.



D Speed—Bill Hughes.

1/2A Speed—Carl Dodge.



1/2A Profile Proto—James VanSant.



F2A Speed—Alex Valishev.



.21 Speed Sport—Chris Montagino.



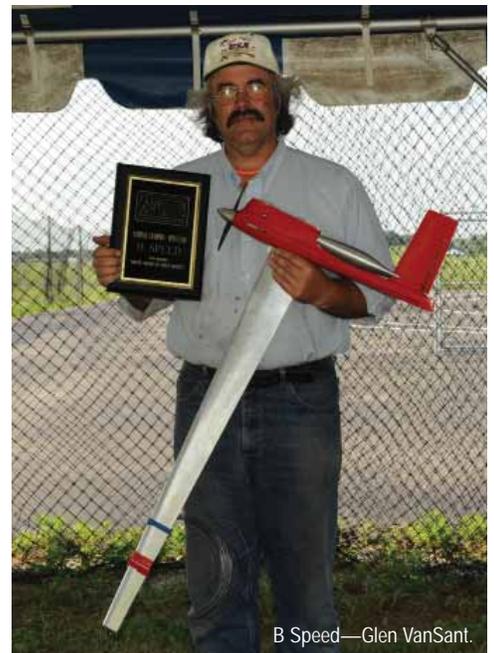
F-40—Chris Montagino.



Perky OTS—Bill Hughes.



A Speed—Chris Montagino.



B Speed—Glen VanSant.



Jet Speed—David Carl Layman.



NASS C Speed—Warren Gregory.



Jenni Alderman photo.

Jenni Alderman photo.



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RC COMBAT WRAP-UP

Once again, the RC Combat Nats have come to an end. The weather turned out to be great after we got past the first day. We still started the day with wet-weather streamers, but as the morning went on we were able to go to our normal streamer material. On the last day of Combat, we needed to fly four more rounds of 2948 Scale Combat and five more rounds of Limited B. We got started at approximately 8 a.m. and were able to finish by 2 p.m.

This year I did not fly in 2948 Scale so I got more of an opportunity to watch everyone fly their airplanes. It is great to see the time people put into making the Scale planes look really nice.

The day before it was a close race between Tom Neff and Eric Gilkey, but after some great flying by Eric, he went

out in front to stay. Eric got some nice help from his dad, Scott Gilkey, which makes for some great-flying planes. Scott took notes during the day for each plane so that he could correct any issues later.

After 10 rounds, in third place was William Drumm with a score of 2,504. In second place was Tom Neff with a score of 3,064, and in first we once again have Eric Gilkey with a score of 4,108.

After we completed, Scale we went straight into Limited B. We still had to fly five rounds with two heats per round. Limited B has become one of the more popular classes of Combat being flown. It has more power than SSC for the windy days, plus it is slow compared to Open B to cut down on the damage.

In fifth place was Dane McGee

with 2,736 and in fourth was William Drumm III with 2,908. In third place we had David Ebers Sr. with 3,100 and in second was David Smithgall with 3,246. Once again the top pilot this year was Eric Gilkey with a very high score of 4,700.

It was once again a great gathering at RC Combat Nats and I cannot wait to come back next year. We would all like to thank the AMA and William Drumm III for putting on a great event. William did a great job of keeping the contest organized and running smoothly.

If you are interested in RC Combat, please visit RCCombat.com to find out more about the event and where other events are happening around the country. Until next year, keep an eye on your six.

—Don Grissom



The Senior Citizen award.



For some reason my scores are always bigger in Texas.



Midair Crash I think William started it.



Tim Gillow getting ready to launch.



CL COMBAT WRAP-UP

L 1/2A Combat at the Nats is high-performance 1/2A. The planes usually fly around 75 to 80 mph, or a little less than 2.5 seconds/lap. The pilot has to turn around at the about the same rate as with 2.5cc F2D planes or .36 cu.in. Fast Combat planes.

The planes are very lightweight—only 5 or 6 ounces or so—but fly very much like the bigger planes. The pilot has to turn around about the same speed but the plane speed is slower making it easier to fly. On the other hand the light weight and slower speed means that wind affects them more.

The flying started Friday with a very iffy forecast—humid, warm, 40% chance of showers. The flying got interrupted midmorning for a brief storm. There were dark-looking clouds around the rest of the day, with rumbles of thunder, and one hold up for lightning.

