

**July 18, 2011**

**Tuesday**

RC Electric Soaring  
 Outdoor Free Flight

**Wednesday**

RC Electric Soaring  
 Outdoor Free Flight

**Thursday**

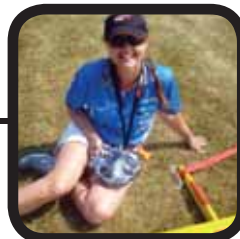
RC Electric Soaring  
 Outdoor Free Flight

**Friday**

Outdoor Free Flight



**Inside:**



# Free Flight begins

The 85<sup>th</sup> running of the Free Flight Nationals gets started today at AMA's National Flying Site in Muncie, Indiana. Around 200 contestants have preregistered for this year's competition which includes 60 individual events across five days in three age categories. Free Flight week is the most well-attended and comprehensive of the entire AMA Nats.

You may be wondering how FF competitions are conducted. Most events are decided on pure duration—usually a total of three flights (plus flyoffs if required). Competitors aim for a flight duration maximum (“max”) which is based on the wind conditions and the size of the field. For FF events at the Muncie Nats, the standard max is two minutes. When a competitor attains three maxes in a row he or she may proceed to attempt flyoff flights, which get progressively longer and more difficult to attain.

In FAI (F1x) events the max is usually longer (three or more minutes) and the number of regular flights preceding the flyoffs is either five or seven. Additionally FAI competition is flown in one-hour rounds whereas AMA events do not require rounds. Scale events are conducted to the Flying Aces Club (FAC) rules which require a combination of scale fidelity and flight duration.

Central to FF competition is a choice the fliers must make: the best possible time to launch their models. Unlike RC or CL, FF models receive no control from the pilot once released, making this launch decision crucial. Launch into rising air and FF modelers are happy. Launch into sinking air and the model has a poorer of scoring the max.

So, what's new at this year's Nats? There are several new and improved events, including the new E-36 event for small electric-powered models. The new rules allow up to two LiPo cells, a minimum weight of 120 grams, and a maximum wingspan of 36 inches. Advance word is that E-36 will be a big draw.

The sizable slate of FAC Scale events is back this year by popular demand, running Wednesday through Friday. A couple additional FAC events were added this year, bringing the event total to four a day.

As usual the National Free Flight Society is hosting a number of special happenings. The annual banquet is Wednesday, July 20, at the Horizon Convention Center, where the NFFS Models of the Year will be presented, along with six new inductees to the Free Flight Hall of Fame. Finally the NFFS Picnic and scholarship auction will be on Thursday, July 21, in the backyard of the Nats Headquarters building.

Stay tuned to *NatsNews* all week for max-by-max coverage. David Mills of Atlanta, Georgia, is providing the prose and photos this year for all five days of flying.

—Don DeLoach



Photos by Don DeLoach.



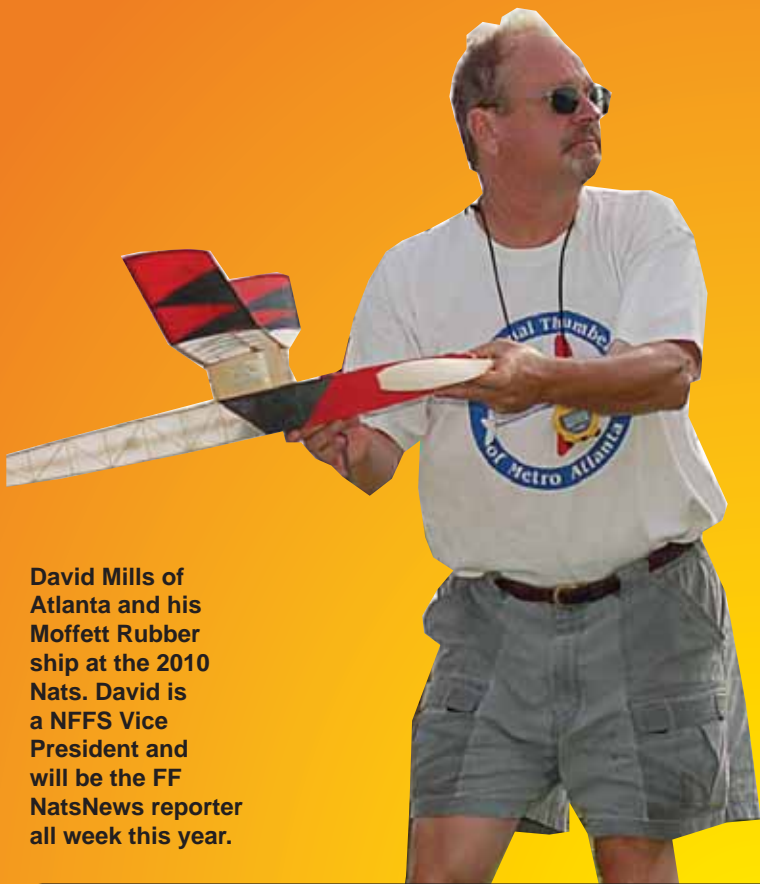
Trevor Pappas, Napa CA at the 2010 Nats.



