

Friday
July 20

STARBUCKS

National Aeromodeling Championships



Gary Freeman Jr.
tuning the motor of
his dad's plane to
make sure he gets
the perfect needle.



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Last Day for RC Pylon at the Nats

Today's Events:

Control Line

D Speed

Jet Speed

1/2A Mouse I

1/2A Combat

NCLRA B Team Race

RC Pylon

RC Combat

WE STARTED out the day yesterday with qualifying for Q-40 in the A Matrix, but it was soon ending by the weather setting in and a rain delay. It lasted for several hours through lunch so Event Director Gary Freeman Jr. had a pilots' meeting to determine what was best for the 70 pilots who either drove or flew from across the country, and some from abroad.

The decision was made to have an all-up matrix with all pilots and no qualifying rounds. We were able to get off two rounds containing 17 heats in each round. As the standings are now, there is an eight-way tie for first place and we will see how the day pans out.

During the delay of racing, there was a gathering of all the pilots to give a presentation to AMA's Cliff Telford Memorial Fund. There is a group of individuals who donated time and efforts to raffle off an RTF Q-500 plane fully equipped with radio and motor to help drive the funding of the project.

Ron and Jane Morgan were presented a check from the entire Pylon Racing community for \$4,676. An unnamed sponsor matched

the funds totaling \$9,352.

Gary Schmidt was surprised when Sally O'Brien pulled out the ticket from the box with his name on it, congratulating Gary.

Cliff Telford, a longtime Pylon racer and proponent of helping deserving college-bound youth, had set up a scholarship fund through the AMA favoring those wishing to study aeronautical careers.

Cliff's background started in CL Speed, in which he evolved into a world-class pilot, partnering with Bob Violett. This partnership led to several world championships in FAI RC. Cliff's love for the sport inspired him to create the Cliff Telford Scholarship Fund.

The criteria to qualify for the scholarship has very specific parameters involving studies leading to degrees in advanced aeronautics. Academic excellence, community service, and the love and participation in model aviation were a few of the requirements needed to apply for this prestigious award.

Cliff's passion for the scholarship and drive to promote higher education for those interested in aeronautics stimulated AMA to keep pushing the efforts after he left us in 2005. AMA changed the award to the Cliff Telford Memorial Scholarship.

Thank you, Cliff, for starting such a wonderful award for all the young pilots out there. You are missed and remembered. Fly well in all those incredible blue skies and puffy white clouds around you now ... *///*

Presenting the Cliff Telford Memorial Fund Check to Ron and Jane Morgan with the AMA Scholarship Committee.





A nostalgic blast from the past—Travis Flynn, Dan Kane, and Dennis Cranfill break out the old Formula One racers for an exhibition race after the day of racing. What a site to see.



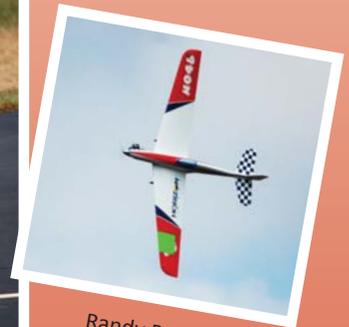
Roy Andrassy showing us the intensity on the line as he holds the nose of the airplane down to make sure the motor stays cool.



Lee LaValley and Dave Norman preparing for another race.



Quarter Midget coming in for final.



Randy Bridge's Ashley chugging its way around the pylons.



Mike Langlois's Proud Bird making it around the course.



On the buggy coming out to the line.



A perfect showing of how the staggered start should look.

CL Precision Aerobatics

Eric Taylor and Kenny Stevens keep an eye on circle four during the Thursday qualifications.



The Smith brothers and grandson brought an electric retract gear model to the Nats and it was flown for exhibition and competition by the grandson. Check out the pictures.

