

INSIDE:



July 29, 2010

Sunday- Saturday  
RC Sailplane



# NATS NEWS

Daily coverage of the 2010 National Aeromodeling Championships



Don Cleveland from Tennessee shows off his bagged-wing ship.

Academy of Model Aeronautics  
2010 National Aeromodeling Championships

# Nats

Muncie Indiana • Johnson City Tennessee

Academy of Model Aeronautics  
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A special thank-you to members of **AMA's Flight Support Team**. Our community partners recognize that AMA onsite events bring thousands of visitors during the flying season who spend dollars in our community. Their generous donations help AMA continue to host the many competition events held annually, and in turn, AMA promotes and encourages our members to look for and support members of the **Flight Support Team**.

Photos by Gordon Buckland.

# RC SOARING

## TWO METER, DAY 2

With an early start planned and flying to commence by 8:30 a.m. without a pilots' meeting, there was lots of activity at the Soaring site from 7:30 onward as the winches, scoring, and transmitter impound area, etc. were prepared for the second day of 2 Meter Sailplane.

The first task for Round 7 would be 11 minutes. That would be a very tough task with the heavy, damp air that hung over the fields of Muncie. The fog had lifted by 8:30 but the sun had really not yet done any work, so true thermal were nonexistent for the first few flight groups. Instead, the high launchers headed forward toward the treeline and rode the Muncie wave as long as they could before returning to the landing zone. Flying smoothly was the key, with the least amount of control movements possible to get the aircraft around in this neutral air.

The longest flights were in the 6 to 7-minute range until the last group when Josh Glaab managed to eek out an 8:51 and stuck a great 87 landing as well.

Round 8 also started with an 11:00-minute max, and with some small puffy clouds starting to blow across the field there was definitely some activity developing. The wind was from the west and across the launch at about 7 to 10 mph. The launches were great but the breeze made the bubbles that were available move fast and often break up in a short distance.

It was Group E before any flier got the full 11:00 minutes when Peter Goldsmith and Jim Thomas both scored 10:57. Fliers in the remaining groups also found decent air. The lift was light, but just enough to take downwind for 4 or 5 minutes and then come forward to find another ride to complete the task. Once



JT and Peter Goldsmith with their Sprites hitch a ride back from the flightline.

Round 8 was complete it was clear that the contest was tightening at the top with Jim Thomas now just 20 points ahead of second position Josh Glaab. Josh was catching JT by virtue of some excellent landings. Third was still held by Craig Greening and fourth was Canadian Doug Pike with Gordon Buckland in fifth.

Round 9 was announced by CD Jack Strother to be a 3:27-second round. This sounds like an easy task and in fact it was if each pilot took it seriously and actually launched normally, found lift and shot a landing. Instead of doing that, many experienced pilots launched soft, didn't look for lift, and discovered themselves landing at 2 or 3 minutes without achieving the goal.



Dew was still on the grass as the first flight group heads for the winches.



Above: Chuck Pinnell's Mantis comes in to the landing tape.

Left: Chuck measures a very high-scoring landing.

We had a bit of fun in our group by having a small wager on the outcome with John Diniz taking the group and the pot. It was an interesting round where many pilots you would expect to get this time easily, failed to do so.

The only change to the top 5 came as a result of Josh Glaab hitting an 89 landing to move past JT into the first position.

Round 10 was flown before lunch with a target time set by the CD at 9:00 minutes. By now we had definite lift/sink cycles moving through the launch area so the pilots needed to make the decision after launch of whether to go downwind to the lift that went through or try their luck upwind in the hope that something would turn up.

Many times we saw 2 Meter pilots undecided either way and they finished up in the middle, where the Muncie sink claimed them for an early arrival. Clearly launch height makes a real difference in this category of Sailplanes as those who flew the lightweight, built-up models of the past simply did not have the strength to take a full pedal winch and as a result often ended up 150 feet lower than the gaggle. This distinct disadvantage makes a big difference when it is necessary to chase lift or cover a lot of ground to find it.

The current crop of molded airplanes like the Sprite and the Espadita get great launches, as do the strong, bagged-wing Ducks, Lasers, Images, and Rubys developed over the last 20 years.

