

**July 4, 2011**

**Tuesday**

- RC Pylon
- CL Events
  - 1/2A Speed
  - 1/2A Profile Photo
  - Rat Race
  - F2D
  - Beginner Stunt\*
  - Intermediate Stunt\*
  - NCLRA Clown Race\*

**Wednesday**

- RC Pylon
- CL Events
- RC Combat

**Thursday**

- RC Pylon
- CL Events
- RC Combat



\*Unofficial Event



Kenny Stevens Jr. is getting some flights in prior to the Open Qualification days with his electric-powered Randy Smith SVE-22. Allen Brickhaus photo.



**Inside:**



# CL Stunt Begins!

Photos by Allen Brickhaus.

Welcome to the 2011 AMA National Aeromodeling Championships in Muncie, Indiana. This year's edition for Control Line begins with all the Scale events on Friday, Saturday, and Sunday. I will peruse the static portion Friday and do some casual observation, but my main focus is the Beginner event being run on Monday, July 4, concurrent with Intermediate Stunt.

The grass circles, located along straight line between the "L" pad and AMA Museum/Headquarters, will serve as the basis for the Control Line Stunt unofficial flight area.

Because of overflights by large RC Scale model aircraft, a new grass "road" has been cut and marked just north of the primitive camping site on the main drag heading south from the Museum/Headquarters. With no heavy rain expected, the new road should readily suffice for Control Line practice needs for a couple of days until the main road is opened. The new temporary road is marked with a large sign showing the way to the grass circles, the McCool Racing site, and the Control Line Scale area.

My first drive to the designated control line practice circles found Kenny Stevens and his father Kenneth Sr. Kenny was putting his backup Randy Smith SVE-22 model through its paces with dad handling the pitting job. But they also plan to fly Team Sport



**P.J. Rowland preps his Raptor/Stalker .81 for a flight with Mike Haverly. Father Peter Rowland and Noel Drindak are watching.**

Scale with dad's Yak-18 and an O.S. Max .61 for power. We hashed through their "Scale Pattern" and discussed some changes that would make Kenny's flying of his dad's model more effective on the judging circles.

On Friday, July 1, I found P.J. Rowland and his father Peter taking some practice flights where Control Line Scale will be flown Saturday and Sunday. P.J. is running a Stalker .81 in his Australian-designed Raptor. His father Peter brought along his own Pit Bull Stunt model. A change in venturi size and a different fuel made P.J. pretty happy with the day of practice.

Also found on the site was Mike Haverly of Auburn, Washington. He brought his version of

Dick Mathis' Chizler and his all-electric Mo Ichi Do. His wife translated the phrase to mean "one more time" in Japanese. Noel Drindak made an appearance, and added much to the conversation.

If you are in need of another place to practice, the city of Muncie has a dedicated field located at South Tilottson Avenue and West White River Boulevard. This city park, with two good asphalt circles and center pads, has been in operation since 1947. One of the circles will accommodate 52 to 60-foot lines while the eastern circle will host a 70-foot line setup. A grassy area is set aside for Combat or sport flying, while a much smaller asphalt circle to the west has over-grown with grass.

Look toward the grass circles on Monday July 4, for the Beginner and Intermediate events; while the Old Time Stunt and Classic categories happen at the same location on Tuesday July 5. Appearance Points will be held at the Oneighty building on North Broadway Avenue Monday afternoon.

Head north from McGalliard and look to the right for the Oneighty building set off the east side of North Broadway Avenue. →

—Allen Brickhaus



**Mike Haverly of Auburn, Washington, displays his Dick Mathis Chizler powered by a Ro-Jett 40 and rear exhaust muffler.**



West Side Park in Muncie is available for extra practice time. Find this four-circle park at the intersection of South Tilottson Avenue and West White River Boulevard.



With no major rains in the forecast, the new CL practice road will work just fine. Thanks to AMA for providing this new access when large RC models are overflying the "L" pad.



The new grass "road" to the Control Line practice area will be accessed on the left just prior to getting to the primitive camping site south of the Museum/Headquarter buildings.



Kenny Stevens Sr. (L) and Kenny Jr. pose with dad's Yak-18. They flew AMA Control Line Team Scale on Friday and Saturday.



