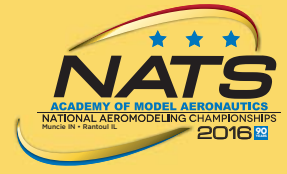


NATSNEWS



CELEBRATING 90 YEARS OF COMPETITION

July 22

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

**NO OPEN/PRACTICE FLYING UNTIL OFFICIAL COMPETITION FLYING IS OVER.
QUESTIONS? PLEASE REPORT TO THE WHITE FARM HOUSE.
THANK YOU, MANAGEMENT**



Jeff Robinson and Matias Salar's planes in tight racing.

Day seven of the AMA Pylon Racing Nationals and the hot weather became a reality. Although the day started with temperatures in the low 70s, it was approaching 90° by midafternoon and the engines and pilots were feeling the effects.

Most folks who began tuning in the morning had a hard time getting the engines to pipe-on, or reach the rpm where the engine powerband begins. Some chose a lighter propeller, while others waited for the conditions to change.

The morning's thick, humid air favors one needle setting, while crisp, less humid air favors a different one. This had a few pilots rattled by the first round and they either found themselves with too rich or lean runs and dropping racing points.

The wind, on the other hand, increased enough to eliminate turbulence from accumulating around the pylons and knocking airplanes down like bugs being hit by a fly swatter. But the wind increase also tends to make the time to reach Pylon One longer,

causing pilots to miss their cadence and cut. My callers and I felt it for the last one, costing me several zeros in rounds one and two.

Enough about the weather—let's talk about the preliminary Quarter Midget 40 results. With almost 60 entries, the format for QM40 is identical to Q-500—two matrixes, eight rounds of each, the top 12 from each side, plus the two fastest times make the 28 qualifiers for the finals.

After six rounds, Matrix A was led by Andrassy, Verano, Coe, Tom Scott, and Cranfill. Matrix B also flew six rounds, but the last heat has to be reflowed so we can only post round five's official results. Matrix B was led by Terry Frazer, Johansen, Matt Van Baren, Korsen, and Marcus Blanchard.

The last two rounds of A&B will be flown in the morning on Friday, and the 28 finalists will compete for the 2016 QM40 National Championship for another four to five rounds. 🏁



Xpresso Racing's Robert Rau.



Veteran, fierce competitor, and great gentleman, Bob Brogdon.



Dean Stone doing the tuning ritual before the event, while Tray Witte holds.



JoAnn Coffee mixing it up with Rusty Van Baren (R) and Robert Triggs, Richard Beers, and Calvin Steward calling.



Brian Blanchard (L) helps his teammate, Rocket Ray, get ready.



Anyone recognize this guy?



Robert Triggs holds for Kurt Beachler.



Trey Witte holds for Dean Stone.



Chuck Andraka and Rich Verano.



Parker and Allen.



Jerry Small and Dub Jett.



Rich Beers and Duane Hulen.



Jerry Small's newest creation.



Duane Gall's original and unique QM40 aircraft.



The Nats Pylon battle zone.



The most famous racing team forever lives.



Your reporter's racing planes.



Dub proudly showing his "Jett-pack."

2016 Q40 National Championship B Matrix

Ordered By Points

After 5 Rounds			
422B	Name	Low Time	Points
1	Terry Frazer	** 1:03.38	20
2	Bill Johanson	1:04.55	19
3	Matt Van Baren	1:04.17	17
4	Craig Korsen	1:06.35	17
5	Marcus Blanchard	1:04.49	16
6	Matias Salar	1:06.29	14
7	Brian Blanchard	1:07.04	14
8	Trey Witte	1:08.25	14
9	Chuck Andraka	1:05.59	13
10	Duane Hulen	1:06.79	13
11	Rusty Van Baren	1:07.33	13
12	Jeff Robinson	1:04.99	12
13	Dan Kane	1:05.74	12
14	Michael Masi	1:06.79	12
15	Hank Kauffmann	1:08.30	12
16	Robert Brogdon	1:09.32	12
17	Pat Galateanult	C 1:14.85	12
18	Jason Duda	1:05.74	11
19	Randy Ritch	1:08.38	10
20	JoAnn Coffey	1:08.49	10
21	Joe Tropea	1:11.18	10
22	Duane Gall	1:15.74	10
23	Robert Vess	1:07.58	9
24	Robert Triggs	1:09.33	8
25	Robert Rau	1:11.81	8
26	Mike Helsel	1:10.69	7
27	Mark Parker	1:08.87	6
28	Santiago Panzardi	1:10.22	5
29	Lee LaValley	1:18.72	4
30	Gary Freeman Jr.	C 1:10.91	2