The Event Director, Dave Edwards, used the same format as the previous two days with a double-elimination first round. Everybody flew and the winners advanced to the single elimination bracket. First-round losers flew against each other and the winners advanced to the single-elimination final bracket. After that, any loss would eliminate a flier.

There were initially 11 entries. Rylan Ritch talked his

dad, Richie, into entering although he doesn't fly much Combat and the event director into letting them fly against each other. Richie got the Grand National Champion Pylon trophy this year, so he knows his airplanes. He'll be the first to admit he needs more practice at Combat, though.

Paul Kubek flew against Chuck Rudner. Chuck got a cut, but Paul lost out on air time anyway with a slow start.

Probably the fastest match of the day was between Bob Burch and Brian Stas. Bob had resurrected an old plane that he had to use. It was not a winner in flight performance. Bob managed a Figure Eight and Brian came over the top and got the string as Bob's plane was staggering back to level flight.

The final match between Ed Bryzs and Mike Londke lasted a relatively long time. Mike had a large foamie and Ed had a standard Euro 1/2A. They sparred around a bit without getting lined up well. Mike got the first cut. A short while later Ed got one back. After some more sparring, Ed set up a come-from-behind-slashing outside maneuver for a kill.

The final results were Ed Bryzs, first; Mike Londke, second; Brian Stas, third; Bob Burch, fourth; and tied in fifth place were Neil Simpson, Paul Kubk, and Chuck Rudner.

—Phil Cartier

Paul Kubek and Chuck Rudner in the first round. Chuck had some engine trouble and ended up in the loser's round to beat Wayne McDaniel to get back in the hunt.



Photos by the author.



Paul Kubek gets a cut on Chuck Rudner to add to his troubles.



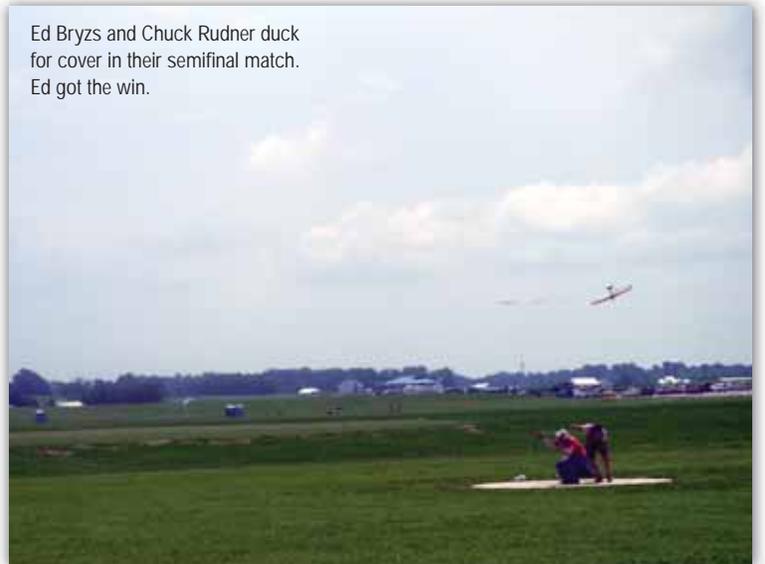
Rickie Ritch and his son Rylan face off in round one. Rylan stuck with him until his dad had to quit.



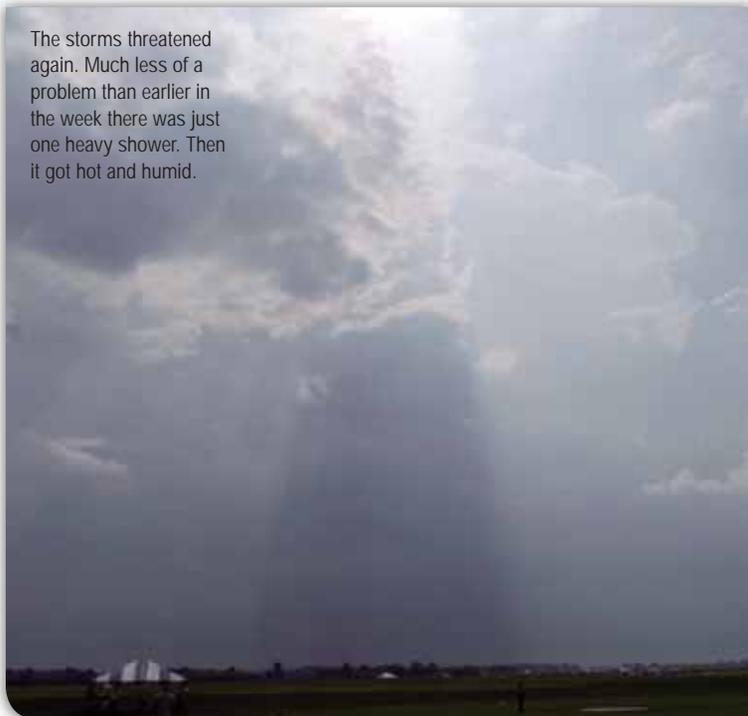
Mike Londke tries to snag a cut on Brian Stas in the semifinal. He got one later.



