

# NatsNews

Daily Coverage of the 2011 National Modeling Championships

July 3, 2011

**Monday**

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

**Tuesday**

- RC Pylon
- CL Events

**Wednesday**

- RC Pylon
- CL Events
- RC Combat



\*Unofficial Event



**Inside:**



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# RC Scale Day 3

The wind was a bit of a challenge as it built up and changed direction during the day. After two rounds were flown, it was decided to fly the third round, but the runway had to be changed first. After three rounds of flying Sport Scale Expert (10 entries) Mike Barbee and his T-34 C at 191.5 were at the top with a group of five trailing close behind from 188.125 to 186.75.

Fun Scale Advanced has the highest number of entries at 17. Frank Noll, with his MB-339, leads the pack after two rounds with 100.38. Each of the trailing

contestants is about a point behind the contestant ahead of them. In sequence they are: Terry Nitsch, F-86; Mike Barbee, Piper Cub; Dave Pingar, Cessna 310; Jeremy Arvin, B-25; and Ed Terry, Chipmunk.

Sport Scale Sportsman has Steven Eagle and his Newport 17 in first and Raymond Schmidt's BU-133 in second, 7 points back. Designer Scale multiyear winner Dave Johnson (Albatross D.V) is a scant .075 points ahead of Al Kretz's Dornier D023G. Al is also a Nats winner and has represented the USA in the FAI International Championships. The

last flight of the afternoon was John Buckley's Tiger Moth, as the only entry in FAI (FAB).

The Annual NASA Picnic was held at 6 p.m. under the Static tent for all attendees of the RC and CL contests. Shannon Ort led a team of volunteers who did a magnificent job. The main course was barbeque, chicken, and corn. Dale Arvin took over the emcee duties, which included a spritely auction. The traditional Bear took the top price, and John Buckley just could not resist. Maybe John will give Bear a ride in his Tiger Moth.

Today's reports and photography by Ted Kraver.



Shannon Ort making sure that everyone in line has a ticket. Judges get a free lunch. Participants relaxed at the tables and a cooling breeze provided a cooling off period for a hot day. Dale Arvin, under the guidance of Shannon Ort, pitched the auction.



# Views from the Flightline







# CL Scale Day 3

Once again, the Muncie wind played a key factor in Control Line Scale. The early 5 mph breezes grew to more than 10 mph as the day wore on. There were a half-dozen wind-caused crashes or up-ended landings. Most of the second flights had lower scores or were passed, hoping for better winds on Sunday.

In Sport Scale, John Brodak with his Shoestring and Allen Goff with his Ryan STA are at it again. Alan is 10 points ahead with his one flight, but must post a solid second flight to win on Sunday. If Alan comes on strong, then John needs at least one flight that is 10 points higher to challenge.

Team Bauer with the Mosquito and Team Stevens with the Yak are neck and neck with Stevens only 0.13 points in the lead on day one. It all comes down to Sunday's flight scores.