2016 Q40 National Championship A Matrix

Ordered By Points

After 6 Rounds			
Q40	Name	Low Time	Points
1	Roy Andrassy	1:01.91	23
2	Richard Verano	1:03.92	20
3	Danny Coe	1:05.50	20
4	Tom Scott	1:05.77	19
5	Dennis Cranfill	1:05.95	18
6	John McDermott	1:05.82	17
7	Dubb Jett	1:06.20	17
8	Brian Batch	1:07.10	17
9	Jim Allen	1:04.76	15
10	Dean Stone	1:05.01	15
11	Richard Tucker	1:06.38	15
12	Marty Flood	1:07.52	15
13	Joe DeLaTeur	1:09.20	15
14	Jason Oliver	1:11.05	14
15	Stephen Baker	1:04.02	13
16	Richard Beers	1:07.53	13
17	Lloyd Burnham	1:07.54	13
18	Ray Brown	1:03.25	12
19	Mike Langlois	1:04.06	11
20	Gary Freeman Sr.	1:07.53	11
21	Kurt Beachler	1:10.24	10
22	Travis Flynn	** 1:01.49	8
23	Jerry Small	1:11.25	8
24	Doug Killebrew	1:07.58	7
25	Matt Russell	1:12.54	7
26	Randy Smith	C 1:14.09	6
27	Jesse Platt	0:00.00	0
28	Ronald Gage	0:00.00	0

The morning weather report called for unusual weather for our day four at the Nats, and it sure came to fruition. As the early flights were being posted, some were scratching their heads and trying to figure out what they needed to do to overcome the strange air pressures and heat.

The A Speed competition was extremely close. The top three were separated by only .42. Third place went to Chris Montagino with a speed of 177.11 mph. Second was Bill Hughes at 177.37 mph, and the 2016 National Champion is Glen VanSant at 177.53 mph. All three were using Profi .15 engines.

The five entrants in B Speed used several different engines. Third place goes to Chris Montagino using a piped Nelson .29 and a speed of 159.57 mph. Second place goes to Bill Hughes and his

new OPS piped .29 model this year. First place is no surprise as he has kind of owned this event for some time—again, our National Champion in B Speed is Glen VanSant with his piped Nelson .29, with a fine performance at 176.55 mph. Howard Doering used a .28 Nova Rossi with a megaphone in this class.

This year's Sport Jet competition also was very close and not without its difficulties regarding metering jet choices. The top four were separated by 2.52 mph. Steve Perkins won third place with 145.15 mph. Idaho's Jim Rhoades was second at 145.51 mph. First place goes to a former winner in this category, Patrick Hempel, our National Champion at 146.96 mph.

Friday will be our last day of CL Speed competition with the Big Block D class, Fast Jets, and C Speed. 🚀





EVENT B speed 303						
CONTESTANT	1	2	3	4	BEST	
Bill Hughes	168.68	167.67	ATT	157.68	168.68	2
Glen Van Sant	176.55				176.55	1
James Van Sant	156.35	ATT	—	—	156.35	4
Chris Montagino	155.73	159.57			159.57	3
Howard Doering	147.48	152.74			152.74	5



