

# NatsNews

Daily Coverage of the 2011 National Aeromodeling Championships

July 6, 2011

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**Friday**

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Melvin Schuette brought a new model to the Nationals this year. It is a Nelson-powered MO-1.



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Editors: Ashley Rauen, Liz Helms, Rachelle Haughn

# CL Navy Carrier

Photos by Dick Perry.

Conditions on Tuesday morning were great for CL Navy Carrier, flying with light winds and moderate temperatures providing good air for slow-flying. The moderate temperatures made the flying more enjoyable.

Although there were quite a few Carrier modelers from prior Nationals who couldn't make it to Muncie this year, the competition among those who flew this year was keen. With the good conditions, all contestants posted scores, and most were complete flights comprising high speed, slow flight, and landing.

Pete Mazur can always be counted on to put in a good performance, and he didn't disappoint this year. His Nelson-powered Grumman AF2S Guardian had the highest speed of the day (90.5 mph) as well as the slowest. Pete managed a slow speed on only 5.5 mph in the light, steady winds of the late morning.

Art Johnson had a great day with his Guardian. His score came near to being a personal best, and it earned him a second place in the event. That's his highest nationals placing. Both Art's and Pete's models are modifications of the Brodak kit designed by Bill Calkins.

The Smith brothers (David and Michael of North Carolina) both flew well, placing third and fourth. This is Michael's first Nationals competition in the official AMA CL Navy Carrier events. Michael was flying an original-design Consolidated TBY Sea Wolf.

The other Nelson-powered model in Profile Navy Carrier was Melvin Schuette's MO-1. A Bill Bischoff design, Melvin's MO-1 is relatively new, and technical problems kept him from completing a full flight, but he still managed a very respectable high speed of 87 mph.

One of the more interesting models in the Profile Navy Carrier event was John Vlna's Japanese Kokusai KI-76 light observation aircraft. John enjoys discovering obscure Navy Carrier aircraft that are eligible for our events. The Kokusai is just such an aircraft. It has a configuration much like the popular Glenn Martin MO-1, but that's as close as it comes to anything else in CL Navy Carrier flying. Unfortunately, engine difficulties prevented John from completing a full flight this year.

Today the Class I and Class II Scale Navy Carrier events will be flown. With their larger engines and no restrictions on allowable fuel systems, these models are faster than the Profile models flown on Tuesday. The requirement that they follow the outlines of full-scale naval aircraft within 5% makes for some design challenges. →

—Dick Perry



This was Michael Smith's first Nationals flying the official AMA Navy Carrier events. He flew his Consolidated Sea Wolf to fourth place with two official flights in two attempts, and both were complete flights. Well done, Michael.



Art Johnson's Guardian approaches the deck for a perfect landing to complete his second-place flight.



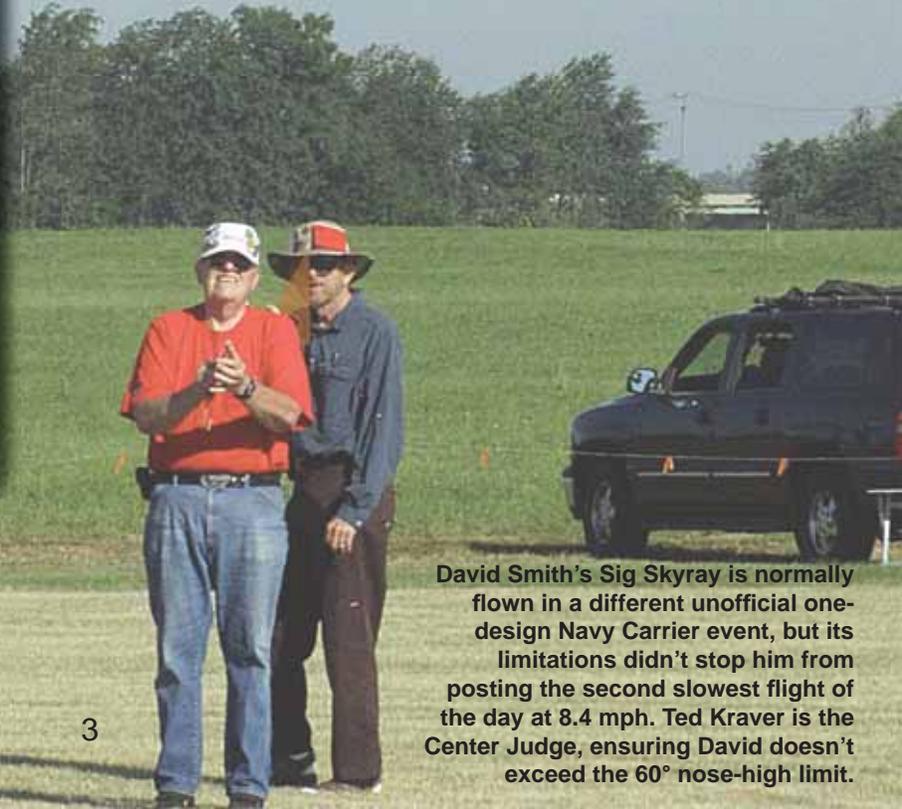
Art Johnson shows the slow-flight form that won him second place.