Noel Drindak holds Mike Haverly's Mo Ichi Do (translation in text) on Friday morning.

# CL Racing Begins!



**C**ontrol Line Racing has stabilized during recent years with a small, but very talented, group of enthusiasts. Unfortunately, there are few new faces in the sport because of its complexity. Engines and equipment used can be hard to find and, in some cases, there are no suppliers. If you want it, you gotta make it!

The format for nearly all racing is the same: 2 or 3 teams participate in a race and are given a countdown to the start. The pitman then hand-starts the engine and the race is on. A certain number of laps and pit stops are

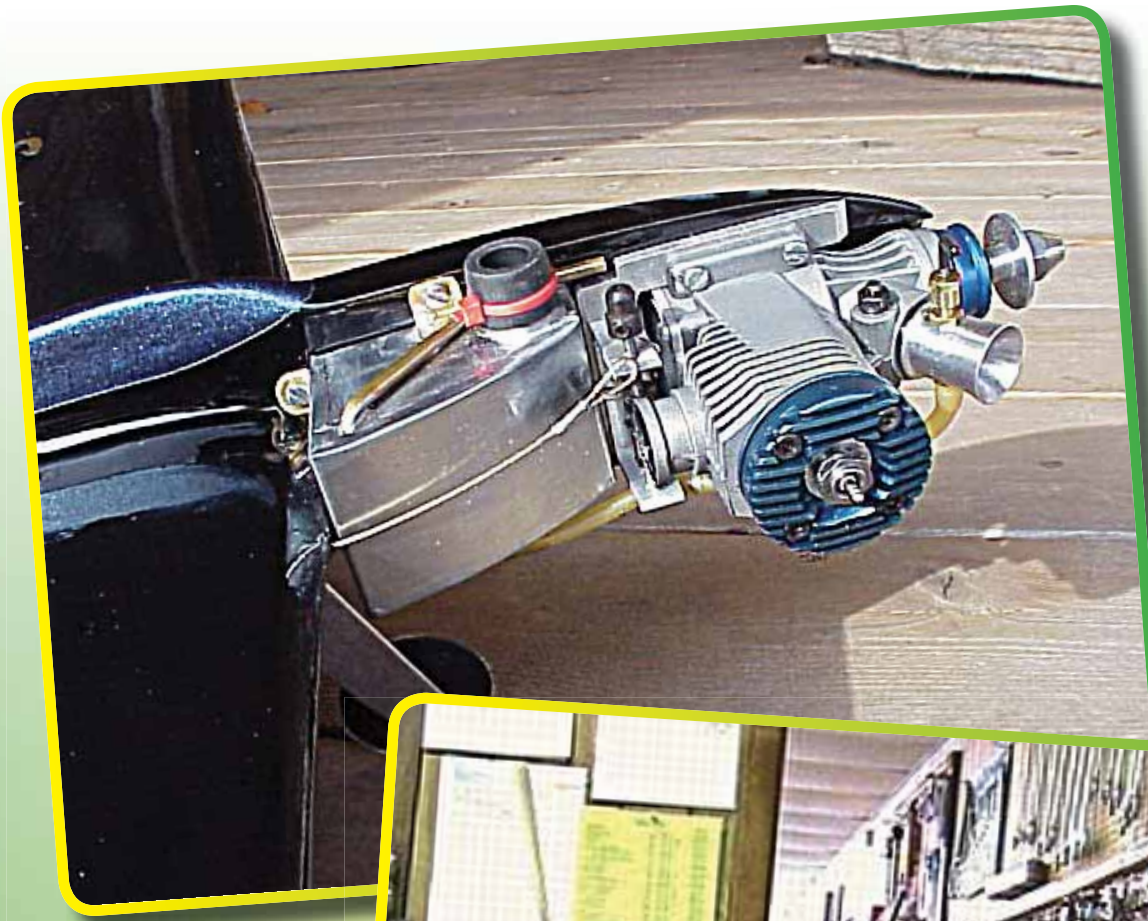
required to complete the race. Races are timed and the first team to finish the required number of laps is the winner. Some events limit fuel capacity, and then fuel economy becomes important; compromising speed.