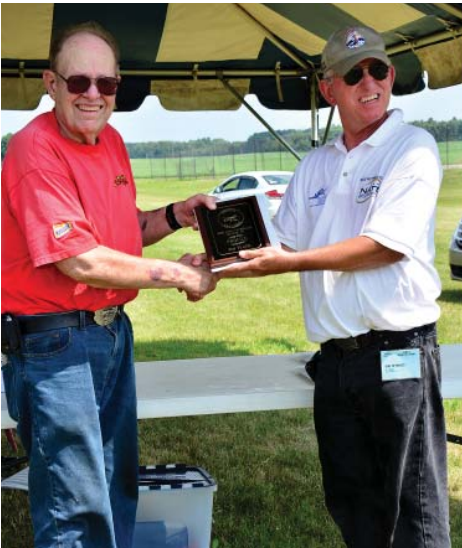
EVENT Sport Jet						
CONTESTANT	1	2	3	4	BEST	
Steve Perkins	142.65	140.32	145.15	—	145.15	3
Patrick Hendel	146.96				146.96	1
Jim Rudajes	145.51	145.21	145.14	—	145.51	2
Howard Doering	ATT	ATT	ATT		—	
Warren Gregory	ATT	ATT	144.39	144.44	144.44	4



EVENT A speed 302						
CONTESTANT	1	2	3	4	BEST	
Howard Doering	171.67	169.71	161.78	—	171.67	5
Glen Van Sant	177.53				177.53	1
Chris Montagino	160.92	172.11	175.95	—	172.11	3
James Van Sant	ATT	173.18		—	173.18	4
Bill Hughes	166.98	168.51	177.37	—	177.37	2

CL NAVY CARRIER ends

Photos by Jenni Alderman





RC COMBAT ends

Text and photos by Don Grissom

Once again, it is time to say goodbye to another great RC Combat Nationals. It was again great to see all of the other pilots and meet some new ones as well. It is always great to fly at the AMA site with the nice flying field and the facilities there.

We started the morning by finishing with Gnat Combat, which was really nice this year. Gnat is a very popular contest with planes that can be built in just a few hours with items you can get from your local hardware store. Unlike most other planes, these are very durable and can take midairs and crashes and receive little damage.

We had a total of nine pilots for the event and were able to finish the five rounds in the morning. In third place was Donald Grissom with a score of 2,260. Second place went to Bill Geipel

with a score of 2,696. Once again, the top pilot for Gnats was Eric Gilkey with a very high score of 6,144. It is always fun to watch him fly because he really knows how to control the planes, plus his dad does a great job with getting his planes ready for him.

Finally, we finished with Limited B with four rounds still to complete. In third place was Doug Goldman with a score of 2,240. Second place went to Andy Runte with a score of 3,452. Finally, in first place was Eric Gilkey with a score of 4,048.

It was sad to see it end and I hope to see everyone next year at the Nationals. I would also like to once again thank the Indiana Civil Air Patrol for its assistance this week and the RC Combat Association for the donation to the Civil Air Patrol.

If you would like to learn more about RC Combat, please visit the RC Combat Association website at www.rccombat.com.





The 2016 Control Line Racing Nationals have come to an end. For some reason, we save the best for last.

During Slow Rat, right after a pit stop, the controls on one of the planes locked in the full up position, causing the plane to do a high-speed loop. The plane not only survived, it was shut off, landed, refueled, and finished the race. In Super Slow Rat, the difference between first and third was less than 30 seconds.

It would be impossible to put on any contest, let alone the Nationals, without volunteers. These are some of the ones that I would like to personally thank: Sandra Lee, Zella Betz, Andrew and Mark Knight, who spent most of their time timing and counting laps.

If you look at the pictures I included, along with my articles each day, you will notice that there is one person that you keep seeing a lot. Bill Bischoff from Dallas came to the Nationals this year with one very not worthy goal. Bill was hoping to fly in every Control Line race at this year's Nationals. To do this, Bill had to fly for three or four people, along with his own planes. Bill averaged flying more than 500 laps a day for four consecutive days. After Bill finished his last race on Thursday, he told me that it was a lot harder to complete his goal then he had anticipated. Roughly figured, Bill flew more than 3,800 laps of racing this week.

