

July 7, 2011

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Saturday

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- CL Stunt



RC Combat pilot William Shepard.



Inside:



RC Combat

Photos by Don Grissom.

If you heard a lot of noise in the air then you must have heard that RC Combat is once again flying at the Nationals. To most people, it is hard to understand why we would be willing to fly our planes in such a way that they may get damaged. But once you fly Combat it is hard to fly anything else. This year was a small turnout for RC Combat but those who came are having a fun time and there is a lot of action in the air.

We started the day with SSC Combat, which stands for Slow and Survivable Combat. Sometimes I wonder about the survivable part, since I had nothing but problems all day. There were 13 pilots for SSC but where I normally would be talking about a Gilkey leading I have to say that there are many pilots this year who could go home in first place.

Leading the way is William Drumm III from Wisconsin. He is flying one of his own designs, which is called the Willy Wing. It uses single u-rail designs which are very durable during a midair. The motor is mounted on a cutting board material. William is currently leading with a score of 2,208 through five rounds.

In second place with a score of 1,900 is Andy Runte. Like most pilots that are flying he has his own wing design and fence post for the fuselage. In third place is Eric Gilkey with a score of 1,860. Eric is without his brother, Brian, this year. It will be interesting to see if he can keep the tradition of winning the Nationals like his brother.

Unlike them I am currently at the bottom of the list trying to keep my position of last place. It is amazing how the planes fly so well when you are not at a contest, much better than when you are.

We were able to get done with SSC early today and went straight into Open B. Unlike SSC, these should be called FFC or Fast and Furious Combat. We only had five pilots for this class, which allowed us to do all-up for the event. During one round, within the first minute all but one of the planes had a midair causing the one pilot to have to fly all by himself for close to four minutes.

William Drumm III is once again leading with a score of 1,400. In second place is Nick Windsor with a score of 1,128. Nick is flying the Zapdos which is a design that was built by Craig Buttery in Florida. It looks to be a good design that held up very well. In third place was Eric Gilkey with a score of 1,100.

We will once again be flying SSC and Open B Wednesday for five rounds each. There should also be some flights getting ready for Scale and Limited B Combat that will happen Friday and Saturday. If you have never seen RC Combat, come on by and take a look. It is great to see, but even better to fly. ➔

—Don Grissom



William Drumm III with his Willy Wing.

Bob Loescher had a little problem when his plane tried to merge with another plane in the air.



Bob cannot take a SSC Group Picture without giving some orders.



With a Surgical Precision you can remove a streamer from a plane. Or just yank it off.



Do not step on my plane!

Does having Keith Jones at the contest make this a International Competition?



Yesterday's 426 Super Sport Quickie Racing was spectacular! During the last two rounds of qualifying, racers who were on the bubble of making the finals tried their darndest to shave seconds off their times or improve their standings just a little in order to make the cut.

The original field of 52 racers had been divided into two groups. The top 14 racers on points plus the two next two "wild cards" with the fastest times from the remainder of the field from each half moved to the final matrix for five rounds of flying.

The hard-working judges were armed with the outstanding electronic course system that worked very well, and everything stayed on a precise schedule.

We witnessed some of the tightest heats Muncie has seen in years with the new 426 event. We saw many cuts in the final rounds of racing. Each racer had to fly his or her very tightest to win, and many were just a few feet too tight. Because of the uniformity of speed, once a pilot had a cut, it was nearly impossible to lap the field and make up for the mistake.

After two rounds of flying there were only two perfect scores, and after three rounds there were no perfect scores at all! Gino Del Ponte established himself early on with a fast time, which he only improved on as the contest continued.

At the end of the finals we were left with three flyoffs: a three-way tie for first, a two-way tie for fourth and fifth, and a four-way tie for sixth through ninth. Flying was incredible in these races, pitting the very best pilots of the weekend against each other to see who will come out on top.

The final flyoff for first through third place pitted Gino against Tom Scott and Dub Jett. Gino's Ninja nosed over just slightly on launch and ground off the tips of his propeller. This left the lead position to Tom and Dub.

Tom held the lead until late in the race when he cut a pylon and moved himself to third behind Gino. There were many great competitors at the top, but the title of first-ever 426 Super Sport Quickie National Champion goes to the great Dub Jett.

Top finishers in 426 Super Sport Quickie.



Eighty-years young Dave Latsha, Lee Von Der Hey and Terrance Palaschuk with their beautiful Too Sweet Q-40's.



Your RC Pylon authors along with Teammate Bryan Batch.





National Champion Dub Jett receiving his award ... and a shocking relief from the Muncie heat. Congratulations Dub!

