



NATS 2009 NEWS

July 5, 2009



*Bringing Modelers Together
Begins With You!*
MEMBERSHIP DRIVE 2009
APRIL 1 - SEPTEMBER 14

Academy of Model Aeronautics International Aeromodeling
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Sunday, July 5
RC Combat
RC Pylon Begins
CL Aerobatics Begins

Monday, July 6
RC Combat
RC Pylon
CL Aerobatics
CL Speed
CL Racing

Tuesday
RC Helicopter
RC Pylon
CL Aerobatics
CL Speed
CL Racing

Wednesday
RC Helicopter
RC Pylon
CL Aerobatics
CL Speed
CL Racing
CL Carrier
F2C

RC Combat

After having such nice weather for Friday, we knew it would not last. We started the day with overcast skies which lasted until around 1 p.m. This gave us enough time to be able to complete the five rounds left of SSC.

After waiting a few hours it was decided that Open B would be called with the five rounds that we did on Friday.

the 10th round. The pressure was on and in the 10th round he was only able to get a 220 round and finish with 3472 total.

Bill Drumm III started yesterday with a 164 and two 140-point rounds but came back today with some very strong rounds to finish in third place with 3424.

Brian and Eric Gilkey fly the Avenger, which is a great-flying plane originally created by AJ Seaholm. Currently this kit is available online through Air Scharnell. Bill Drumm III is flying a design based on the aluminum channel. This is a very durable design with parts that can be purchased from your local hardware store.

Since Open B was canceled for the day, it was decided the complete the event



Rain, rain, go away ...

The Nationals would not be complete without getting to wear your rain gear.

After finishing Friday in the lead, Brian Gilkey really looked strong for another first-place finish. But after nine rounds it looked as though Brian would be passing the trophy to Eric Gilkey.

With the pressure on, Brian came out in the 10th round with a 440-point round. Eric would only need to match that round to be able to finish ahead. Eric had already had a 580, 440, and 540 round leading up to





with the rounds that were flown on Friday. First place was Brian Gilkey with 1712 points. He had a very good second round with a 640. In second place was Bill Drumm III with 1500 points. He started Friday with some strong rounds but had a few low-cut rounds for fourth and fifth rounds. Third place went to Mike Fredricks with 1344.

Sunday we move to some of the best looking Combat with 2548. The 25 stands for the engine size which in this case is a .25 cu engine and the 48 stands for the wing size which is 48 inches.

Instead of just a basic flying wing, the planes have to be scale in design and look like planes that fought in WW II. Normally you will see planes like the Japanese Zero, P51 Mustang, KI-43 Oscar, or a ME-109. Visually this is very entertaining to watch as well as fly.

Later in the day we will be starting with Limited B. Limited B is a lot like SSC but with a .25 engine and a 10x4 prop. The performance is between SSC and Open B which makes for a more intermediate speed which is nice when you are in a windy location. A lot of the planes being flown are Open B planes that have been changed over to meet the rules of Limited B.

—Photos and article by Don Grissom

Left: so who is the teacher and who is the student?

Below: gentlemen, start your engines!



Scores and Standings

Please note: Scores are unofficial until tabulation is confirmed.

SSC

Rounds Flown 10

		1	2	3	4	5	6	7	8	9	10	Total	Average
1	Brian Gilkey	560	620	160	340	260	240	340	440	240	444	3644	364.4
2	Eric Gilkey	260	240	292	240	460	200	580	440	5.40	220	3472	347.2
3	Bill Drumm III	164	140	140	540	440	340	440	540	340	340	3424	342.4
4	Mike Bohlmann	240	340	360	240	240	140	320	420	240	320	2860	286
5	Mike Fredricks	20	640	260	20	0	340	440	340	140	440	2640	264
6	Nick Windsor	228	240	320	344	340	160	440	140	180	240	2632	263.2
7	Jerry Virnig	110	140	140	272	340	300	340	340	340	220	2542	254.2
8	Tom Neff 240	140	148	140	140	440	520	240	360	140	2508	250.8	
9	Mike Fuller	108	440	320	264	340	240	20	244	40	140	2156	215.6
10	Rick Bohlmann	240	220	140	260	40	120	120	220	220	540	2120	212
11	Keith Jones	140	140	40	40	188	40	340	140	340	540	1948	194.8
12	Mark Cippolone	244	240	268	160	240	140	100	20	240	140	1792	179.2
13	Chris Gunter	220	140	340	440	20	0	220	120	0	240	1740	174
14	Dave Davis	120	140	140	340	140	120	76	240	240	140	1696	169.6
15	Don Veres	40	140	140	240	152	240	340	40	108	0	1440	144
16	Ed Kettler 224	100	14.0	156	184	40	140	340	40	20	1384	138.4	
17	Mark Schofield	0	440	340	220	240	0	0	0	0	0	1240	124
18	Bob Loescher	20	100	220	40	0	220	240	140	120	140	1240	124
19	Jim Waybright	40	128	40	20	180	40	540	140	40	40	1208	120.8
20	Don Grissom	20	340	140	120	40	20	140	40	40	160	1060	106
21	Dirk Oosting	0	12.0	120	140	120	20	120	140	0	120	900	90
22	Norm Names	140	0	140	40	0	0	120	120	0	0	560	56
23	Scott Stockwell	140	140	44	52	0	0	100	0	0	20	<u>496</u>	<u>49.6</u>
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Open B