The National Control Line Racing Association (NCLRA), the AMA-recognized Special Interest Group, gives out two special awards each year. The High Point Trophy is given to the person who has the highest combined score for all of the Control Line Racing events. This year it was awarded to Bill Lee who barely beat out Bob Whitney for the title.

The second award that is given out is the NCLRA Sportsmanship Award. It is awarded to the person who the NCLRA believes exemplifies what the ideal sportsman should be. This year we had a number of people who we could award it to, but it was decided to award it to Bill Bischoff for his willingness to fly for anyone who needed a pilot this year and in many past years.

Unfortunately, the number of Control Line Racing pilots is dwindling, so in an effort to give everyone an equal chance to win, the contestants decided to fly two 140-lap final races instead of the standard 270-lap heat races and a 140-lap race.

The results for Slow Rat are:

- | | |
|----------------------------|----------|
| 1. Bob Whitney/Jason Allen | 7:28.03 |
| 2. Bob Oge/Jason Allen | 7:47.31 |
| 3. Bill Bischoff/Mike Greg | 10:18.82 |

Super Slow Rat was flown in the same round robin format as Slow Rat.

- | | |
|----------------------------|---------|
| 1. Bill Bischoff/Mike Greb | 5:15.72 |
| 2. Bob Whitney/Jason Allen | 5:28.90 |
| 3. Mike Greb/Bill Bischoff | 5:44.21 |

It is official, the NCLRA voted to add an extra day next year to the Nats schedule just for the Sportsman Goodyear Muncie 500.

See you there. 🏁



Bill Bischoff (in white) during one of his many races.



Above: Bill Lee catching a Super Slow Rat during a pit stop.



Bill Bischoff receiving the NCLRA Sportsmanship Award.



Left: Bill Lee receiving the NCLRA High Point award.

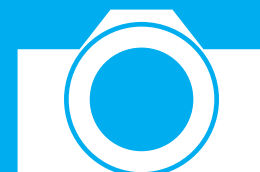


Mercedes Robinson and Christopher DeGraff. I met my true love at the Nationals.



Bob Whitney catching a Slow Rat during a pit stop.

Slow Rat winners.



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**Free WiFi available on site
for pilots and spectators!**
FLYINGSITE2

Super Slow Rat winners.



CL COMBAT ends

Text and photos by Phil Cartier

A new high nine fliers entered Fast Combat this year, maybe partly due to the fact that Henry Nelson built 100 new engines last year. The motor runs were generally great. With the limited supply of helpers, pilots started their own engines or stood by the plane until it started, which worked well.

The contest started at 9 a.m., and finished the 17 matches shortly after 1 p.m. We saw lots of good flying—a number of up and down matches with little combat, and only maybe one quick kill.

The equipment was all Nelson engines. The planes

were fairly evenly split between F2D prebuilt planes and foamie variations of the Arrowplane style with the engines mounted back into the wing quite a bit, and fairly long carbon-fiber arrow shaft booms. Neither type seemed to have a performance edge. All of the pilots were good. The winners were the ones with a bit of luck and the least mistakes.

Once again, many thanks to Dave Edwards and his judging crew of Bob Nelson, Mal Fawley, and Tom Reubenking, and the AMA workers who did such a fine job with preparations and field work. 🛩️



Winners and judges (B-F, L-R): Tom Reubening (IA), Mal Fawley (IA), Bob Nelson (IA), Jeff Hanauer (AZ), fourth; Chuck Rudner (CA), third; Don Jensen (CA), second; Ron Colombo (MI), first; Dave Edwards (PA) in front, event director.



Neil Simpson gives Brian Stas a beautiful launch against Don Jensen, but it wasn't enough to get past him for the semifinals.



In the first-place flyaway, both planes broke the lines but the shutoffs worked nearly instantly. Don Jensen hit the ground immediately, but Ron Colombo's plane coasted for about 100 feet like a Free Flight aircraft and made a smooth landing.



In the second match of the day, Mike Evans takes a bite out of Greg Hill's plane. Mike won with a cut, sending Greg to work his way out of the losers round.



Left: In the third-place match, Jeff Hanauer misses Chuck Rudner's streamer but gets the plane. It didn't quite make up for Chuck's two cuts, putting him in fourth place.