The top 20 Advanced competitors now go on to their last day of flights on Friday. The Open pilots have also been chosen for the Top 20 Day. The Open class will then advance five pilots to the finals on Saturday morning. I have enclosed shots (thanks to James and Beth Mills) of the final scoreboards from the two qualifying days (Wednesday and Thursday). *///*

Wesley Dick walks to circle three with his very special flapped Stunt model.



THE DAY BEGAN gray and threatening, but most of the tempest held off until the end of Round One on the last day of qualifying. A rain squall drove all judges, workers, and pilots to a two-hour-long lunch delay beginning around 10:45 a.m.

Flying resumed about 12:45 p.m. with brisk breezes and many passed flights. Most flights were passed due to the point that a competitor knew he had enough numbers to be in the qualifications without the need for a second judged pattern. A few others felt the wind speed and elected not to fly.

I found I had a tank problem on the first round and bowed out. Charlie Reeves and Bill Allen took me aside and we fixed the leak and I got in my last flight on the windy part of the day.

I had to guess fuel consumption and time restraints and estimated wrong. My engine run was well proportioned for the wind but I ran over by 31 seconds. I at least had the encouragement from friends to get back to the flightline and complete my second-round maneuvers.

A couple of models to note are Mark McKinney's twin-rudder design and Wesley Dick's multiple-piece flaps. Mark placed a leadout guide in the inboard wingtip with both fore and aft movement and some vertical adjustment.

The included picture will explain the leadout guide. Wesley Dick reminds us of full-scale airliners and their flaps. Wesley calls them BI-DIRECTIONAL, DOUBLE SLOTTED, BLOWN FLAPS. It takes several pictures to visually describe the end results of his new flaps.



Check out the leadout guide on Mark McKinney's model and the full adjustment features.

Jim Smith (Florida) shows off his grandson's retract gear model to Gordan Delaney.



The model's retracts are open to inspection on the Smith family model.

William DeMauro and Dennis Moritz discuss the day's events and their upcoming flights.



1. Wesley Dick's new-fangled flaps as seen by this top plans view.
2. I have taken this shot from the wingtip to show the flaps as developed by Wesley Dick.
3. This is a shot of Wesley's flaps from the bottom view.



Joe Bowman, from Arkansas, flew his Randy Smith Tempest at the 2012 Nats.



Gordan Delaney displays his piped Pathfinder to this columnist.



Mike Scott (second place Old-Time Stunt on Tuesday) details his Jamison Special to James Mills.



Dave Tribble preps his Stunt model for his official flight on Thursday morning at the Nats.



John Benzing and Paul Winters traveled from England (the London area) for this year's Nats. John and Paul helped my wife and me traverse London when we visited their country in 2010.

Mike McHenry brings his Zero out of inside loops to the inverted flight portion of the CLPA pattern over the grass circles in a free practice time.



C/L Precision Aerobatics AMA National Championships, 2012 Event 322 (Open) Qualifications										
Contestant	Wednesday, Circle 3				Thursday, Circle 1				Total Score	Place
	Round 1		Round 2		Round 1		Round 2			
	Flight Order	Score	Flight Order	Score	Flight Order	Score	Flight Order	Score		
Leonard Brouil	10	519.33	12	509.0	16	485.33	7	496.0	1015.33	37
Joe Gilbert	13	558.33	9	528.33	12	547.33	15	545.33	1105.67	21
Alberto Haber	15	534.33	11	522.33	14	513.67	8	513.0	1050.0	32
Bob Hunt	12	582.0	8	Pass	9	562.33	14	Pass	1149.33	Q
John Leslie	9	471.0	14	209.0	15	Pass	12	Pass	471.0	41
Steve Moon	16	545.33	10	Pass	10	521.33	16	543.33	1111.67	Q
Bill Rich	8	553.0	7	558.67	8	558.67	9	538.0	1098.67	Q
Wayne N. Smith	7	516.33	16	508.67	11	521.33	11	519.0	1046.67	33
Paul Walker	14	592.33	13	Pass	7	571.0	13	Pass	1163.33	Q
Frank Williams	11	558.33	15	Pass	13	552.0	10	529.0	1110.33	Q