Dub, along with his caller Mike Hesel, came to Muncie prepared to excel and they did! Congratulations, Dub!

Today we begin qualifying for Q-40, our fastest Pylon event. The 60 entrants will again be broken into two qualifying groups and the best performers will again move to the final to be held tomorrow.

The weather has been great with temperatures in the high 80s with just a light breeze. The barbecue last night was a hit as was the raffle to support our FAI F3D team traveling to Australia next month.

A great big thanks to Dennis Cranfill, Mark Parker, and Dan Kane for preparing dinner! A Chuck Bridge-built Vortex will be raffled off tomorrow. Tickets are still for sale! ➔

—Matt and Alexandria Russell



Jenni Orebaugh photo.



Jenni Orebaugh photo.



Gino loses tips off his prop on launch during f yoff for f rst place.



CT Combat

Photos by Phil Cartier.

Tom Siegler and Bob Burch (behind Cary and Andy Minor) fought it out in Round 3 of the triple elimination contest. Tom ended up winning.

Steve Wilk, an F2C Team Racer from Crystal MN surveys the damage after a rough match with Don McKay (Seattle WA). All in good fun, sometimes cuts end up a little larger than planned, taking off the tail of the plane.



Dave Fisher gives Rylan Rich his first combat lesson. Rylan got his first cut, his first line tangle, his first loss, and his first crash in a great first match.



Cary Minor and Bob Smith launch for Mark Rudner and Don McKay in early F2D action Monday. F2D ran some 60 matches over two days in 11 rounds.



CL Navy Carrier

Once again, we were blessed with great weather for Navy Carrier flying in the morning as the contestants brought out their Class I and Class II Scale Carrier models. These models are slightly more technologically complex than the Profile models flown on Tuesday, offering the potential for higher speeds, but also providing more challenges in choosing the designs to model. The Scale Carrier classes must be within 5% of scale dimensions of the full-sized aircraft.

The greater complexity also favors those who are well prepared and well practiced! The smaller Class I and Class II flying was dominated by

Pete Mazur (Illinois), who was obviously very well prepared for the Nationals. He flew his Martin MO-1 models to first place in Class I and Class II just as he flew his Profile Guardian to first place on Tuesday.

Pete had the best fastest high speed and the slowest low speed in both classes, and topped each flight with a perfect landing. The combined wins in all three events cemented Pete's claim to the Eugene Ely Award—presented to the Carrier competitor with the highest combined scores in all three events.

In Class I, David Smith (North Carolina) overcame control problems on the first flight and engine failure on the second flight to fly a full mission on his final attempt and take second place.

Third place went to Michael Smith (South Carolina), who completed two full flights to win his second Nationals Navy Carrier trophy. This is Michael's first Nationals flying the AMA Carrier events, and his consistent performance earned him the Navy Carrier Society's Rookie of the Year Award.

In Class II, flown with engines up to .65 cubic inch displacement, Dale Gleason (Texas) needed only

one flight to place himself solidly in second place. Dale's MO-1 is a veteran model that he's campaigned successfully for many years.

Third place went to David Smith. His bright-orange paint scheme definitely made his Vought F4U Corsair easy to see! The model is based on a RC ARF design converted to CL with all the accessories and a much larger engine needed for Navy Carrier competition.

Each year the Navy Carrier Society recognizes the volunteer who contributes the most to the success of the Navy Carrier Nationals. This year's honoree was Bill Calkins who served as Event Director for both days of the competition.

Ted Kraver was Center Judge for both days of the competition. Nathan Pierson served as timer. Thanks to all the volunteers who helped make this year's Carrier Nationals a success—including those contestants who used their spare time for pull-test, timing, and recording.

The unofficial Carrier events are flown on Thursday. They include two speed-limit events, events for electric power, and the Nostalgia events replicating the aircraft and flying styles of three decades ago. ➔

—Dick Perry



This model, by John Vlana, is one of the numerous MO-1s entered in Class I and Class II.

David Smith's Grumman Guardian on final approach for a perfect arrested landing.



Art Johnson sends Pete Mazur's Class II MO-1 off on its winning flight.



As Pete Mazur demonstrates in this photograph, a four-pound model flying at more than 100 mph can be a handful!



The Landing Signal Officer was less successful today in guiding the models to safe landings on the first approach. There were a few more models in the "In the Drink" on Wednesday than during the Profile Carrier competition on Tuesday.



Navy Society special award recipients Bill Calkins (Carol Johnson Memorial Volunteerism Award), Pete Mazur (Eugene Ely Award, 2011 Navy Carrier Nationals Champion), and Michael Smith (Rookie of the Year).