Pete Mazur's Grumman Guardian lifts off on his winning flight.



Michael Smith's Consolidated Sea Wolf completes a firm, but successful landing to complete his fourth-place flight.

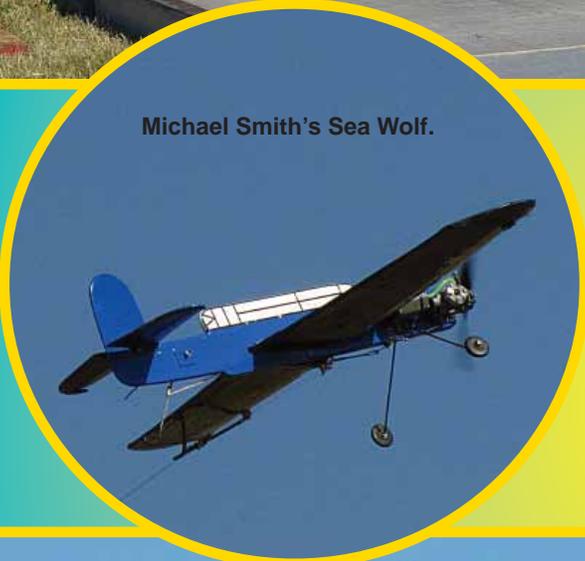
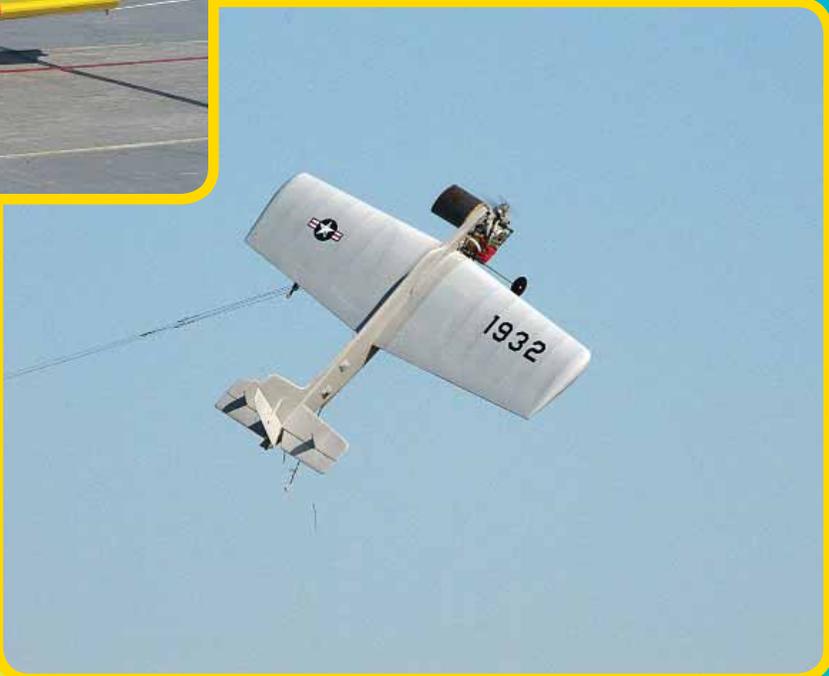