There is a wide variety of events being run this year; 10 events in all. Monday kicks off with Rat Racing and NCLRA Clown Race. Rat has been limited to a maximum .15 cubic-inch-displacement for about the last five years. Under the old rules using .40 engines, the speed was up in the 160 mph and up range and very few could

fly these beasts safely. Clown Racing has the longest final race time; 15 minutes can make for a grueling task.

This year, Fox Race and Mouse Race are being run for the first time in some years. Maybe this will bring out some new faces. Wednesday's Texas Quickie Rat always is a spectator favorite with very close competition. Thursday, the elite class of F2C Team Race will be flown with some of the most expensive equipment, with planes and motors in the \$3,000 range. →

—Tim Stone



# CL Speed Begins!

**A**s the new reporter/photographer for this year's Nationals, it is with great enthusiasm that I start my first piece. The last time I attended/competed at a Nats was at Willow Grove NAS in 1961.

I tried several methods of attaining information from CL Speed fliers. I posted a notice on the forum, emailed some whom I had addresses for, and even called a few. I know there are several long time Nats competitors who will be attending but did not respond.

My home state's (Ohio) contingent includes former World F2A Champion and many-time Nats winner, Carl Dodge, Chris Montagino (also a many time Nats winner), and the team of Jet Bill Capingola and Brent Murgatroyd.

I heard that Joey Mathison (Las Vegas) is picking up our ED, Greg

Settles of Aurora, Colorado, on his way to Muncie, and Dave Mark will be picking up John Newton at the Indianapolis International Airport, as he will be flying in. Other western attendee's include many time Nats winner, record holder, and former High Point winner, Jerry Rocha from Napa, California, Jim Rhodes from Salt Lake City, Utah., and Dick Shannon from Phoenix, who has not attended a Nats since 1959 as a Junior. He is bringing a very fast model for the new provisional "C" class.

Our former CD's, Barry Tippet and Dave Mark, from the state of Michigan will be attending and Barry told me he is flying eight events, which includes three brand new airplanes, one of which is a very unusual, a twin-engine .21 Proto.

Steve Wilk from Minnesota will be coming, but without his daughter, Ashley, one of our promising Senior flyers. She recently graduated from

high school and will miss the Nats for educational reasons. I'm fairly certain that Dave Fisher, Minnesota, our current Fast Jet record-holder, will be competing.

I heard from Alberto Caballero this week that he and Butch Andrews will be arriving from Florida this Friday.

I received emails from Marty Higgs and Paul Gibeault, that they doubted any Canadian flyers would be attending this year, but maybe next year.

Looking forward to seeing everyone, and best of luck to all competitors at this year's Nationals.

One last reminder; we will need many volunteers to make this year's Nationals a success. Please assist and make yourself available as often as possible. Volunteers are also needed for the Team Selection Trials for the 2012 World C/L Championship, which follow the Nats on Saturday and Sunday.

As I stated, I know there will be many other competitors whom I did not hear from attending this year. If I do receive additional information, I will post before I leave on Monday morning for Muncie. ➔

—Warren Gregory



## Dick Shannon's New CL Speed Model

I have not been to a national contest since 1959. I flew most classes of speed as a junior and then went on to college and taught high school. I am now retired and have taken up CL Speed again. This photo is the new provisional class of CL Speed. This plane has made two test passes; one at 188 mph and the next test pass at Whittier CA it turned 190.14. I am looking forward to meeting the many Speed fliers who attend this year's Nats.

Photo submitted by Dick Shannon.

# CL Navy Carrier

Photos by Dick Perry.

**T**he Control Line Navy Carrier events had their beginning 60 years ago with a modeling event conceived by the Recruiting branch of the U.S. Navy as a means of reaching young people and encouraging them toward a career in the Navy.

The Navy opened one of its bases each year as a venue for the Nats, and they wanted a competition event which would promote Naval Aviation. The result was the CL Navy Carrier event with scale models of U.S. Navy aircraft flying from a miniature aircraft carrier which the Navy built and christened the U.S.S. Smallfry.

Today's CL Navy Carrier competition has expanded to include multiple classes of models based on engine size and construction methods. It also includes models of naval aircraft from countries throughout the world.