Once again the top 5 positions remained as they had been for the last three rounds, with Josh Glaab extending his lead to 93 points over JT with consistent, high-scoring landings.

Round 11 was started with a target task of 8:00 minutes. The first group found this task difficult with the notorious Muncie sink keeping the winning time by Don Cleveland down to 3:53.

In all, the soaring conditions on this day were fairly typical of a summer here with the high 80s temperatures and wind creating great lift for some groups that had gone too far downwind to benefit the next group and the next cycle of lift still too far upwind to reach. Having a 2 Meter that has legs is very important because sometimes the search for lift requires covering a very large amount of ground in the initial phase of the flight.

Josh Glaab once again took control of his position at the top of the score sheet with an impeccable 8:01/96. JT also scored well with a 1064 round, but it was going to take a big mistake by Josh if JT was to make up the ground. Craig Greening continued to hold down third place with a 7:59/46 round. Johnny Berlin moved up to fourth place with a strong 1071 round and Gordon Buckland remained in the fifth spot with a pretty ordinary flight.

The radar showed heavy storms approaching from the west, so it was decided to complete the contest early with just one final 12:00-minute round and get packed up in time to

Below: Don Blackwell with a very pretty open-construction model prior to launch.





Left: The *NatsNews* is a great focus of interest every day after the great AMA staff puts it together, prints it, and brings it to the field.

Below: The hardest working guys on the field as they go up and down all day are Sue Stump and her winch trolls.

avoid everyone getting wet.

John Diniz won the first group with a 5:00/74 as they found little up air to play with. This sink cycle boded well for the next group and, as expected, every flier got the elevator ride that is Muncie lift in full swing and 6 scores over 1000 were posted including a near-perfect score by Josh Glaab of 12:00/98 to ensure that he could not be beat in this contest.

Group C missed this ride but scratched around enough for Ken Bates to win the group with a 6:31. Tom Kallevang won Group D with a 4:01 in the same sinky air. Group E finally found some decent air again and Skye Malcolm lived up to his name by skying out and winning the group with a 12:03.

Group F was flown in a cycle where the best guys followed a thermal downwind from the landing zone area after the lift was marked by the returning Group E pilots. Tom Scully and Doug Pike made the most of it completing great maxes while Craig Greening didn't quite get enough of it to complete the full 12:00 minutes and neither did Gordon Buckland, falling short by nearly 4 minutes.

This would rearrange the final positions considerably. The final flight group G was won by Don Harris with a 12:03/75. With darkened skies approaching, the packing up was done with great haste while John Lindsay tabulated the scores so the presentations could be made.

CD Jack Strother and Marc Gellart presented the awards to the top 10 pilots and the Best Junior in attendance who was Lee Atchison. Lee is improving every time he competes and as a Junior he is making a great account of himself placing 15<sup>th</sup> outright today against some pretty experienced pilots. Some of



CD Jack Strother enjoys the shade while he calls up the pilots for the next round.