Profile Navy Carrier winners (back, L-R) Art Johnson, second; Pete Mazur, first; David Smith, third; and Michael Smith (front), fourth.



Class I Navy Carrier winners (L-R) Michael Smith, third; Pete Mazur, first; and David Smith, second.

Class II Navy Carrier winners (L-R) David Smith, third; Pete Mazur, first; and Linda Gleason (accepting for Dale), second.





Dale Gleason's MO-1 is still airborne after catching the fourth arresting cable.

Michael Smith holds brother David's Vought Corsair as David starts the engine in preparation for his fight.



David Smith puts his Guardian through its paces during slow flight for his second-place finish in Class I. Ted Kraver is judging the models attitude.

Unofficial Scores

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

Nats Sponsors



JET Engineering, Inc.

1/2 A Profile Proto

1 JERRY W ROCHA	107.027
2 CHRISTOPHER A MONTAGINO	89.471
3 GLEN J VANSANT	87.174
4 C L DODGE	87.132
5 WILLIAM HUGHES	86.795
6 PATRICK E HEMPEL	86.729
7 ALBERTO CABALLERO	86.712
8 CHARLES E LEGG	85.464
9 CHARLES J WHITLER	85.1
10 GLENN M LEE	84.648
11 JOEY MATHISON	81.637
12 BARRY L TIPPETT	73.49
999 DAVID L COTTON	No Show
999 DAVID R MARK	No Show
999 HOWARD W DOERING	No Show

75 MPH Combat

Fischer 1st place scored 5-1
 Stubblefield 2nd place scored 4-2
 McKay 3rd place scored 3-2
 Wilk 4th place scored 2-2
 Smith 5th place scored 2-2
 Skelley 6th place scored 1-2
 Cartier 6th place scored 1-2
 Sopka 6th place scored 1-2
 Williams 7th place scored 0-2

1/2 A Speed

1 C L DODGE	7.443
2 CHRISTOPHER A MONTAGINO	7.675
3 CHARLES E LEGG	8.16
4 JERRY W ROCHA	8.15
5 WILLIAM HUGHES	8.875
6 JOEY MATHISON	9.445
7 GLEN J VANSANT	10.093
999 HOWARD W DOERING	No Show

F2D Combat

1 ALEXANDER PROKOFIEV	SOUTH PLAINFIELD
2 RICHARD STUBBLEFIELD	KINGWOOD
3 MARK S RUDNER	SOMERVILLE
4 GREGORY WORNELL	WELLESLEY
5 THOMAS M SIEGLER	WICHITA
6 ANDY MINOR	LEES SUMMIT
7 ROBERT A BURCH	OAK PARK
7 DONALD W CRANFILL	LAKE JACKSON
7 HOWARD A WILLIAMS	CYPRESS
8 CARY D MINOR	IOLA
8 STEVE O STEWART	INDIANAPOLIS
9 LOUIS T SCAVONE	STERLING HEIGHTS
9 ROBERT E SMITH	ROY
9 DON F MCKAY	REDMOND
9 BRAD LAPOINTE	DRESDEN
998 P CARTIER	HUMMELSTOWN
998 HOWARD M RUSH	BELLEVUE
998 DAVID FISCHER	OAK GROVE
998 DON S SOPKA	BROADVIEW HTS

1/2 A Speed

JAMES D VANSANT	S	1	10.896	LANGHORNE	PA
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21 Sport Speed

1 JAMES D VANSANT	S	142.879	LANGHORNE	PA
2 ALBERTO CABALLERO	S	135.152	POMPANO BEACH	FL

1/2 A Profile Proto

1 JAMES D VANSANT	S	21.913	LANGHORNE	PA
2 IVAN VALISHEV	J	35.28	AURORA	IL

F2A Speed

1 C L DODGE	290.696
2 ALEXANDER VALISHEV	287.831
3 ALBERTO CABALLERO	284.18
4 WILLIAM HUGHES	283.281
5 GLEN J VANSANT	279.352
6 CHRISTOPHER A MONTAGINO	277.743
7 JAMES D VANSANT	261.515
8 IVAN VALISHEV	147.022
999 HOWARD W DOERING	No Show
999 JOEY MATHISON	No Show

Slow Rat

1 JAMES A DEMERITTE	06:51.1	PALM BAY	FL
2 TIM L STONE	07:01.9	JOHNSBURG	IL
3 JAMES M GALL	07:55.0	GARFIELD	NJ
4 ROBERT J OGE	03:14.7	HINCKLEY	IL
5 JOHN R GREEN	03:21.3	TOMBALL	TX
6 JIM F BRADLEY	03:26.3	ORLANDO	FL
7 STEVE EICHENBERGER	03:27.4	CHANDLER	AZ
8 GEORGE M REYNOLDS	No Show	GREEN BAY	WI