David Smith's Sig Skyray is normally flown in a different unofficial one-design Navy Carrier event, but its limitations didn't stop him from posting the second slowest flight of the day at 8.4 mph. Ted Kraver is the Center Judge, ensuring David doesn't exceed the 60° nose-high limit.



Michael Smith sends brother David's Skyray on its way.

Pete Mazur's Guardian during its best-of-the-day slow flight.



Michael Smith's Sea Wolf.



One of the more unusual and obscure aircraft modeled this year is John Vlna's Kokusai KI-76 which was used by the Japanese Navy in World War Two.

Nathan Vlna assists his Grandfather, John, with his KI-76 as John prepares the model for an official flight.



# CL Stunt

By Allen Brickhaus.

Shown is the full display of prizes donated to the Beginner event.



John Gladfelter places a close second to Mike Stinson at the Intermediate. His model was chosen as the Best Brodak Kit in Intermediate.



Bob Krug took fourth in the Intermediate Stunt event sponsored by Brodak Manufacturing of Carmichaels, Pennsylvania.



The Junior/Senior Beginner winners (L-R): Cody Vining, eighth; Samantha Hines, third; Gavin Barry, first; Kevin DeMauro, second (standing); Joe Strickland, sixth (standing); Ben Mills, fifth; Marquis Thurman, fourth; and Charles Carter, seventh.



The Open Beginner winners (L-R): Steve Hines, sixth (kneeling); Harry Crespo, fourth (standing); Jeff Traxler, first (standing); David Felinczak, third; Robert Schroeder, second; and Bill Allen, sixth. Jeff Traxler won his class with electric power.

Mike Stinson won the 2010 Nats Open Beginner event last summer and continued his success with a win in Intermediate and also been chosen as the builder of the Pilots' Choice.

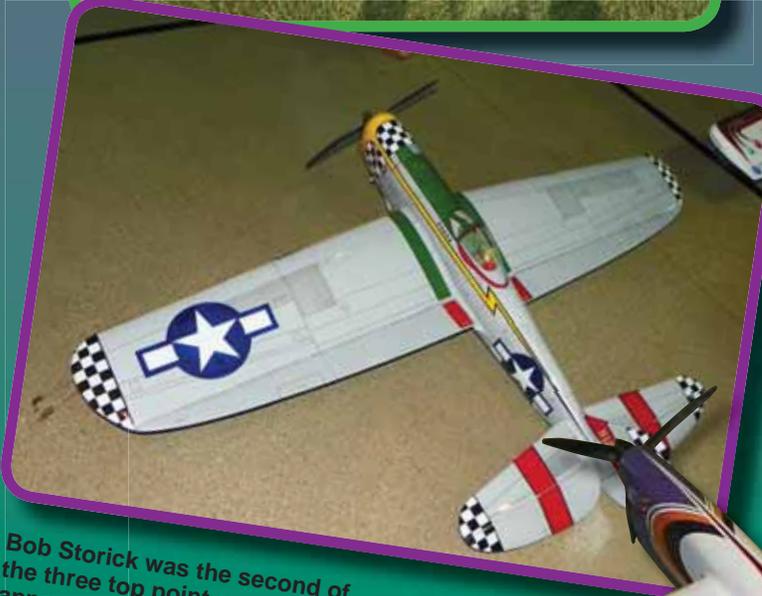
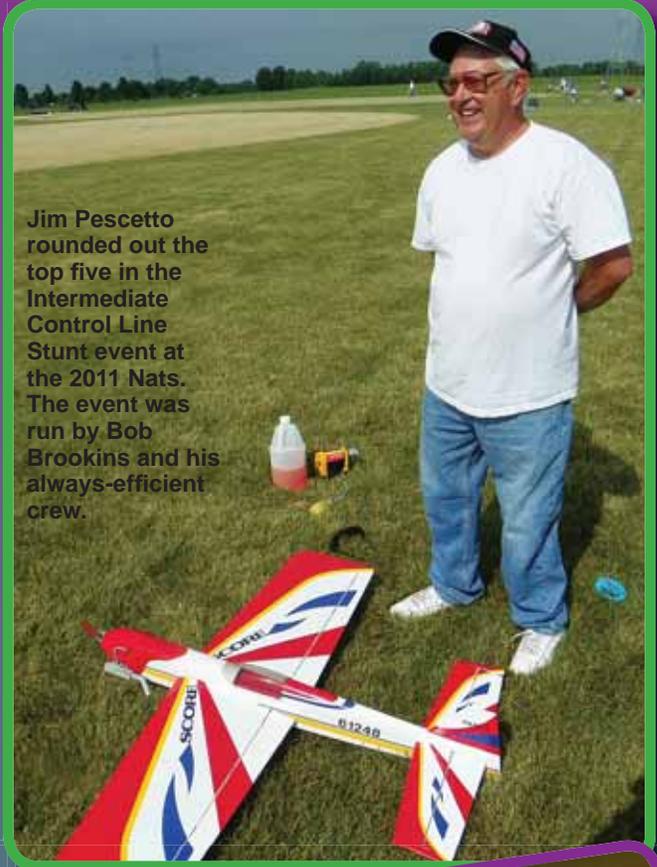