Fun Scale is up in the air with four

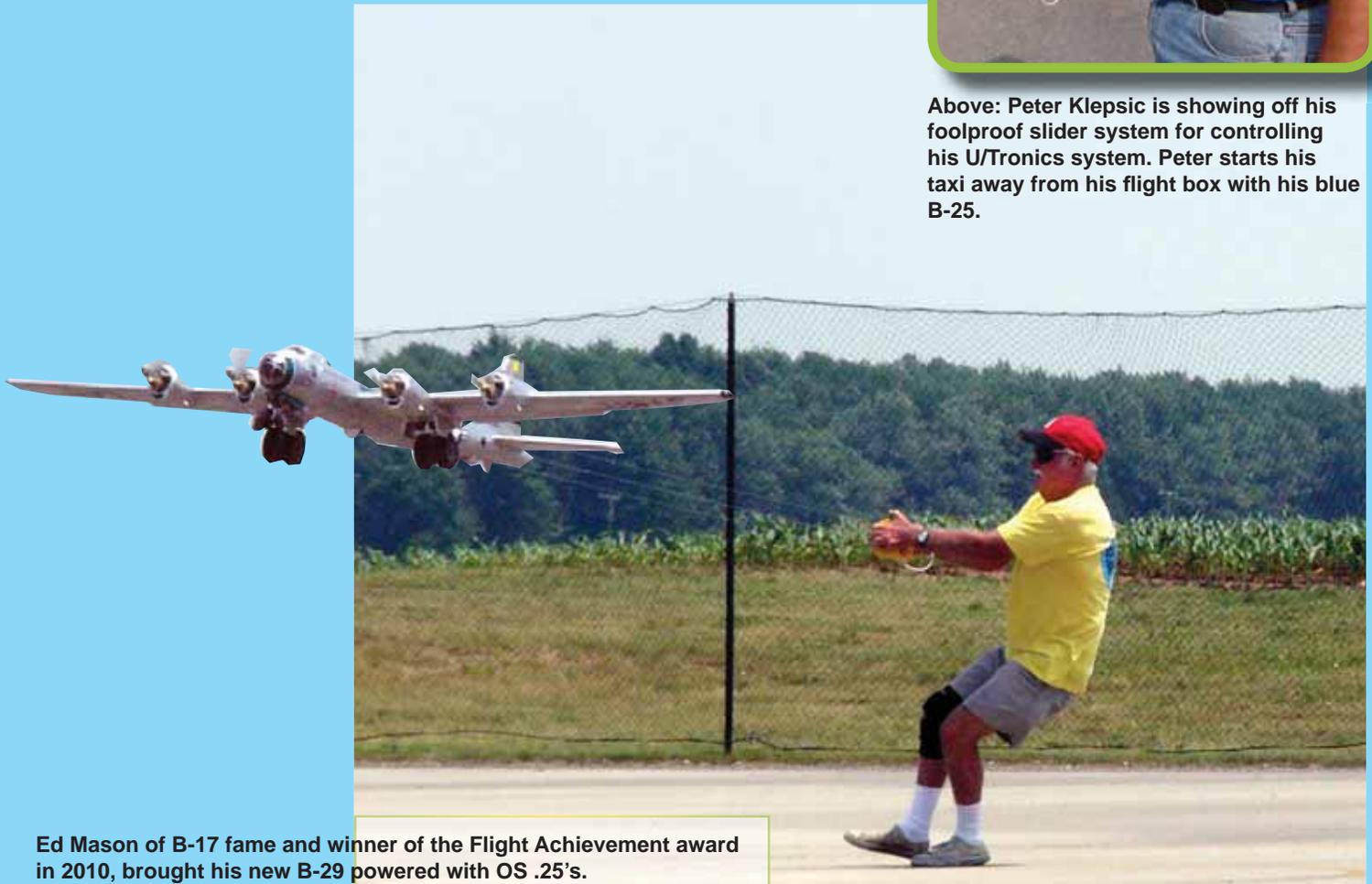
flyers posting first flight scores in the 80's and passing on their second flights due to the wind. Chris Brownhill-Hampton Mk1, Harry Crespo-Yak 9, and Peter Klepsic -B-25, all have static scores near 96 for Profile Scale. Chris's two-flight score average of 83 puts him in a strong lead. Peter must come back from his Saturday hand injury and nail two mid 80's flights to be in contention. Allen Goff has a substantial lead with the red Waco Classic in FAI (F4B) Scale with a 400-point lead over Charles Bauer and his Bristol M-1C.

On the Junior/Senior Bauer front, Aaron and Jason are still duking it out for Sport Scale, but Aaron seems to have a lock on Profile. Today's weather is expected to be more of the same. Fly early, fly often.