Above: Chuck Rudner's third-place plane, or what's left of it. The plane that is hit rarely comes down in good shape.



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Thursday morning marked the start of the third and fourth rounds of Open and Advanced CL Stunt qualifications. And, like on Wednesday, the weather promised to cooperate, at least to a degree.

The wind was light at the start of the first round, but was a bit stronger than on Wednesday morning, and continued to stiffen throughout the round. By the start of the second round, the wind was beginning to affect the flying, and the scores reflected it. The first-round scores, in many cases, were the keepers.

When the smoke cleared after the two rounds of competition, there were 20 Open finalists and nine Advanced finalists. The Open finalists by last name alphabetical order

are Derek Barry, Brett Buck, Chris Cox, Tom Dixon, David Fitzgerald, Joe Gilbert, Orestes Hernandez, Gene Martine, Bob McDonald, Mike McHenry, Frank McMillan, Kaz Minato, Matt Neumann, Richard Oliver, Chris Rud, Howard Rush, Eric Taylor, Paul Walker, Bill Werwage, and Frank Williams.

The Advanced finalists are Vincent Bodde, Joe Daly, Will DeMauro, Rick Huff, Michael Schmitt, James Mills, John Paris, Michael Waldron, and Greg Voumard.

The level of flying across the board is very high—if not an all-time high—and to qualify for the finals at this Nats in either class is a significant accomplishment. The two Friday finals promise to be ones for the ages. I hope you don't miss them! 🚁



Steve and Samantha "Sami" Hines are Nats regulars. This year, Sami moved up to Advanced after having won Intermediate last year.



John Paris qualified for the Advanced finals flying his Stalker 51-powered 'Bout Time.



This is the sixth Apogee in the design series by Bob McDonald. He uses a PA 75 with a Bill Werwage carbon-fiber tuned pipe in this beauty.



Wes Smith is still smiling about having his Velvet model design accepted into the National Model Aviation Museum.



Derek Barry is flying this PA 65-powered veteran Dreadnought XL in Open.



Scott Reynolds designed this very unusual and beautiful Voltaire. Note the round cowling that provides great cooling to his Turnigy 650 electric motor.



David Fitzgerald is shown here launching Kaz Minato's front-row F6F Hellcat. Kaz's plane is powered by a PA 75 engine.



The 2016 World F2B World Champion, Orestes Hernandez, scans the action on the field.



Jose Modesto prepares to clean his lines prior to his first-round qualifying flight in Open.



Ronnie Thompson prefers the Windy Urtnowski-designed Strega. Ronnie flew in Advanced with his ST.60-powered ship.



Joe Daly launches Will DeMauro's Voltron. With a name like that, you just know it's electric powered!



It's obvious that Dave Wenzel is always hard at work at the pull test scale. How much pull do you give that hoagie, Dave?



Dale Gleason calls his ship the Impcat, and it is built around an Impact wing. A PA 75 fitted with a Randy Smith tuned pipe powers this large ship.



Here's Joe Bowman with his Juggernaut that is based on a Randy Smith-designed Dreadnought. It is powered by a Rojett 65 that is fitted with a Rich Oliver tuned pipe.



Brett Buck's Infinity is a veteran of many Nats, and it even has a National Championship crown to its name. Brett uses a Rojett 61BSF engine fitted with a Randy Smith tuned pipe.



No one has more fun at the Nats (with the possible exception of Dan Banjok) than Dennis Moritz. Dennis flew this Bob Hunt-designed RD-1 in Advanced.



Many-time Nats and one-time World Champion, David Fitzgerald, is always in the hunt for the win. Here he is with his original-design ThunderGazer. It features a PA 75 and a Warren Truss Lost-Foam built-up wing.



Eric Taylor made the Open Finals flying his Randy Smith-designed Katana. Eric prefers the PA 61 with a Randy Smith pipe for power.

Jim Smith and his brother, Wayne, have been developing this Tracer design for several years. It will be a construction feature in Stunt News soon.