One of the two "The Eagle's Nest" perpetual trophies awarded to the top winners. This one will go home with Gavin Barry for his win in Junior/Senior Beginner at the AMA 2011 Nats.

John Sopka wins third in Intermediate only .5 points behind John Gladfelter. John scored a 420.0



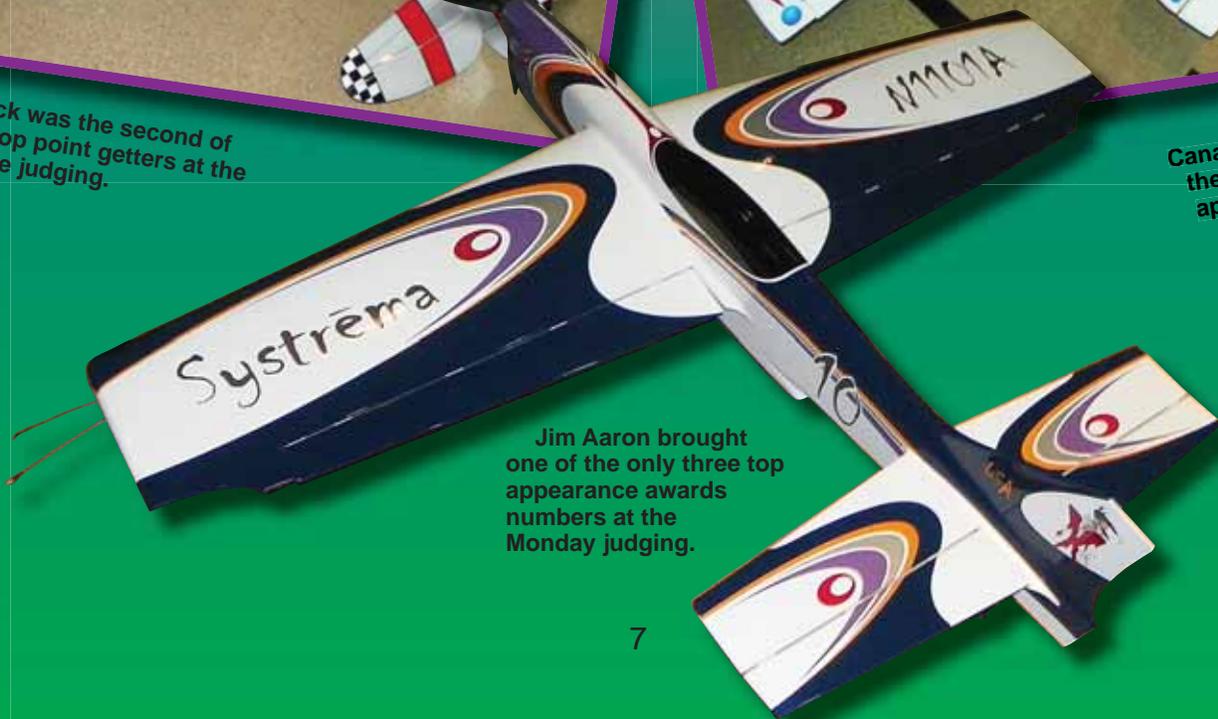
Jim Pescetto rounded out the top five in the Intermediate Control Line Stunt event at the 2011 Nats. The event was run by Bob Brookins and his always-efficient crew.