—Ted Kraver



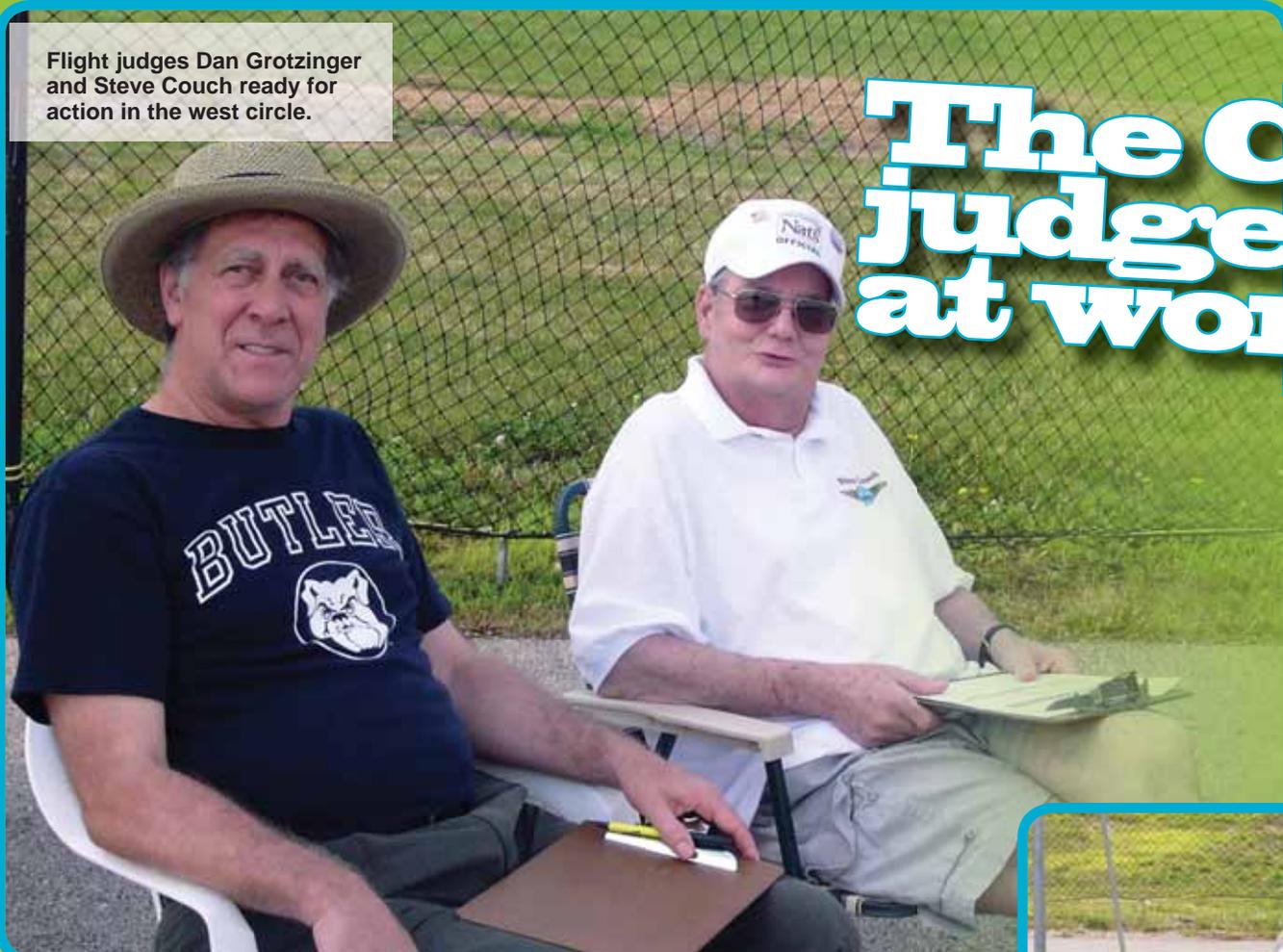
Above: Peter Klepsic is showing off his foolproof slider system for controlling his U/Tronics system. Peter starts his taxi away from his flight box with his blue B-25.



Ed Mason of B-17 fame and winner of the Flight Achievement award in 2010, brought his new B-29 powered with OS .25's.

Flight judges Dan Grotzinger and Steve Couch ready for action in the west circle.

# The CL judges at work



Below: Richard Schneider has the judges' duties in the East circle.



Left: Shirley and Jack Skeeks getting their heads together to run CL Scale flight days.

Harry Crespo's Yak 9U is coming in for a smooth touchdown.