Above: Henry Spence and his son, Steve Spence

Below: Bill Jackson, longtime Nats volunteer, and his 20-gram Mulvihill.





David Mills of Atlanta and his Moffett Rubber ship at the 2010 Nats. David is a NFFS Vice President and will be the FF NatsNews reporter all week this year.



Above: 2010 Free Flight Grand Champions (L-R): David Sechrist, AMA Rubber; Tim Batiuk, Glider; Ronnie Thompson, AMA Gas; Brad Bane, Classic Gas; Joe Williams, Nostaglia Rubber.

Below: Rocco Ferrario (second from left) is bringing another vanload of enthusiastic teenagers all the way from Napa, California. This was the 2010 Nats contingent.



# Unofficial Scores

Please note that all scores are unofficial until tabulated by Nats staff.

In 2010 the following individual Free Flight National Champions were crowned:

## Defending 2010 Free Flight National Champions


Event	Age	Competitor	Hometown	Score (seconds)
Hand-Launch Glider	(J)	Daniel Vuovich	Litiz, PA	339
	(S)	Anthony Guzman	Napa, CA	307
	(O)	Tim Batiuk	San Juan Capistrano, CA	548
Catapult Glider	(J)	Nathan Vuovich	Litiz, PA	239
	(S)	Ricardo Samario	Napa, CA	319
	(O)	Jim Lewis		683
P-30	(J)	Sam Smetzer	Napa, CA	350
	(S)	Ryan Seymour		360
	(O)	David Sechrist	Bristol, IN	823
Mulvihill	(J)	Robert Marier	Atlanta, GA	487
	(O)	Bud Romak	Lincoln, CA	1194
Payload	(JSO)	Rudy Kluiber	Lakewood, OH	607
Cargo	(JSO)	Vic Nippert	Lake Katrine, NY	2154
Moffett	(JSO)	Ed Sneed	Columbus, OH	2054
Dawn Unlimited Rubber	(JSO)	Paul Andrade	Highlands Ranch, CO	455
E-36 Electric	(JSO)	Vic Nippert	Lake Katrine, NY	300
1/2A Classic Gas	(J)	Daniel Vuovich	Litiz, PA	327
	(O)	Hank Sperzel	Omaha, NE	714
A/B Classic Gas	(JSO)	Brad Bane	Lyndonville, NY	994
C/D Classic Gas	(JSO)	Brad Bane	Lyndonville, NY	1350
1/2A Gas	(O)	Ronnie Thompson	Athens, AL	1050
A Gas	(O)	Jack Marsh	South Bend, IN	832
B Gas	(O)	Ronnie Thompson	Athens, AL	1050
C Gas	(O)	Gerald Brown	Henderson, TX	1045
D Gas	(O)	Ronnie Thompson	Athens, AL	1036
Super D Gas	(O)	Bob Watson	Morton Grove, IL	750
A Electric	(JSO)	Jim Jennings Jr.	Gallatin, TN	720
B Electric	(JSO)	Jim Jennings Jr.	Gallatin, TN	832
NFFS Classic Towline	(JSO)	Bob Sifleet	Glen Rock, PA	540
Jetex	(JSO)	Bill Reuter	North Olmstead, OH	338
1/2A Country Boy	(JSO)	Denny Dock	Stevensville, MI	480
1/2A Hydrostar ROW	(JSO)	Bill Vanderbeek	Palo Alto, CA	360
ROW Gas	(JSO)	Bill Vanderbeek	Palo Alto, CA	301
Dakota Bipe	(JSO)	Robert Bennett	Hampton, VA	-1
Jimmie Allen	(JSO)	Herb Kothe	Boulder, CO	360
Pee Wee 30	(JSO)	Rudy Kluiber	Lakewood, OH	3140
NFFS One-Design Combo	(JSO)	Rudy Kluiber	Lakewood, OH	600
1/4A Nostalgia Gas	(JSO)	Bill Schlarb	South Bend, IN	478
Early 1/2A Nostalgia	(JSO)	Dan Berry	Benton, AR	329
1/2A Nostalgia Gas	(JSO)	Jim Bocckinfuso	Moneta, VA	1012
A Nostalgia Gas	(JSO)	Bob Sowder	Troutville, VA	1080
B Nostalgia Gas	(JSO)	Bob Mattes	St. Charles, MO	1560
C Nostalgia Gas	(JSO)	Brad Bane	Lyndonville, NY	707
Ignition Nostalgia Gas	(JSO)	Bill Vanderbeek	Palo Alto, CA	353
Nostalgia Rubber	(JSO)	Joe Williams	Brookville, PA	752
Nostalgia Wakefield	(JSO)	Joe Willaims	Brookville, PA	780
Old Time Catapult Glider	(JSO)	Bill Schlarb	South Bend, IN	278
Old Time H.L. Glider	(JSO)	Tim Batiuk	Napa, CA	350
Old Time Rubber Cabin	(JSO)	Roger Gregory	Brentwood, CA	535
Old Time Rubber Stick	(JSO)	Dan Berry	Benton, AR	1345
Old Time .020 Replica	(JSO)	Bill Schlarb	South Bend, IN	592
Old Time ABC Cabin Gas	(JSO)	Bud Romak	Lincoln, CA	600