0 21 Sport Speed

1 JERRY W ROCHA	157.417
2 CHRISTOPHER A MONTAGINO	148.74
3 GLENN M LEE	146.688
4 GARRY N ANDREWS	144.013
5 BARRY L TIPPETT	133.28
6 WILLIAM HUGHES	132.154
7 JOEY MATHISON	131.334
999 HOWARD W DOERING	No Show
999 ALBERTO CABALLERO	No Show
999 CHARLES J WHITLER	No Show
999 WARREN E GREGORY	No Show
999 ALBERTO CABALLERO	No Show



Hideaway RV Rental is a proud sponsor of all AMA 2011 f ying events.



CL Racing continues

Photos by Tim Stone.

Scale Racing (Goodyear)

Scale racers are modeled after Formula One air racers in $\frac{1}{8}$ -scale. Profile fuselages are used to help simplify the event. The engines of choice for this event have not changed much throughout the years. Tim Gillott tuned Rossi MK 2 and 3, and Nelson .15s are the motors of choice.

This year there was a disappointing turnout and generally subpar performances by most teams; the fastest heat time was Akre/Hull with Les' new 'Lil Mike', a fine-looking new build. Perennial Goodyear winner Bob Oge took home first place with a modest 7:15.

Texas Quickie Rat

The easy-starting nature of the ringed K & B .40 makes this a closely contested event. Races are usually close and this seems to be a spectator favorite.

In contrast to this morning's poor Goodyear showing, eight well-prepared teams took the flightline in TQR. Preliminary times were close to record speeds and only eight seconds separated the top (Lee/Green 3:01) and fourth places (Stone/Oge 3:09).

One three-up final was run and it was a close, clean, enjoyable race to watch. Jason Allen picked up the flying chores for Bill Lee and Mike Greb pitted for Russ Green in the final. →

—Tim Stone

TQR Final results

Akre/Hull 6:19

Green/Greb 6:22

Lee/Jason Allen 6:31

(L to R) Jim Demeritte, Russ Green, and Dave Hull take part in Texas Quickie Rat Preliminaries action.



Above: Jim Gall's new record-setting Slow Rat.



The Goodyear winners.



Above: Texan Mike Greb makes a quick TQR pit stop.



Texas Quickie pit area.

CL Speed Day 3



Day three's competition was the standing start events, Formula 40, 21 Proto and Perky. Today was another beautiful day in Indiana, moderate temps in the morning, light winds around noon and hotter in the afternoon.

In Senior Form 40 James VanSant won first place with a speed of 145.512, James graduated from High School this year and is headed to Penn State this fall to study Mechanical Engineering. In Form 40 Open, six time winner of this event Dave Mark again won this event over several serious competitors to be the seven time National Champion. His speed of 160.987 was accomplished on his first and only attempt. There were five Form 40 airplanes of Dave's design entered in this event. Second was Alberto Caballero at 158.275. Third place went to Chris Montagino at 154.160, in fourth was Barry Tippet with 153.942 and Glenn Lee was fifth with a speed of 153.764.

The 21 Proto event was won by Jerry

Rocha who pulled off the Double 21 by also winning 21 Sport Speed on Tuesday. Jerry's speed was 138.002 mph, he did this on the first flight of the day in the morning and was his only flight; he jokingly admitted that making only one flight sure prolongs his engine's life. Second went to Bob Whitney who turned 131.367, who made his two flights late in the day after competing in another event. Third was many time winner Glenn Lee at 129.911. Fourth place was Barry Tippet with 108.142.

The Perky event this year had ten entries with engines ranging from a spark ignition McCoy and Bantam to a Nelson, a Taipan, a OPS and other .15's. Carl Dodge's # 2 was first and high speed winner at 102.889. Second place went to Bill Hughes #2 with 89.265. Third was Butch Andrews at 88.946, fourth went to Bill Hughes # 1 at 82.962. Barry Tippet was fifth at 75.495.

The overall winner of this event is determined by the average speed of all the participants. The average speed this year was a little over 76mph, and Barry Tippet's 75.495mph was the winner.

Bill Hughes's B & L Hobbies supplies the awards for the Perkey event and the entry fees are donated to the F2A Team Fund.

In the new Trial Event, C Speed which was flown yesterday, Steve Wilk of Eliminator Props, built and donated the awards for this event. They were presented today.

Thanks Bill and Steve! →

—Warren Gregory





CL Stunt

The morning fogs reigns supreme on an early morning day at the AMA site.