Bob Storick was the second of the three top point getters at the appearance judging.



Bruce Perry of Canada rounded out the front row at the appearance points judging.



Jim Aaron brought one of the only three top appearance awards numbers at the Monday judging.

The Day 2 schedule of events are 21 Sport Speed, F2A, and the new trial event, C Class for up to .40 engines on monoline.

“The day dawned chilly,” said Jerry Rocha, who told me he wore a jacket when he arrived at 6:30 a.m. The sky was cloudless with a very mild temperature in the morning.

Jerry’s early arrival sure paid off since his first and only flight would win the Open Sport Speed event at 157.417. Jerry is also the record holder at 159.7.

Chris Montagino was second with 148.174, Glenn Lee picked up third at 146.68. Butch Andrews was fourth after an accident destroyed his primary airplane. His back-up was good for 144.103, and Barry Tippet was fifth with a speed of 133.28.

Alberto Caballero was first in 21

Sport Speed Junior/Senior division with 142.819 and James VanSant was second at 135.152.

F2A Open competitors also found the cooler morning to their liking. Carl Dodge nearly equaled his last year’s first-place speed with a flight of 290.696 kph. Alex Valishev was second at 287.831 and Alberto Caballero, Sr. was third at 284.18 kph.

Bill Hughes won fourth position with 283.281 and Glen VanSant placed fifth with a speed of 274.352. Junior F2A was won by eight-year-old Ivan Valishev with a speed of 147.022 kph. Senior F2A was won by James Vansant at 261.565

The third event of Day 2, the trial Class C for up to .40 size engines and monoline, was interesting. There were five entries with four making attempts. Dick Shannon from Las Vegas entered a brand-

new airplane: a Newton asymmetrical with a newer long-stroke Nelson .40. Dick made two flights his 178.671 ended up in first place.

The NewMath team of John Newton and Joey Mathison used an older rear intake Nelson and asymmetrical. They made several attempts but no officials. Bill Hughes used a converted Class B asymmetrical—maybe 10-12 years old—and a 40-year-old K&B .40, which turned 173.793 for second place.

Third place went to Glen VanSant who also used a converted B Speed model and similar Nelson .40 as used by Newton and Mathison for third and a speed of 161.225. Three of the five entries in this trial event used models and engines they already had and were competitive. →

—Warren Gregory







# Unofficial Scores

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

Rat Racing			
1	STEVE EICHENBERGER	06:07.0	CHANDLER AZ
2	LES AKRE	06:19.9	EDMONTON
3	DAVID HALLAS	06:38.3	LARGO FL
5	ROBERT J OGE	03:30.0	HINCKLEY IL
6	DAVID O BETZ	38 LPS	WARSAW IN
9	TIM L STONE	28 LPS	JOHNSBURG IL
998	DAVID ROLLEY	DNF	BENNETT CO
998	WILLIAM R LEE	DNF	CHANDLER TX