The event starts with a takeoff from the forward portion of the miniature deck and a half-mile flight in which the model demonstrates its top speed capability. That is followed by a slow-speed demonstration in which the modeler strives to fly the aircraft as slowly as possible. Finally the model is landed on the deck and stopped with a tailhook engaging arresting lines, just as on a full-scale naval aircraft carrier.

Models are scored during each phase of flight—high speed, slow speed, and landing—and they also receive points for accurately representing actual full-scale carrier aircraft. During the Navy Carrier competition you'll see models from many different countries and eras from as early as 1923 through the Second World War and beyond.

The official AMA Navy Carrier events are flown first. Profile models will be flown on Tuesday with the faster, scale models flying on Wednesday. Finally, on Thursday, a wide variety of unofficial events will be flown for models large and small, powered by both internal combustion engines and electric motors. →

—Dick Perry



Models from all periods of naval aviation history are represented.

Flights begin with a high-speed dash from the deck of the aircraft carrier. Speeds of more than 100 mph are possible.



Slow speeds as low as 5-7 mph are possible with the helicopter-like propeller hanging seen during slow-speed flying.



Below: Short Seamew from the British Royal Navy.

The flight ends with an arrested landing back on the carrier deck.



Left: Japanese Myrt.



Right: Douglas Devastator.



Above: Douglas AD Skyraider.

The USS Melton is named in memory of Bill Melton, who was an influential Navy Carrier modeler who was active for many years in the events.





# RC Pylon Racing

Today is the first official day of practice for RC Pylon Racing at the 2011 Nats. Racers from across the U.S. as well as Canada and Mexico will be competing all week in three different classes to see who is the best at getting around the three-pylon course.

For those unfamiliar with the event, this is head-to-head racing with four airplanes flying 10 laps around three pylons (or poles) set up in an elongated triangle. Multiple judges observe the airplanes to ensure that each one stays outside of the course. Pilots who inadvertently fly inside of a pylon are issued a "cut." One cut penalizes a contestant a whole lap and two cuts eliminate a pilot from a heat.

Each heat race is a competition for points (four points for first place, three for second, etc.). Contestants accumulate points throughout the event, changing the contest from an all-out quest for speed into a test of technique, endurance, and most importantly, consistency.

RC Pylon Racing is a team event. Each contestant is assisted by his or her "caller" who may also be an entrant in the event. Family members or dedicated friends often form the most successful teams, developing unique habits that work for them heat after heat and contest after contest.

Each heat begins with the four airplanes lined up on the start/finish line. RC systems are checked and the announcement is made: "you're on the clock!" A countdown begins, and the racers have 60 seconds to start and adjust their engines. The callers hold the airplanes (which are screaming at wide open throttle, while the pilots position themselves in their favorite spot between the two near pylons.

At the end of the countdown, lights signal the start of the race and

the callers release (or shove) the airplanes toward the far pylon. The callers mentally count as the airplanes fly away from them and yell to their pilot when the airplane reaches the

pylon, signaling them to turn. Judges watching each airplane use a light to confirm to each caller that his pilot flew past the far pylon.

The caller then joins his pilot and acts as a coach for the remaining 10 laps of the race, advising the pilot of their status and "calling" each of the turns at the far pylon based on their count and lights from the judges.

At the completion of the heat engines are shut down and the aircraft are recovered, serviced, and ready for their next heat. Each airplane is timed on the course for the purpose of breaking ties. An award is given for fastest time in the contest, regardless of the competitor's points. Typical times range from 60-75 seconds on the 2½ mile course, and a heat starts roughly every five minutes.

Sadly, one of Pylon Racing's best competitors will be absent from this year's Nats. Our friend, Fred Burgdorf, passed away shortly after last year's event in Muncie. Many modelers would be more familiar with his products as he has been responsible for producing APC composite propellers, used on all types of powered models. Although wooden propellers are allowed in Pylon Racing, they are scarcely used because of Fred's dedication to our sport. APC propellers are the only approved alternative to wooden props, and are used by everyone in the U.S. and by most racers worldwide.

Fred was a fierce and dedicated competitor and always had a ready smile and a chuckle if he shared a story. He was always willing to patiently answer questions and shared his knowledge freely. If you were in a heat racing against him, Fred would wish you good luck, and he meant it!