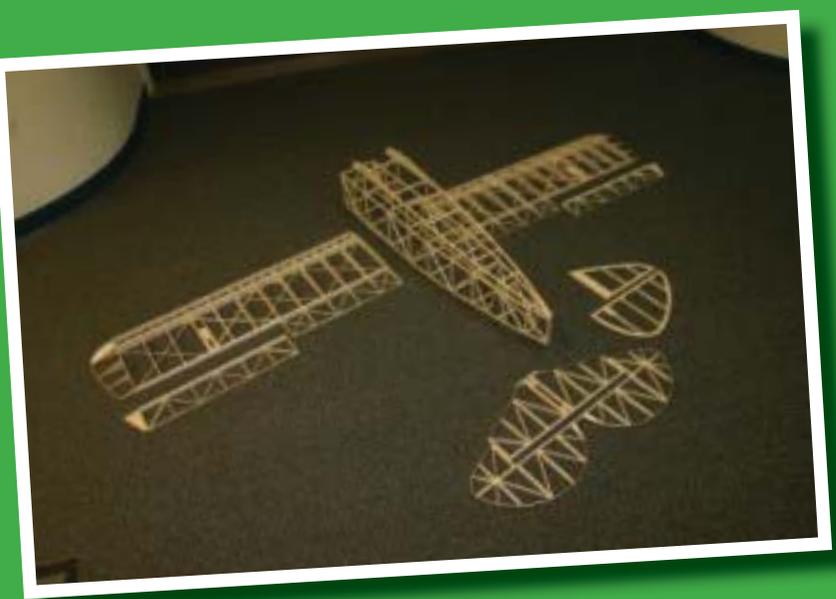
C/L Precision Aerobatics AMA National Championships, 2012 Event 325 (Advanced) Qualifications										
Contestant	Wednesday, Circle 2				Thursday, Circle 4				Total Score	Place
	Round 1		Round 2		Round 1		Round 2			
	Flight Order	Score	Flight Order	Score	Flight Order	Score	Flight Order	Score		
Robert Brookins	7	348.33	2	564.33	3	445.0	3	Pass	814.33	2
Mark McKinney	5	67	7	473.33	7	486.0	5	480.0	959.33	Q
Samuel Niebel	1	485.67	3	457.33	1	518.33	2	478.0	946.67	Q
Donald Ogren	6	450.0	5	457.33	6	471.33	6	Pass	928.67	3
Chris Stevens	3	475.33	1	487.67	2	477.67	4	467.0	962.33	Q
Eric Taylor	2	484.33	6	498.0	4	516.67	7	514.33	1015.67	Q
Greg Voumard	4	473.67	4	498.0	5	495.67	1	512.67	1010.67	Q

C/L Precision Aerobatics AMA National Championships, 2012 Event 325 (Advanced) Qualifications										
Contestant	Wednesday, Circle 3				Thursday, Circle 1				Total Score	Place
	Round 1		Round 2		Round 1		Round 2			
	Flight Order	Score	Flight Order	Score	Flight Order	Score	Flight Order	Score		
Jason Greer	2	520.33	6	507.33	8	492.0	3	513.33	1033.67	23
Scott Harness	5	488.33	5	405.0	3	467.33	4	Pass	918.67	38
Robert Harness, Jr.	4	465.0	4	513.33	1	518.0	2	Pass	1013.33	Q
Ricardo Martinez	1	518.67	3	516.67	4	486.33	5	519.67	1028.33	Q
Mike Schmitt	6	493.33	1	493.0	6	507.33	11	497.0	1000.67	26
Roger Wildman	3	372.67	2	436.67	2	479.67	6	Pass	918.33	Q