## Nats Sponsors



**JETT** Engineering, Inc.

321 Navy Carrier (Profile)			
1	O PETER O MAZUR	SUGAR GROVE, IL	367
2	O ARTHUR J JOHNSON	ROCKFORD, IL	249.3
3	O DAVID SMITH	MOUNT ULLA, NC	229.6
4	O MICHAEL L SMITH	CLOVER, SC	203.6
5	O MELVIN L SCHUETTE	AUBURN, KS	94.4
6	O JOHN R VLNA	SILVER SPRING, MD	74.3
999	O BOB PAUL	ELYRIA, OH	No Show
999	O RICHARD L PERRY	ALBUQUERQUE, NM	No Show
999	O THEODORE KRAVER	PHOENIX, AZ	No Show



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# RC Combat

It is once again time for battle as RC Combat returns to the AMA Nationals in Muncie, Indiana. We will be holding up to 10 rounds per day starting with SSC and Open B on July 6.

Some of the best pilots in the country will be here, such as William Drumm III from Wisconsin. He was last year's Overall Open Champion and currently is leading in the Open Class again. He flies one of his own designed planes that has a lot of maneuverability in the air. One that will be missing this year will be Brian Gilkey's aircraft, which has won most of the events in the past four years. This year, his younger brother, Eric, will try to hold onto the trophies by competing in all classes. One of the farthest to travel will be Nicholas Windsor from Naples, Florida. Nicholas will be flying the Avengers, which is a design made by Air Scharnell. It is a very common plane that you will see at the event.

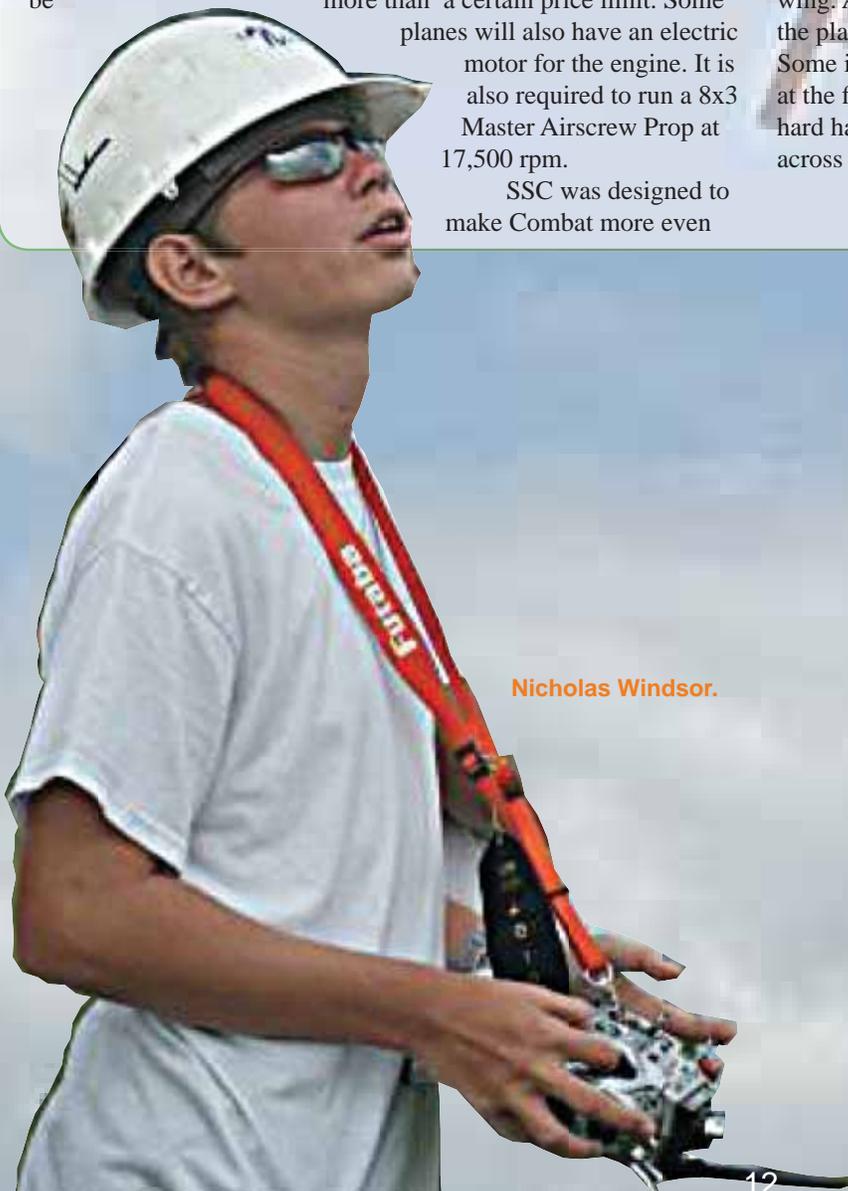
The first event of the day will be Slow and Survivable Combat (SSC) Combat, which has a lot more restrictions on engine size and weight limit. SSC planes cannot weigh less than 2.5 pounds. They are required to have a .15 engine that cannot be more than a certain price limit. Some planes will also have an electric motor for the engine. It is also required to run a 8x3 Master Airscrew Prop at 17,500 rpm.