Old Time ABC Pylon Gas	(JSO)	Bill Vanderbeek	Palo Alto, CA	598
FAC Embryo	(JSO)	Ted Allebone		245
FAC Power Scale	(JSO)	Ted Allebone		209
FAC Golden Age Scale	(JSO)	Pat Murray	Indianapolis, IN	285
FAC Jimmie Allen	(JSO)	Don DeLoach	Colorado Springs, CO	611
FAC No-Cal Scale	(JSO)	Pat Murray	Indianapolis, IN	383
FAC Old Time Cabin	(JSO)	Stu Cummins		495
FAC Peanut Scale	(JSO)	Chris Starleaf	Sandwich, IL	129
FAC Phantom Flash	(JSO)	Vic Nippert	Lake Katrine, NY	217
FAC Dime Scale	(JSO)	Jerry Murphy	Manitou Springs, CO	178
FAC Scale	(JSO)	Don DeLoach	Colorado Springs, CO	144
FAC WWI	(JSO)	Don DeLoach	Colorado Springs, CO	
FAC WWII	(JSO)	Pat Murray	Indianapolis, IN	
F1A Nordic Glider	(J)	Michelle Barron	New Haven, CT	1219
	(SO)	Timothy Barron	New Haven, CT	1290
F1B Wakefield Rubber	(JSO)	Evan Simon	Commerce Twp., MI	1172
F1C Power	(JSO)	Don Chesson	Baton Rouge, LA	1800
F1G Coupe d'hiver	(J)	Larson Ringlien	Charlotte, NC	334
	(SO)	Ed Vanlandingham	Mansfield, TX	840
F1H A-1 Towline	(J)	Gina Barron	New Haven, CT	442
	(SO)	Kyle Jones	Avon Lake, OH	780
F1J 1/2A Power	(J)	Brian Pacelli	Wallingford, CT	77
	(O)	Henry Spence	Mansfield, TX	972
F1P Power	(SO)	Bob Hanford	Broken Arrow, OK	1133
F1Q Electric	(JSO)	Julie Parker	Houston, TX	1245



Team Pentapod at 2010 Nats (L-R): Dick Mathis, Tom Peadon, and Kit Bays.

# RC Soaring Wrapup



Frankie Burnoski tries to concentrate on his piloting while dad, Rich Burnoski, shows his love.

**D**ay 2 of F3J soaring was conducted on one of the hottest days we have experienced in Muncie at Glider Camp. Even with an early start there was sufficient lift during the early first round for many pilots to find enough air for the longer 15-minute rounds scheduled for this second day of competition.

The wind direction had switched overnight so we set up our winches on a new line for an early 8 a.m. start. Soft lift—but turnable air—greeted the first group as 10 or 12 sailplanes at a time took to the air for the longer rounds.