C/L Precision Aerobatics AMA National Championships, 2012 Event 325 (Advanced) Qualifications										
Contestant	Wednesday, Circle 4				Thursday, Circle 2				Total Score	Place
	Round 1		Round 2		Round 1		Round 2			
	Flight Order	Score	Flight Order	Score	Flight Order	Score	Flight Order	Score		
Weis Eakin	6	464.0	3	478.33	4	479.33	2	424.67	946.67	Q
Mike Greb	3	486.67	5	467.33	3	505.67	4	505.0	981.67	Q
Mike Haverty	4	486.67	6	465.0	2	487.33	3	483.67	974.0	Q
Fred Krueger	1	456.67	2	454.67	5	470.0	6	460.0	924.67	Q
Robert Krug	5	524.67	4	524.67	6	524.67	5	524.67	—	—
Scott Reynolds	2	492.67	1	485.0	1	491.33	1	Pass	988.0	Q

Join us for a little piece of history ...

Tonight, 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.



RC Combat

IT MUST be something with Combat since there has been an issue with not getting any rain. It seems as though every year Combat brings planes and water raining from the sky. After getting a late start Thursday we were able to get four rounds of Scale 2948 done before the weather started getting bad, which was good.

Before we got started, Bob Loescher ended up finding the dead zone for Combat planes that caused him to crash two of his Scale models. He was only able to get one round in before he had to quit because of the plane issues.

We had seven Scale pilots this year. Tom Neff started off strong with some good scoring rounds. We had to use our wet-

weather streamers, which normally lead to lower scores, but Tom has found a way to get the cuts. After five rounds, Tom had a score of 2100.

What was really surprising was that second through fourth places were within 10 points of each other. David Smithgall had 1052 followed by Keith Jones with 1048, and William Drumm III with 1044.

At 1 p.m. we were able to get started again and complete the last round of Scale for the day and get started with Limited B. Because the air and ground were still wet, we had to continue with wet-weather streamers.

We also had a few pilots who had issues with the dead zone. Even William Drumm III had issues with his plane one time when

he went farther out during a round. William, even with his bad round, is leading after six rounds with a score of 2264. Currently in second is Tom Neff with a score of 1804. Dave Davis has also started strong with a score of 1676.

Friday we will conclude this year's RC Combat Nationals with five more rounds of Scale and four more of Limited B.

It should be a nice day and it's supposed to be a little cooler that it has been this week.

If you would like to learn more about RC Combat, you can visit www.RCCombat.com, which has information about events across the country as well as information about kits that you can purchase. *///*

Dave Davis, or as we call him, Sparky. No playing with the lighting this year.

Keith Jones and Jill, our wonderful scorekeeper.



So Bob, how long does it take to unroll the streamer?

Tom Neff and Norm Names getting ready for some Scale Combat.



RC Combat reporter Don Grissom.



CL Navy Carrier Wrap-Up

THURSDAY THE temperature broke, but so did the event's continuity. A storm front came through and just as flying was about to start at 9 a.m., lightning and rain called a halt. It was not until 2 p.m. that the flying continued. Having to catch a full-scale airplane, I had to load up and scoot, but the rest of the fliers made the most of the remaining three-hour window.

When the flying restarted, Pete Mazur put up a number of flights with his e-Profile, e-Skyray, e-Class I Bearcat and e-Class II Corsair. Paul Smith did well with .15 and Nostalgia Profile.

With the winds gusting, Burt Brokaw had a tough time with his unique, asymmetric .15 carrier. Eric Conley had two incredible flights—both with his e-15 and e-Class II. The windy, low-speed flying was rock solid, and the high speed of the e-Class II was

over-the-top. Art Johnson had a number of complete flights and garnered a fair share of trophies.

Well that's it for CL Scale week—starting last Friday and ending today with Scale Navy Carrier and Scaleish Navy Carrier, Stunt, Speed, and racing models. Navy Carrier had a good three days with modest turnout, new faces, and a number of Top 20 scores.