Matt Colan is waiting for the command to pull-test his Bill Werwage Ares on Classic day at the AMA Nats.

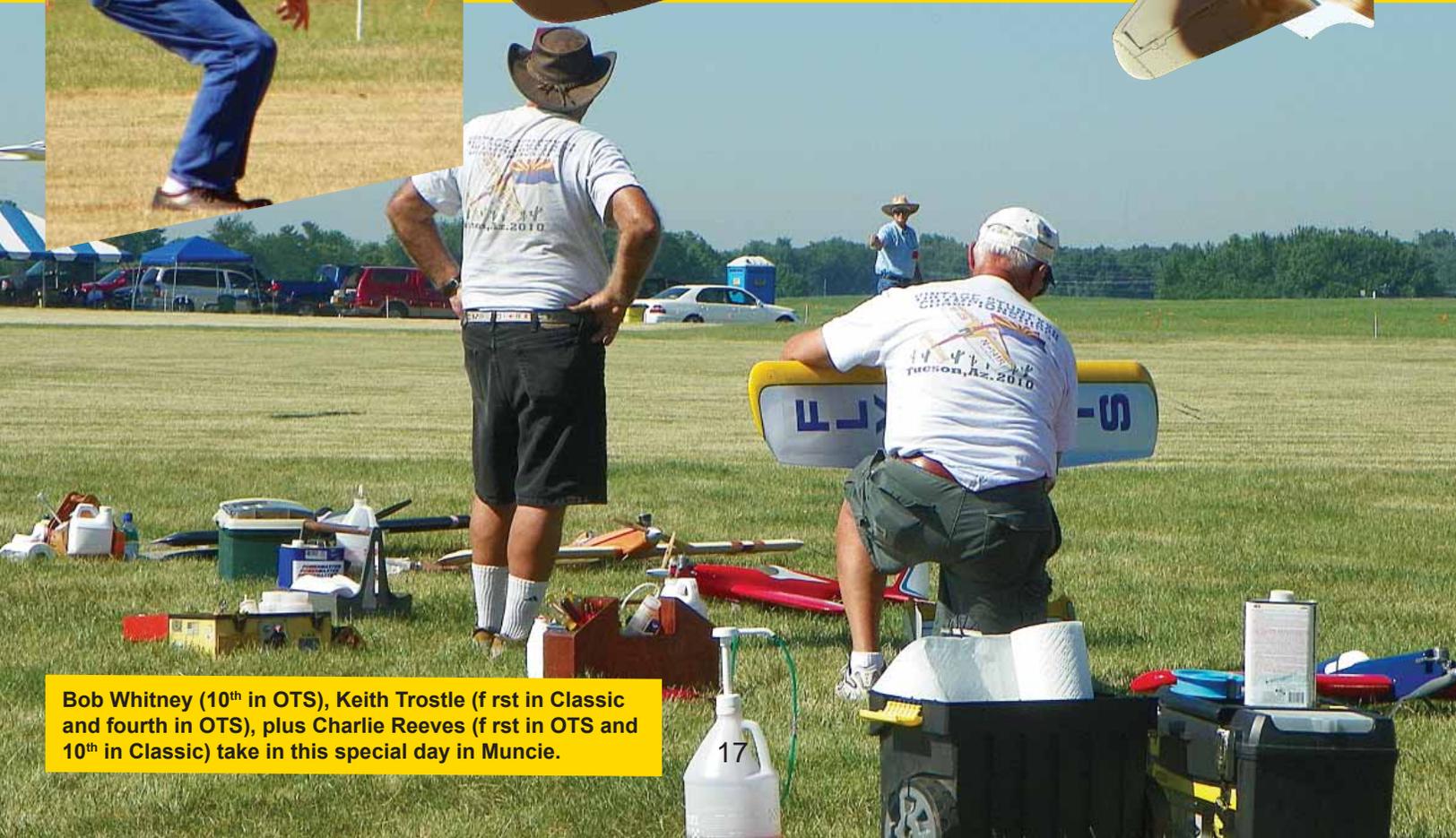


John Leidle, from the far West, brought his RSM kit Electra to the Classic field at Muncie.

Dennis Vander Kurr, Mike McHenry (fourth in Classic), Gerry Phelps, Allen Goff (fifth in Classic) and Mike Schmitt (ninth in OTS and Classic) enjoy the day at the grass circles.



Left: Keith Trostle took first in Classic.



Bob Whitney (10th in OTS), Keith Trostle (first in Classic and fourth in OTS), plus Charlie Reeves (first in OTS and 10th in Classic) take in this special day in Muncie.