Ed Bryzs snags a red streamer off of Mike Londke's plane for a trip to first place.



Ed Bryzs and Chuck Rudner duck for cover in their semifinal match. Ed got the win.



The storms threatened again. Much less of a problem than earlier in the week there was just one heavy shower. Then it got hot and humid.



The Winners: Neil Simpson, fifth; Paul Kubek, fifth; Ed Bryzs, first; Chuck Rudner, fifth; Mike Londke, second; his son, Samuel; Dave Edwards, event director; Brian Stas, third; Bob Burch, fourth.

CL NAVY CARRIER WRAP-UP

Thursday was the day for the unofficial Navy Carrier events—.15 Carrier, Skyray Carrier, and Nostalgia Carrier. In contrast to the previous two days, the weather was excellent. Winds were light. There were enough clouds to hide the sun and keep the heat down; and except for a few occasional drops, there was no rain. It was a great day for flying Carrier!

Although the unofficial events tend to be more laidback than the official events, .15 Carrier saw some heated competition among the top places. Eric Conley has a very fine electric model designed specifically for the event, with a larger wing than more traditional models. Last year, he mentioned to Burt Brokaw that he thought it would be hard to beat with a gas-powered model. Burt accepted the challenge, and the result was the minimalist, asymmetrical model that Burt brought to the Nats.

In the first round, Eric put up an excellent flight with a score of 263.3. Burt also had a great flight that scored 263.0. Burt's next two flights ended early after the engine quit shortly after launch. Though Eric won this match-up, it is clear that the two models and fliers are very closely matched and that there is no clear advantage to either technology.

In the Sportsman class, John Vlna placed first with an electric-powered model of the 1925 Blackburn Airedale.

Although John's model represented an actual aircraft, that doesn't mean it was not unusual. Check the photos and judge for yourself. Art Johnson placed second with a much more conventional Dauntless.

The Skyray event was won by Pete Mazur, followed closely by Burt Brokaw and Mike Anderson.

Burt Brokaw continued to dominate the Nostalgia events, taking first place in each. He flew a G-S Skyraider in Profile with a K&B .35 engine. The rest of the Profile competitors used Supertigre .35 for power and were very closely matched in flight performance. The differences in placing were determined by landing scores.

Mike Anderson's Vought XF5U-1 attracted a lot of attention when it flew. The flying wing, with a wingspan equal to length is one of the most unusual prototype aircraft available for the Carrier modeler. John Vlna placed second with his Mottin XPC-1.

In Class I Nostalgia, second place went to Bob Hawk flying an MO-1. Second place in Class II was taken by Gene Wielms flying a Grumman Guardian with an O.S. .60 engine.

For complete results and a breakdown of performance with high speed, low speed, and landing scores, see the next issue of the Navy Carrier Society's *High-Low-Landing* newsletter.

—Dick Perry

Photos by the author.

Competitors and spectators enjoy some great weather as they watch the Navy Carrier flight activities.



Mike Anderson's Vought XF5U-1 is a Frank Scott design from four decades ago.



This Blackburn Airedale was flown by John Vlna to first place in .15 Carrier.



Eric Conley's electric .15 Carrier entry is a minimalist design that performs very well.



Everett Shoemaker prepares to launch Bob Hawk's MO-1 on his third-place Nostalgia Profile flight.



Jo Shoemaker's .15 Carrier entry was the only biplane in the competition. It looks great in flight.



Burt Brokaw's Nostalgia Profile G-S Skyraider completes a perfect arrested landing following his first-place flight.



Burt Brokaw designed this asymmetrical glow-powered .15 model to challenge Eric's new electric-powered model. He placed second by only a third of a point.



Gene Wielms used this Grumman Guardian to place second in Class II Nostalgia Carrier.

Bob Heywood (R) checks Eric Conley during his first-place .15 Carrier flight. Dick Perry photo.