We thank all the crews from AMA to Boy Scouts and to our own members for making this marvelous experience happen this year. There is nothing like the Nats, and if you missed it this year we are looking forward to welcoming you next year. Put it on your list, but not your bucket list.

Cheers. Ted Kraver signing off for Dick Perry, who will be back next year. *///*



The rain came down, washing out the deck, while (L-R) Pete Mazur, Eric Conley, Bill Bishop, Art Johnson and event director, Bill Calkins, discuss the weather.



Eric Conley's heavily wing loaded model penetrated the wind to fly a top score. Unfortunately, Burt Brokaw's asymmetric wing .15 that flew great in calm Tucson winds was all over the place in Muncie in the late afternoon and crunched in low speed.

The lineup of approximately two dozen entries reflected the variety of aircraft in our Navy Carrier-sport/hobby: profile and full body, electric and nitro-powered, and nostalgic and current eras.



Your NatsNews author, Ted Kraver, pull-testing his 1970s Nostalgia Class II Helldiver.



CL Combat

THE UNOFFICIAL Speed Limit Combat event, sponsored by MACA and Sig Manufacturing, attracted 16 entries, including five Juniors from Texas. Four of them were sponsored by Mike and Pat Gibson as part of a program at a school for children in bad family situations.

The wet weather kept everyone from potential heat strokes, but delayed the schedule quite a bit. After a couple first-round matches, the rain forced a delay until after lunch.

The younger pilots did a fine job flying their semiscale profile planes. Marquis Thurman managed to win fair and square.

Charles Carter nearly beat Phil Cartier. Phil got a late start and beat Charles' streamer to death. A lucky hit knocked off one very small cut in 30 or more passes. Charles went down a bit early and was out of the running.

After the third round, five pilots had no losses. The flying seemed to get a bit rougher with more than the usual number of crashes and midairs. By the sixth round, only a few fliers were left, but four of them had no losses.

Under the continued threat of more bad weather we finally made it to the last two matches around 6:30 p.m. Bob Burch had to use a new plane for a match with Brian Stas. The match got off to a slow start but suddenly Burch got hit either by wake turbulence or a strange gust of wind and his plane turned in on him after starting a normal outside loop and smashed up.

The final match between Brian Stas and Neil Simpson started under a threat of rain. Several folks were showing their smartphone weather maps around, predicting a thunderstorm within minutes.

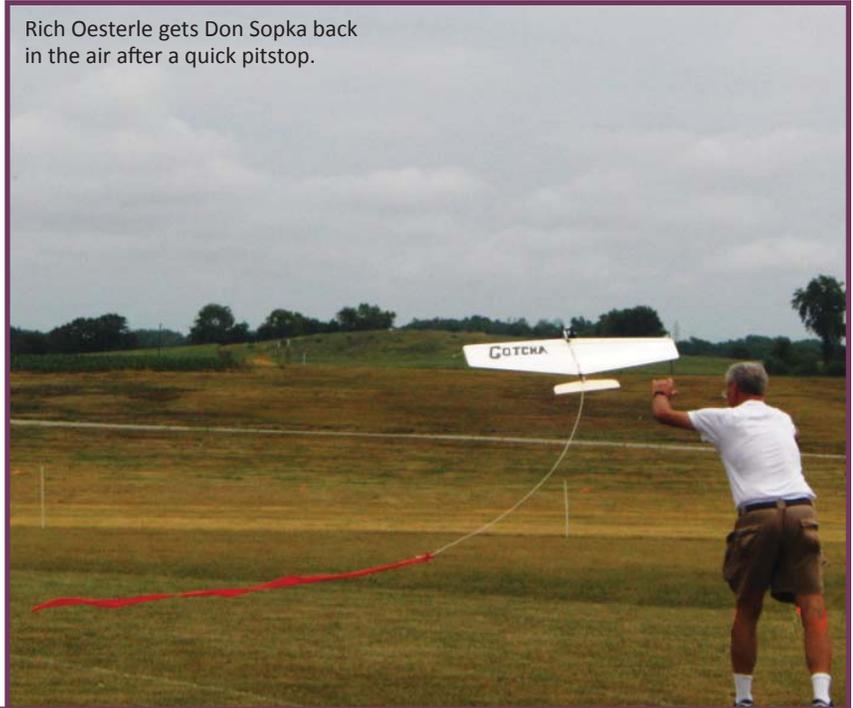
The match started with a storm a ways away with Neil getting a slow start. With a lot of hard maneuvering, Neil scored a cut and shortly after, Brian knocked off the inboard tip of Neil's plane. Brian needed 94 seconds of airtime but was only able to score 80 more points, giving Neil the win.