Fred was a passionate benefactor of racing. In addition to developing racing products and attending every competition he could, Fred made numerous, generous financial contributions to the RC Pylon community, helping fund race course system development and construction. Fred was responsible for the wing design used on the most successful quickie 500 model ever—the Vortex. Team APC,

consisting of Fred and fellow racers Randy Bridge and Travis Flynn set multiple records and won many contests including several Nats here in Muncie.

Fred continued to race as long as his health allowed and is survived by his wife and his brother, Otto, who provided much of the technical expertise required to develop APC propellers. Fred's wife and her twin sister attended races with Fred and were somewhat responsible for his success because they assisted him during his almost daily early-morning practice sessions.

Pylon racer Robert Holik has joined the APC propeller manufacturing team and, along with a gal Fred called "Grumpy" and her crew will continue to provide propellers to the modeling community worldwide. We will all miss Fred greatly. He was a class act and a real gentleman!

—Matt & Alexandria Russell



Fred Burgdorf (L) passed away shortly after last year's Nats.



Last year's Q-40 winners. 9

# CL Scale Wrap Up

Photos by Ted Kraver.

The wind was down, the weather was great, and flying was finished by 1 p.m. A number of the fliers nailed good second scores to make up for wind-blow problem flight in Day One.

It turned out that Ed Mason's B29 control failure on Saturday was not the handle but at the bellcrank and major surgery is in order. The centrifugal force was so strong that Ed was almost pulled over on the downwind side.

Flying was much more relaxed on Sunday. After the awards were over, goodbyes were said and many took off for home. A few of us are hanging around for the rest of Control Line week to fly Stunt, Combat, Racing, Speed, or closest to Scale ... Navy Carrier. →

—Cheers, Ted the eD.



Our grand scoring team (L-R) Sylvia Hampton, Cathy Hill, Carol Snyder, Shirley Sheeks, and Buzz Brodak.



First up was a special award to Aaron Bauer of an AMA \$6,500 college scholarship. Sure makes granddad proud.



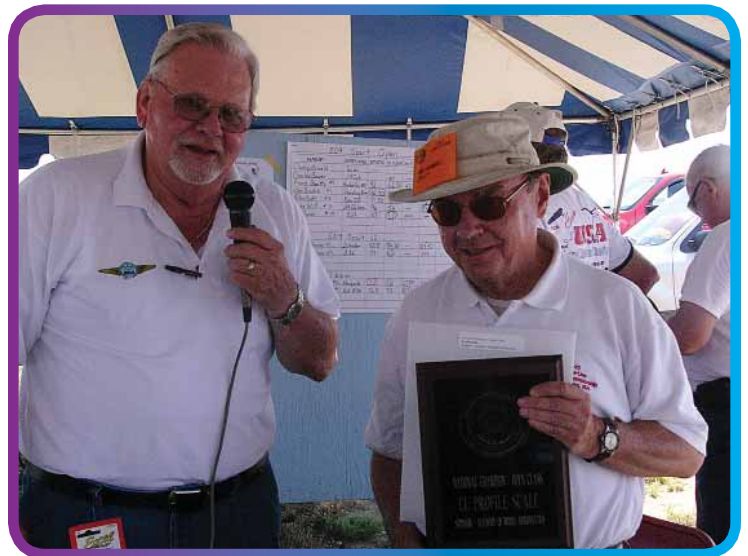
First-prize winner in CL Sport Scale, John Brodak, with Event Director Jack Sheeks making the awards.



Aaron Bauer took Jr-Sr CL Sport Scale. Off to college and Open class, leaving brother Jason out looking for competition.



CL Team Scale first place father and son (a lot of that going around) Ken Stevens Sr. and Ken Stevens Jr.



Chris Brownhill winning CL Profile Scale with his Hampton.



Aaron Bauer completing his Hat Trick with another award in CL Profile Scale.



Alan Goff took National Champion F4B. Too bad FAI decided to drop F4B from the Internal Championships or Alan would be on his way to Europe next summer.



Ed Mason held on (literally) to his four-engine B-17 to win Fun Scale.



John Brodak stepped up to sponsor the Top Static score winners and low and behold he was the winner of top static score in CL Sport Scale with his Shoestring. Very handsome trophy; no comment on builder.