# SCORES AND STANDINGS

## 442 Thermal Soaring Two Meter

1 O	LOUIS J GLAAB	HAMPTON, VA	12870
2 O	CRAIG R GREENING	LA SELVA BEACH, CA	12478
3 O	JAMES A THOMAS	FOLSOM, CA	12274
4 O	JOHNNY A BERLIN	EFFINGHAM, IL	11832
5 FO	DOUGLAS PIKE	BRAMPTON, CANADA	11676
6 O	THOMAS E KALLEVANG	WHEELING, IL	11451
7 O	KENNETH BATES	PORTAGE, MI	11391
8 O	ALEXANDER G BUCKLAND	SANFORD, FL	11236
9 O	PETER G GOLDSMITH	MONTICELLO, IL	11052
10 O	SCOTT R SHAW	BRENTWOOD, TN	10835
11 O	BRENT D ROBINSON	SHELBY TOWNSHIP, MI	10807
12 O	ANTHONY R GUIDE	NEW FREEDOM, PA	10630
13 O	INGO J DONASCH	SARASOTA, FL	10542
14 O	ROBERT D ROBINSON	IRONS, MI	10542
15 J	LEE A ATCHISON	LOUISVILLE, KY	10465
16 O	RICHARD L BOTHELL	PRESCOTT VALLEY, AZ	10447
17 O	DONALD P HARRIS	WESTERVILLE, OH	10407
18 O	JERRY A GROSS	HUTCHINSON, KS	10148
19 O	PETER J SCHLITZKUS	OCEAN VIEW, DE	10108
20 O	DAVID S BEACH	AMHERST, NH	10061
21 O	JOHN N DINIZ	MONTICELLO, IL	9979
22 O	ERICH P SCHLITZKUS	STEWARTSTOWN, PA	9925
23 O	RICK SHELBY	VISTA, CA	9637
24 O	THOMAS M SCULLY	CADIZ, KY	9566
25 O	MICHAEL STUMP	CADILLAC, MI	9396
26 O	ROBERT F BURSON	BRISTOL, IN	9351
27 O	JACK S WALLNER	RICHLAND, MI	9292
28 O	MICHAEL D MCGOWAN	PEACHTREE CITY, GA	9243
29 O	PETER BAUMELER	TRAVERSE CITY, MI	9206
30 O	STEVEN H LUCKE	PARSIPPANY, NJ	8786
31 O	ROBERT C GLOVER II	HUNTSVILLE, AL	8750
32 O	ROBERT A SAMUELS	SAINT LOUIS, MO	8653
33 O	STEVEN E SCHNEIDER	BUFFALO GROVE, IL	8242
34 O	BERNARD M COLEMAN	CHARLOTTE, NC	8079
35 O	SKYE M MALCOLM	COLUMBUS, OH	7983
36 J	JOSH GLAAB	HAMPTON, VA	7796
37 O	PAUL C PERRET JR	METAIRIE, LA	7752
38 O	CHARLES J MCCANN	JACKSONVILLE, FL	7497
39 O	ROBIN F MEEK	AURORA, IL	7288
40 O	CHARLES L PINNELL JR	CROZET, VA	7202
41 O	PRESTON M HELLER	WILTON, NH	7071
42 O	DEAN H GRADWELL	JACKSONVILLE, OR	6891
43 J	LUKE GLAAB	HAMPTON, VA	6813
44 O	LARRY N JEFFERY	GRAND HAVEN, MI	6746
45 O	DONALD BLACKWELL	ANDERSON, IN	6692
46 O	BILL RINKLEIB	FOLSOM, CA	6517

the awards were handed out to the wrong recipients initially due to an error in penmanship on a couple of scorecards. Once this was corrected the final results were as follows.

Tenth place was awarded to a fast-improving Brent Robinson. Brent is Robert's son and this is his first trophy in Open competition at the Nats. Peter Goldsmith was in ninth position with a great comeback from in the 20s after an earlier setback on day I, Your reporter Gordon Buckland, broke the Duck this Nats with an eighth-place finish after holding down fifth all day until the last round.

Tom (TK) Kallevang was strong as an ox in the closing rounds to move up to seventh place. Doug Pike was up and down all day but got the times and landings when they mattered to be in sixth place at the end. Ken Bates was the real mover with simply great flying taking him all the way from 10<sup>th</sup> on day one to fifth place at the business end.

Johnny Berlin flew with great experience and finished with three solid 1000s plus landings to hold onto fourth place. Craig Greening also hung in there every round to be the third-place finisher.

Jim (JT) Thomas took second and was right up there for the entire contest but couldn't match Josh Glaab's landing scores today. Congrats to Josh Glaab as the Nats Soaring 2 Meter Champion for 2010. Josh is a great stick and worked hard all day helping both his sons fly as well. Quite a handful to take care of, but Josh takes it in his stride and the extra responsibility seems to have little detrimental effect on his personal performance.

Now that 2 Meter is over, we can get down to the big machines tomorrow in Unlimited. See you there.

—Gordon Buckland

The winners in the top 10 places in 2 Meter.



Above: Josh Glaab is the 2010 2 Meter Soaring National Champion.

Right: Jim Thomas and his Sprite take the wood for second place.

Below: Lee Atchison receives his award for first-place Junior 2 Meter pilot.



Janice Gross attaches the previous round's scores on the scoreboard.



Left: Craig Greening made the podium in third position flying a Sprite.