Rounds Flown 5 (called because of rain Saturday)

		1	2	3	4	5	Total	Average
1	Brian Gilkey	340	640	140	252	340	1712	171.2
2	William Drumm III	340	540	340	140	140	1500	150
3	Mike Fredricks	160	240	240	340	364	1344	134.4
4	Tom Neff	120	240	240	460	160	1220	122
5	Eric Gilkey	320	340	144	240	140	1184	118.4
6	Andy Panoncillo	300	140	340	160	140	1080	108
7	Don Veres	140	160	340	240	140	1020	102
8	Nick Windsor	240	252	48	456	0	996	99.6
9	Bob Loescher	100	492	140	32	0	764	76.4
10	Keith Jones	200	140	40	40	340	760	76
11	Mike Bohlmann	272	40	44	40	140	536	53.6
12	Ed Kettler	40	0	20	240	80	380	38
13	Mark Cippolone	140	40	120	0	0	300	30
15	Dave Davis	240	40	0	0	0	<u>280</u>	<u>28</u>
							13076	934



CL Stunt

If you are new to town and are unaware of one unique place to eat and one more spot to practice, I would like to tell you about two special areas.

I know you are seeking more practice time and sometimes the “L” pad is full. Westside Park, a component of Muncie Parks in west Muncie, has a dedicated Control Line park opened in 1947. The site has a grass area for some Combat or models with no landing gear, a partially obscured 1/2A macadam circle, a full-sized racing circle for Rat Racing and Foxberg type of events, and a full-sized asphalt

donut for Stunt applications.

Westside Park is located just east off Tillotson at White River Blvd. Tillotson is a north-south road connecting Memorial Drive and McGalliard. At its McGalliard intersection, you will find Tillotson near the parking lot for the Ball State University football stadium. Follow that south until you see White



Introducing myself to the NatsNews audience, Allen Brickhaus is shown with his Olympus Classic Stunt model designed by Louis van den Hout of Holland in 1964. This 724-square-inch airplane is a model capable of flying in Open as well as Classic. The model weighs 54.5 ounces and is powered by a Randy Smith PA .61 with a rear exhaust muffler.



Gas is not available at Cammack Station, but it is a blast to see these early gas pumps on display while entering or leaving the building.



Cammack Station is a really neat place to enjoy a quick meal just west of Muncie in Cammack, Indiana. Try this restaurant for 1950s-style burgers, fries, and shakes. Open hours are 11 a.m. till 9:30 p.m. Monday through Sunday. Deputy Fife is on guard in the Ford “black and white” shown in the background.



Pictured is the sign announcing the Westside Park at the intersection of Tillotson and White River Blvd. This park was established in 1947 and the two largest circles have been resurfaced within the last two years. Three asphalt and one grass circle encompass the areas of usage at Westside Park.



This view gives an overall look toward the two main circles at the Westside Park located on the western side of Muncie. Safety metal cable barriers warn spectators of the dangers of being too close to any circle while modelers enjoy flying.

River Blvd., and turn left or east.

From Memorial, take Memorial directly west until it looks like it will dead end. Turn right or north on the Tillotson Overpass, cross over the railroad tracks, and the bridge/road will come to a "T". At this "T" Tillotson turns left or north. Only a 20-yard drive brings you to the next stop light. This is White River Blvd., and then you should turn right or east on White River. Westside is directly at the connecting intersection of Tillotson and White River Blvd. It is very hard to miss.

My flying partner Charlie Reeves and I have used this park and its circles to check handle settings, tank locations, and wing-level trim. The circles are surrounded on several sides with trees, and on windy days, the air is a bit turbulent, but on low-wind days, the circles are great for trim and practice flights. It is hard to find dedicated control line sites within the city limits of any village, town, or city;

but this is an example of one remaining site. Take the time to get out your model and get some pictures in front of the Westside Park sign. If weather permits, get in some practice.

So, now that you are tired and hungry from all the time on the practice circle, you might desire a cool place to eat. Take McGalliard west (Indiana 332) until you see 600 W, then turn south on 600 W and cross over the railroad tracks. Turn left or west on Jackson and drive about one block to Cammack Station.