Allen Goff's years of experience flying his Waco at the Nats and internationally positioned him as one of the few pilot-plane combos that could master the Muncie wind with two good flights.



Chris Brown Hill has campaigned his twin O.S. .15-powered Hampton Mk1 for years and has the flight routine down pat. Unfortunately, the real Hampton that this model honors had only six flights before it disappeared with Chris's uncle over the North Sea in World War II.

Below: Alas, Charles Bauer's Super Connie is no more. It fell victim to the Muncie winds.



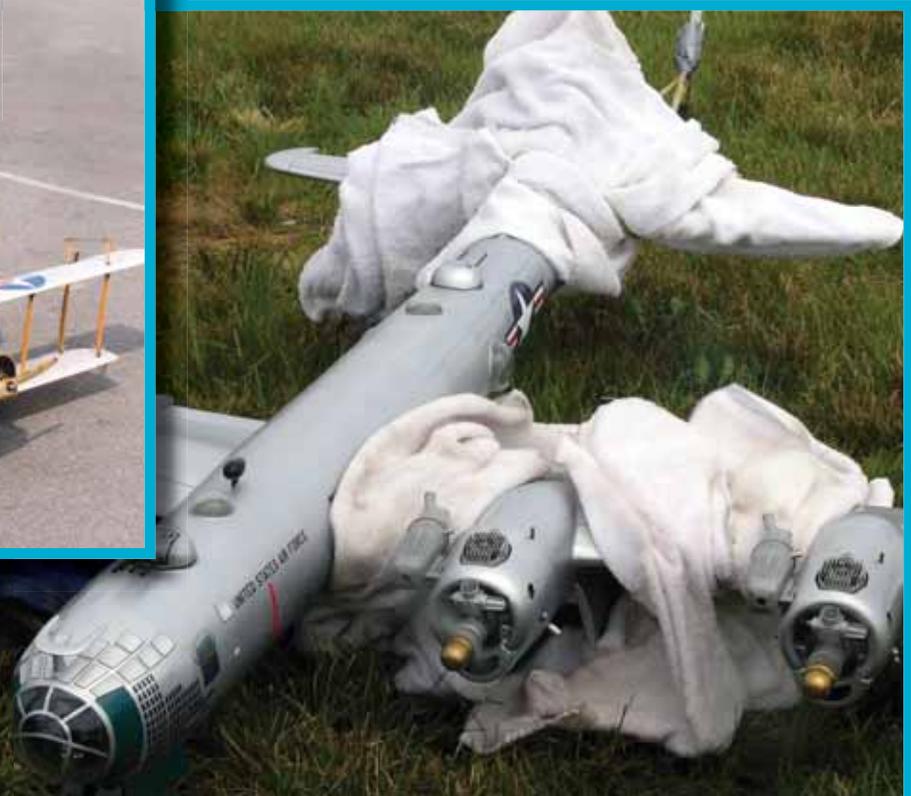
Right: Clancy Arnold carries his U/Tronics control in his waist band. A number of the contestants use his system.

Ed Mason's B-29 powered with O.S. .25's had a long takeoff run, for which the original was famous. As the speed picked up with the four engines at full throttle, Ed was digging in his heels and scrambling.



Below: Halfway through 10 laps, there was a big pop in the three-wire handle and Ed lost speed control in his B-29 and the engines went idle. He made an emergency landing with no damage. Afterwards, he decided to do some static engine runs with a wise use of towels to keep oil off the plane.

Here and below: Jeff Witt with his marvelous JNA-D2 Jenny had an aborted first flight, as the wind again raised its ugly head. Fortunately, there was no significant damage.



The pilot in Clancy Arnold's Taube has a scarf over his nose and mouth to block the ingestion of castor oil and its consequences. The artillery spotting officer has not been informed of this problem and is in for a surprise ending after the flight. Actually Clancy had a surprise ending that knocked off the engine but did not affect the rest of the Taube. The wind took the Taube into a climb and even with full-wing warp, the small and inefficient elevator was not enough to bring the Taube down to level flight.