SSC was designed to make Combat more even

and place more emphasis on the pilot. After SSC Combat, Open B Combat begins. Open B planes have some of the same designs as SSC planes but will have up to a .30 cu. in. engine with no restriction on price or rpm. These planes will fly up to twice as fast as SSC planes, making for some great action. You will see that some of the planes use special mufflers to try to increase the rpms to the maximum of the engine.

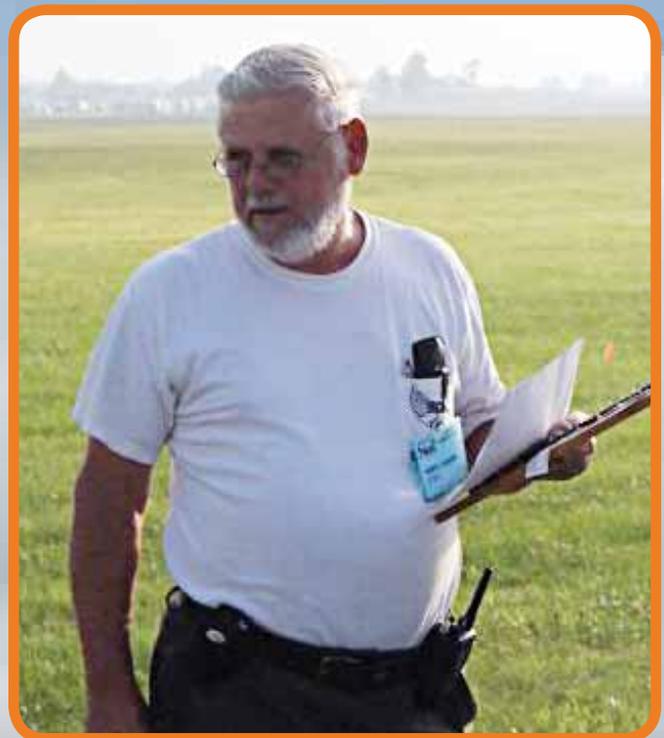
Here are some of the basics of RC Combat and what you will want to look for. When you hear "start engines," the pilots have 90 seconds to get in the air. During this time for SSC, they will be tracking the engine to make sure that it is not running more than 17,500 rpm. There judge will be there to make sure that it is checked correctly. Once the 90 second are over you will hear "start combat." At this point, the pilots will be trying to make cuts on the other person's streamer while trying to keep their own streamer. They get 100 points per cut as well as four points per foot of streamer they keep. You will notice that the streamer will sometimes attach to the plane's wing and stay attached. This is caused by using tape or sticky material on the leading edge of the wing. After five minutes you will hear "end combat." At this point, the planes will land and scores will be entered on the score sheets. Some important safety information that you should know is that at the field you should not go past the main tent unless you have a hard hat on. There are times where planes and or parts may come across the line due to midair collisions. ➔

—Don Grissom



Nicholas Windsor.