Charlie Bauer won top Static score in Team Scale with his Bristol.



Chris Brownhill took top Static with his Hampton in Profile scale.



In FAI, the impeccable yellow Borg Parakeet was the bird that took top Static award for Frank Beatty.



The final CL award was the AMA Grand National which is the sum of static and all four flight scores. The winner ... Chris Brownhill citizen of Canada. Whether the nation referred to is USA, Canada, or First is to be decided.



CL Team Scale winning Yak-18. Stevens and Stevens team. Dick Perry photo.

# RC Scale Wrap-Up

Photos by Ted Kraver.

**W**ith three rounds flown on Saturday, the final round was pretty much finished by noon on Sunday. The windy weather from Saturday had abated, lifting one concern.

The last flier was John Buckley with his Tiger Moth in FAI F4C. Even the computer was disappointed at the turnout for the 2012 International Championship Team Trials, and for some reason refused to print out the F4B scores. How about everyone makes a concerted effort to get back in the game for 2014.

As a CL pilot with zero hours in RC, I had great fun covering the event and getting to know you all, but for next year, let's hope Stan Alexander can pick up the reins. →

—Cheers, Ted the eD.



The RC center was Mary Arvin and delightful Sarrah Arvin who calculated the RC scores for two days.

Below: Robert Gellart's high-energy son, Evin, was score sheet runner, scurrying between the flightline and scoring table.



Paul Cain handed out the awards starting with RC Novice Fun Scale with Steve Ort Jr. the winner.



Below: Steve Eagle flew his Nieuport 17RC to capture RC Sportsmen Scale.



RC Expert Sport Scale found Robert Bush and his F-100 one point ahead of the pack.



RC Fun Scale was captured by Terry Nitsch with his F86 Saber besting 17 competitors.





RC Team Scale Dale Arvin and Jeremy Arvin flew their SNJ to best the next team by a slim one point.

Albert Kretz and David Johnson having an animated discussion about Dave's Albatross winning by .125 points over Al's Dornier twin.



RC Scale Flight Achievement award was won by Billy Thompson with four excellent flights on his Fokker D-7.



John Buckley finds reining over FAI F4C lonely at the top.



Below: Designer Scale champ was David Johnson.



Clipped Cub by Earl Dever Jr. lifts off and



delivers a series of smoke trails through the sky.



Albert Kretz's Dornier delivers its bombing payload from a shallow dive.



A primary trainer escapes the wires one more time.



The Draken takes off



to make a series of highly realist passes.



J-3 Draken flown by Frank Alvarez heads to the flightline.

# Unofficial Scores

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

## Control Line Fun Scale

1	EDWARD V MASON	85.875	MELBOURNE	FL
2	CHRIS BROWNHILL	89.5	TORONTO	
3	WILLIAM R AVERA	78.75	MELBOURNE	FL
4	JOHN D WITT	53	EDMONDS	WA
999	RICHARD L PERRY	No Show	ALBUQUERQUE	NM
999	THEODORE KRAVER	No Show	PHOENIX	AZ

## Control Line Scale

1	JOHN G BRODAK	91.375	CARMICHAELS	PA
2	JOHN D WITT	90.875	EDMONDS	WA
3	ALLEN L GOFF	91.75	MUNCIE	IN
4	FRANK W BEATTY	77.375	GRANITE CITY	IL
5	EDWARD V MASON	38.5	MELBOURNE	FL
999	CHARLES BAUER	No Show	NORRIDGE	IL
999	CLANCY C ARNOLD	No Show	INDIANAPOLIS	IN

## Control Line Scale JS

1 S	AARON J BAUER	S	87	CHICAGO	IL
2 J	JASON C BAUER	J	31	CHICAGO	IL

## F4B CL Scale

1	ALLEN L GOFF	1	779.5	MUNCIE	IN
3	FRANK W BEATTY	3	96	GRANITE CITY	IL
2	CHARLES BAUER	2	629.5	NORRIDGE	IL
999	JAMES H FRUIT	999	No Show	ZION	IL