Cody Remington began his short tows during round 2 to attempt to catch the leaders by gaining time at the start of the flight. His tows averaged around 1 second compared to most staying on hook for 2, or even 3, seconds. The tactic paid off for Cody during the day as he gradually ran down the front-runners to eventually take the lead by the last round. There were a couple of close calls as his reads on the air were not quite right, but corrections made under the guidance of master air caller, Skip Miller, saw him run to developing lift and save the flights to take the win

by round 13. Cody didn't really make an error all contest and his winning score was 9991.57

Overnight leader, Larry Jolly, flew his Aspire well but took two penalties in the final two rounds by inexplicably landing on the tape a fraction late. Larry flew consistently throughout the contest with short tows and great reads to make time and his landings were the most precise of all competitors with the lowest landing, a 97. The two penalties cost him dearly though, and he faded to 11th

Rich Burnoski (though suffering from lack of sleep) just kept plugging away with maxes and great landings to finally complete the contest in an easy second place on 9982.11. Rich didn't take any chances and flew conservatively with 2- to 3-second tows to be sure of his times.

The big mover of the contest was Jim Monaco with some nice flying to move up the ladder. Jim had also taken on the responsibility of our young junior charge from Florida—Dillon Graves. Even with this distraction and that of maintaining the on-field, online scoring system, Jim was able to display great composure

and piloting skills to take third place on 9967.46.

The race for the top junior in F3J was a seesawing matchup between Dominick Lewis and Dillon Graves, which culminated in a close win for the Junior F3J championship—courtesy of some superb high-scoring landings. The high standard of competition for the juniors is fantastic as more juniors are involved in F3J and this can only bode well for the US Junior Team and their chances at the Worlds next year. Dillon completed the contest outright at 24<sup>th</sup> in his first F3J contest, which was only the second sanctioned contest in his short soaring career. We are going to see a lot more of this boy during the next seven years as he is only 12 years old and conceivably can represent USA as a junior three times. Dominick Lewis is also an excellent junior pilot with great flying skills and composure. He was inches behind Dillon at the end as second-placed Junior with a score of 9476.07 and 25<sup>th</sup> place.

The top senior for the contest was Dave Bradley who flew superbly to take outright 20<sup>th</sup> place with 9576.68 points.

Dave is eligible to compete as a junior at the Team Selects in Florida in October, and if he continues the same great form and improvement he will be a shoo-in for the junior team. He is a full-size glider pilot also and has great skills.

Fourth place in the contest was Jim McCarthy on 9965.59; fifth was Josh Glaab on 9950.38; sixth, Jon Padilla on 9950.19; seventh, Pat Crosby on 9930.07; eighth, Karl Miller on 9910.22; ninth, Peter Goldsmith with 9908.79; and 10<sup>th</sup> Frankie Burnoski on 9890.83 points.

The end of F3J also saw the end of Glider Camp for your reporter. It was the best week of soaring I have ever had the joy of participating in and the camaraderie of friends and fun of competition was what it was all about. I had the pleasure of participating in a soaring event that will always remain fond in my memory. Thanks Muncie, thanks AMA, and thanks to all the volunteers who made this possible. See you all again next year. →

—Gordon Buckland

**Karl Miller hits the 100-pointer with his Aspire on his way to eighth place in the contest.**



Larry Jolly, Jim McCarthy, and John Diniz watch the models closely during Larry's flight on a day which was extremely hot for Muncie, Indiana.

Mike Verzuh holds tension, ready to launch his Satori—while teammates, Skip and Cody, take care of the winch and timing duty.



Caroline Goldsmith flew a fabulous contest and is ably assisted her by her timer, Craig Greening, while husband, Peter, looks on.

Cody Remington demonstrated the depth of his all around skills by winning the F3J national title and the Unlimited Open RC Soaring title.



12-year-old Dillon Graves of Florida wins the F3J Junior National Championship in his first F3J contest.

Dominic Lewis with some excellent piloting was a very close second in the race for the junior F3J title.



Josh Glaab Jr. placed third in a strong group of junior F3J pilots.



Caroline Goldsmith scores a perfect 100-point landing with the Pike.



Cody Remington aiming the Egida very accurately at the 100-point end of the tape.



Jim Monaco, John Graves, and Dillon Graves find a moment to relax in the shade between rounds.



Gordon Buckland brings his Icon 2 in for a good landing during Round 9 of the contest.



Cody Remington demonstrates the tension required for optimum launch acceleration at the top level in F3J.