Final results:

- 1) Neil Simpson
- 2) Brian Stas
- 3) Bob Burch

Marquis Thurman and Charles Carter got some special stuff from Sig Mfg. as the top Juniors. *///*

Rich Oesterle gets Don Sopka back in the air after a quick pitstop.



Chris Sarnowski evades Don Sopka.



Tom Siegler gets back a cut on Marquis.



Charles Carter gets a cut off Howard Williams late in the second round.



Mike Gibson and Charles Carter get ready to launch Marquis Thurman after he starts his engine.



One of the boys from Texas launches Marquis Thurman for a match against Tom Siegler.

Howard Williams gets Brian Stas up. He was trying for enough airtime to beat Neil Simpson, but no luck.



Chris Sarnowski almost gets a cut on Don Sopka.



The happy Speed Limit winners: Charles Carter, runner up junior; Marquis Thurman, best junior; Neil Simpson, first; Brian Stas, second; and Bob Burch, third.

This week's events:

Saturday
RC Pylon
CL Nationals

Sunday
RC Aerobatics

Monday
RC Aerobatics

Tuesday
RC Aerobatics

Wednesday
RC Aerobatics

Thursday
RC Aerobatics

The 2012 National Aeromodeling Championships is proudly sponsored by:



A Speed

1	182.4	CHRISTOPHER A MONTAGINO	PARMA HEIGHTS	OH
2	178.12	WILLIAM HUGHES	BARTLETT	IL
3	175.87	JOHN W NEWTON	ROWLAND HEIGHTS	CA
3	175.87	JOEY MATHISON	LAS VEGAS	NV
4	175.56	JAMES D VANSANT	LANGHORNE	PA
5	171.98	GLEN J VANSANT	LANGHORNE	PA

Navy Carrier Class I

1	444.93	BURTON BROKAW	TUCSON	AZ
2	391.49	BILL BISCHOFF	GARLAND	TX
3	196.45	PETER O MAZUR	SUGAR GROVE	IL
4	194.3	WILLIAM CALKINS	SUGAR GROVE	IL

1	4.48.20	WILLIAM R LEE	CHANDLER	TX
2	11.06.94	MELVIN L SCHUETTE	AUBURN	KS
998	100 LPS	DAVID O BETZ	WARSAW	IN

B Speed

1	179.95	GLEN J VANSANT	LANGHORNE	PA
2	160.36	GLENN M LEE	BATAVIA	IL

Navy Carrier Profile

1	359.83	ERIC D CONLEY	GARDNERVILLE	NV
2	346.22	BURTON BROKAW	TUCSON	AZ
3	319.49	BILL BISCHOFF	GARLAND	TX
4	294.98	MELVIN L SCHUETTE	AUBURN	KS
5	260.76	MIKE GREB	SULPHUR SPRINGS	TX
6	257.57	DALE E GLEASON	VALLEY VIEW	TX

Rat Racing

1	STEVE EICHENBERGER	03:19.5	CHANDLER	AZ
2	DAVID O BETZ	04:58.5	WARSAW	IN

Howard Williams gets Rich Stubblefield up against Bob Burch.