Photos by Don Grissom.



RCCA President Bob Loescher.



Left: William Drumm.

Scott Gilkey will again be Pitt Boy for Eric Gilkey.



Randy Smith and Roy Andrassy from Calgary.



# RC Pylon

Yesterday was a full day of exciting racing, testing the preparation and willpower of all the competitors. The level playing field of 426 Quickie led to close races, testing each pilot's flying skills against their adversaries.

The engines in this new event are all the same, placing the emphasis on a pilot's actual handling of the aircraft rather than his or her engine-tuning techniques. Until now, the racing has been a bit like outrunning a bear. You don't need to be first, you just don't want to be last.

Today we will finish up the last two qualifying rounds of 426 Quickie racing to determine just who will advance to the finals. After the finalists are determined, a matrix will be assembled and the real racing begins. There will be no letting up as each pilot attempts to outperform the competition. This afternoon we will have our first ever 426 National Champion!

Tonight we will be having our barbecue and then the fastest of our Pylon events, Q-40, begins tomorrow morning. The field of more than 60 racers will be split in two and the qualifying begins.

Racers have been using the afternoon and evenings to tune-up and practice. There have been some spectacular mishaps during practice, and unfortunately a broom will be needed to clean up the runway. It's all part of racing.

A big thank-you to Scott Causey for yesterday's *Naz's News* article. Scott was able to help us out and provided a great racer's perspective on our new event. Great job, Scott! →

—Matt and Alexandria Russell



Photos by Matt and Alexandria Russell.

Right: Tom Scott prepares to launch from Dennis O'Brien.



# CL Racing

Photos by Tim Stone.



Bob Oge with a quick pit in Fox.

**F**ox Racing and Slow Rat Racing were on today's agenda—a nice mix of an entry-level event and a fast, “big gun” event.

## Slow Rat

This event switched over to maximum .25 cubic inch displacement three years ago. Some competitors have managed to get airspeeds pretty close to that of the formerly used fire-breathing Nelson .36 engines. This is possible because the highly refined RC truck engine conversions weigh 5 or 6 ounces less than a Nelson, and a much lighter airframe can be used. The engine of choice is the GO Tech .25 8 port (which can be hard to find).

Eight teams showed up to race this year, all pretty well prepared. The team of Jim Gall (New Jersey) with Les Akre pitting, set a new preliminary record of 3:01.52 for 70 laps.

Final times were slow because of pitting problems for most teams. In the first final Stone/Oge bested Gall/Akre with 7: 01. In the second final Oge/Stone team was disqualified and Jim Demerrite/Jim Bradley coasted to a 6:51 for first place.

## Fox/SSR Racing

This event was not run last year at the Nats because of a schedule change. It was nice to have it return this year. A few years ago a sub-class of Fox Racing was established by fliers who did not like the relatively hard-vibrating Fox .35s. In SSR (Super Slow Rat) plain bearing .25 engines are used, and modern .25 engines can be faster than the Foxes.

This year all but one team used Brodak .25s. This is a totally low-tech, entry-level event. Between Fox and SSR there were seven teams that flew six heats ‘Round Robin’ style—lots of flying! Times to be posted later. →

—Tim Stone

Dave Hulls' SS-Rats, the subject of an MA construction article earlier this year.





SSR winners (L to R): Russ Green, Bill Lee, Dave Hull, and Les Akre.

**Super Slow Rat finals**

- 1<sup>st</sup>-Dave Hull/ Les Akre
- 2<sup>nd</sup>-Bill Lee/ Russ Green
- 3<sup>rd</sup>- Les Akre/ Dave Hull

**Fox Race finals**

- 1<sup>st</sup>- Bob Oge/ Tim Stone
- 2<sup>nd</sup>- Tim Stone/ Bob Oge
- 3<sup>rd</sup>- Dave Betz/ Russ Green



One of many Fox and SSR races.



Fox Racing pit area.

Bill Lee with his Super Slow Rat, Brodak .25.