## CL Profile Scale JS

AARON J BAUER	S	1	84.25	CHICAGO	IL
JASON C BAUER	J	2	37	CHICAGO	IL

## CL Profile Scale

1	CHRIS BROWNHILL	91.125	TORONTO	
2	WILLIAM R AVERA	89.125	MELBOURNE	FL
3	HARRY A CRESPO	83.5	DONORA	PA
4	PETER J KLEPSIC	37.75	EIGHTY FOUR	PA
5	CHARLES BAUER	90	NORRIDGE	IL
999	GEORGE J BRODAK	NO SHOW	OAKLAND	MD
999	THEODORE KRAVER	No Show	PHOENIX	AZ

## CL Team Scale

1	KENNY STEVENS JR	88	LEXINGTON	KY
1	KENNETH E STEVENS SR	88	LEXINGTON	KY
2	CHARLES BAUER	81.5	NORRIDGE	IL
2	PETER BAUER	81.5	CHICAGO	IL
999	JOHN G BRODAK	No Show	CARMICHAELS	PA
999	PETER J KLEPSIC	No Show	EIGHTY FOUR	PA

## 412 Sportsman

1 S	GEOFFREY M DONATI	WESTERVILLE, OH	2960.7
2 O	JERRY E HAILEY	LEXINGTON, NC	2875.7
3 O	TOM L BURNDRETT SR	OVERLAND PARK, KS	2868.1
4 S	JAMES P STEWART	ROANOKE, VA	2584
5 O	RAY STRICKLAND JR	NINEVEH, IN	2215.9
6 J	JACOB R STRICKLAND	NINEVEH, IN	109.2

## 415 Intermediate

1 S	COREY H FORD	PICAYUNE, MS	2996.4
2 O	MARK R SAMYN	BAY CITY, MI	2900.9
3 O	CHRISTOPHER J HASS	ROCHESTER HILLS, MI	2834.8
4 O	MICHAEL D KARNES	BROWNSBURG, IN	2614.2
5 O	TOBY W SILHAVY	PEEBLES, OH	509.9

## 413 Advanced

1 O	BENJAMIN BATTS	TRAFALGAR, IN	3000
2 O	MATTHEW A BALAZS	COLFAX, NC	2938.5
3 S	ANDREW W TAYLOR	WASHINGTON, UT	2936.9
4 O	DAVE B VILLWOCK	AUBURN, WA	2796.8
5 O	LOUIS A MATUSTIK III	COLUMBUS, OH	2781.8
6 S	JOSEPH J SMITH	FORT WAYNE, IN	2745.4
7 O	IGOR SPEKTOR	BROOKLYN, NY	2610.8
8 FO	IVAN PINZON	CELEBRATION, FL	2562.1
9 O	BRET Z ROGERS	DAYTON, OH	2530.4
10 O	CASEY W VOHNOUT	OMAHA, NE	621.8
998 O	BRIAN G FOVEAUX	PORT REPUBLIC, MD	dnf

## 414 Unlimited

1 O	KURT W KOELLING	POWELL, OH	2976.5
2 O	DAVID E MOSER	BOYNTON BEACH, FL	2872.6
3 O	BRIAN J SANIK	LEWIS CENTER, OH	2849.7
4 O	FRANK V NOLL	CHAMPAIGN, IL	2817.5
5 O	WILL J BERNINGER	LAWRENCEBURG, IN	2814.2
6 FO	NICOLAS PINZON	MILTON, CANADA	2805.5
7 O	RYAN M GONSOLIN	SAINT MARTINVILLE, LA	2749.5
8 O	TY LYMAN	AYLETT, VA	2733.9
9 S	TODD K BRIDGES	LOS ALTOS, CA	2658.4
10 O	BRIAN G FOVEAUX	PORT REPUBLIC, MD	2612.1
11 O	WAYNE C MATTHEWS	ACWORTH, GA	2525.9
12 J	ALEX PORTER	WILLOW SPRING, NC	2490.9
13 FO	MIKE MILOS	STONEY CREEK, CANADA	2162.9
14 O	JOHN E SCHRODER	TOONE, TN	841.6
15 O	ANDREW L FOMIN	BROOKLYN, NY	618.6
998 O	BRENDAN R JONES	FRANKFORT, KY	dnf
998 O	BRIAN LUCKETT	PALM BAY, FL	dnf