Johnny Berlin drove his Duck into fourth place.



Ken Bates, with some excellent flying of a Duck, takes fifth place.



Doug Pike flying a home-designed, bagged-wing ship takes sixth place.

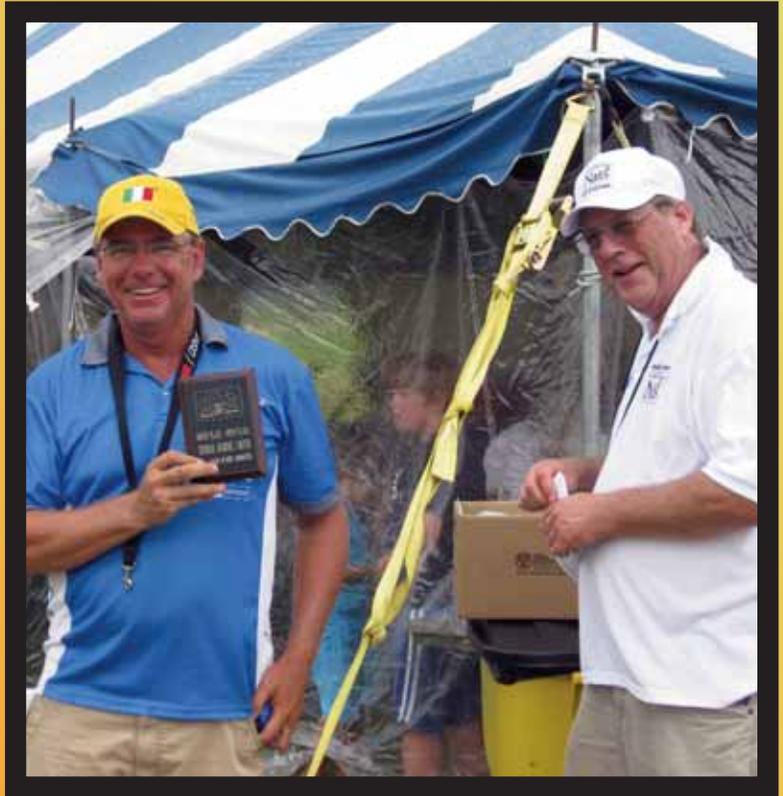


Left: Tom Kallevang is handed the hardware by Jack for seventh place.



Left: Gordon Buckland and his Lawicki wood Duck takes eighth place.

Below: Peter Goldsmith flying a Sprite receives the ninth-place plaque.



Above: Josh Glaab hits another very close landing.

Right: Josh measures his landing with the tape for a great 96.



Ingo Donasch from Florida and timer Mike McGowan with Ingo's Velvia 2M.



Lee Atchison runs back to the winches with his Sprite after an equipment failure gave him a relaunch.



The wing can be seen clearly separating from the fuselage at the point of impact in this landing by Tom Kallevang.



Peter Baumeler guides his Duck in for a good score.



The Ipaq allows the entry of waypoints on any sized course, anywhere and then the realtime visual and audible tracking of the airplane on course.

Rick shows here how the software is easily managed on a handheld Ipaq.



After the contest Rick Shelby demonstrated with a Radian a GPS system for use in Sailplanes to make real time course racing and distance tasks a reality.



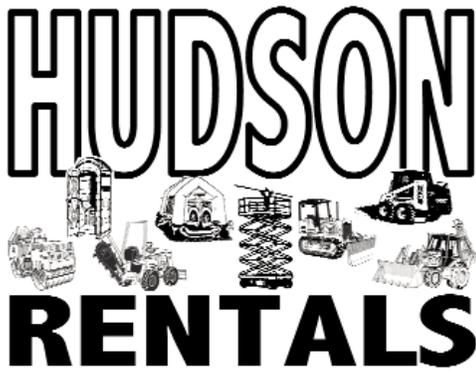
Mike Stump prepares to launch his Duck as his group lines up at the winches.



Josh Glaab gets ready to throw his Sprite in Round 11.

# Flight Support Team

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Marc Gellart did a great job all day getting the aircraft launched into the same window of air.



Peter Baumeler launches the wood Duck for Gordon Buckland in the final round 12.