Cammack Station was originally named Pete's Place in Cammack. This was one of those 1950s-styled corner gas station with the two pumps located under a permanent overhang. Years ago, Pete would greet you, take your order, slice your choice of meat and/or cheese

from blocks stored in a glass-enclosed counter, and layer the innards between your choices of breads. Mustard and mayo were always available for your own application. Then you simply reached into a glass door cooler to choose your drink of choice.

Mike McHenry, of the Indianapolis area, recently won the AMA Nats CLPA Stunt class with his Randy Smith PA .65-powered Zero aerobatics machine. He repainted his model grey instead of the original green. Both colors are correct; he just needed one that was not hidden by the trees as his flew his pattern. The grey worked out much better.

White, chocolate and strawberry milk was always there to be grabbed, along with cream soda, red cream soda, and other newer brands of soft drinks.

Pete has retired and Dick Howe, well-known Combat flyer, enlarged, refurbished, and upgraded the looks of the station while keeping the flavor of the 1950s styling. The older front-cased coolers are gone, but the building now exudes the look of the era with a menu of a wide variety of burgers, fries, and a glorious selection of milk shakes and malts. Cammack Station is not hard to find, but well worth the short journey west of Muncie. Local hours of operations are from 11 a.m. until 9:30 p.m., Monday through Sunday.

Today, three events spotlight the Control Line Stunt scene at the 2009 AMA Nats.

The Beginner and Intermediate Stunt venues open the 2009 season at our AMA site. Both are located on the grass circles northeast of the "L" pad. The Beginner event is on the grass circle closest to the AMA Headquarters with the Intermediate class being flown on the two circles just east of Beginner.

The Beginner event has been ongoing contest since the early 1990s. The Peoria Area Wyreflyers, under the tutelage of Bill Zimmer,

Stan Powell launches for Gene Martine in any early week practice flight on circle four at the "L" pad on the AMA grounds. Gene has a Randy Smith designed stunter and it is powered by a PA .65 piped engine.



Frank McMillan brought the newest rendition of his Martin Baker to the Nats. This is a very realistic semiscale model of a British fighter prototype. In the background is Gene Martine is putting in another practice flight.



Shown is the office of Frank McMillan's new Martin Baker stunt model. Frank and his wife reside in the San Antonio, Texas area. While on a school function in San Antonio, Frank picked me up for some Control Line flying at their personal site.



Dave Tribble, of the Kansas City parts, flew his Only in Vegas stunter for practice on Saturday afternoon on the "L" pad.



Esquadrielle Model Airplane Club.

Intermediate is sponsored by John and Buzz Brodak of Brodak Manufacturing, and run by Bob and Elaine Brookins with the help of many friends. Their registration time is similar to Beginner, but the day begins with the appearance points session around 8:30 a.m., with flying to begin about 9 a.m. If many pilots have entered, Bob usually runs two-circle qualification preliminaries, with the top 10 moving on to the finals.

The main appearance point session for the Advanced and Open fliers begins at the Oneighty Building operated by Allen Goff's church. This gym and gathering place has plenty of room for over 130 models if the need arises. A lunch counter and coffee cafe is located in the building as the fliers attend the pilots' meeting, while the appearance points are assigned to each and every model. This process begins around 1:30 p.m. today. I would suggest you might want to post yourself outside the building as modelers carry their prized stunters into the Oneighty.

—Photos and article by
Allen Brickhaus



Top: Alan Buck takes in some rest and is checking some information with Ken Armish at the Intermediate site at the 2009 Nats. Alan has an Exel model with a PA .51 for power.

Above: Bill Rich, current PAMPA president, gets off a practice flight on July 4th. His model is an SV-22 and powered by a PA .65. Eric Viglione is assisting.

began the event at the Lawrenceville, Illinois, Nationals. The event has continued with only one exception during the 20-year history. Be sure you are registered at the AMA Nats Headquarters; which is \$10, and the entry for Beginner is another \$10.

Currently, the Beginner event hosts two age brackets. The Junior and Senior pilots fly separately from the Open fliers. Both have a traveling trophy, equal in all aspects of size and construction, to take home and display for family and friends. Framed certificates are made available to every flier at the contest.

Kits, engines, handles and other modeling supplies have been donated by U.S. Control Line pilots, and their donations are very welcome and appreciated. When it comes time to award the prizes, the "kids" get the first choices to pick up their favorite items laid out on the grass area.

The event begins with registration at 7:30 a.m. and flying begins at 8:30 a.m. Your columnist is very appreciative of the assistance by the Peoria club, the New Albany Skyliners, the Paducah Aero Modelers, and the St. Louis-based Lafayette



Top: Frank McMillan of San Antonio, Texas, prepares his Martin Baker, with Gene Martine helping him.

Above: Frank is down on the deck with his Martin Baker stunter. The model has a PA .65 in it for motivation.