

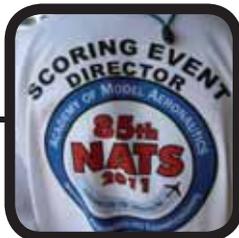
July 11, 2011

Jody Miller about to launch his Xplorer at the recent Midsouth contest which he won handsomely. Jody is attending Glider Camp for the first time and is a rising star in RC Soaring competition.

Tuesday
RC Sailplane

Wednesday
RC Sailplane

Thursday
RC Sailplane
AMA 75th
Anniversary
Celebration



Inside:



RC Sailplane Opening

RC Sailplane kicked off Sunday. To see the Day 1 report, go to page 5.

It is with great anticipation that many pack their SUVs, RVs, cars, and trucks until they are full to the brim and plot a course to Muncie, Indiana, every year in July.

Why? Because it's time for Glider Camp! The Soaring Nats are on again and what a fantastic week it promises to be.

John Graves stretches back to launch the Pike Perfect as his 12-year-old son, Dillon, gets ready to shoot another landing. Dillon flies a 2-minute practice task from a bungee launch to a precision landing.



That is a 95 but nearly a 100-point landing and Jody shoots many of these both in practice and in competition.



It is with this spirit that RC soaring aficionados from most every state in the union will gather together in Muncie on Sunday, July 10, with their soaring machines of balsa, carbon, and glass and test their honed skills against each other at the Nats. They will experience an amazing week of glider camp and all will dream of winning the big one—Unlimited Sailplane on the following Friday.

Some of us have spent many days at the flying field working on our skills. We have been training Dillon Graves (a 12-year-old junior pilot) at the Orlando Buzzards during the last couple of months and it will be a joy to see him fly in his first real contest at the Nats this year. We have been practicing our skills in the Landing Zone. Jody Miller, a great up-and-coming pilot from

This annual trip to glider camp is a great tradition. In fact, I recently came across some prose penned by an anonymous poet in the early 1990s describing the tradition and the lure of thermals, sailplanes, and men and women of like-mind, locked together in battle.

Soaring with the Eagles

Frank, Bob, and Jack, to Muncie did go,
The Nationals were on and they had entered the show.
Two Magics were ready, the epoxy dry,
Poor Jack had a crash during a last minute fly.
They arrived at the site and studied the scene,
Their transmitters charged, their reflexes keen.
The "Two Meters" were flying, the launches were steep
Most landings were perfect. The water looked deep.
Next day they rose with the birds and went straight to the field.
Our fellows were ready, if their nerves didn't yield.
The top guns were there, thicker than thieves.
Flying Falcons and Eagles, Saturns and Vees.
Our men watched Wurts, Weaver, Agnew, and Shaw.
Talk about awesome, there should be a law.
Projectiles.... They launched as if shot from a gun.
Then they thermalled like hawks as high as the sun.
Then down from the heavens, they came like a shot.
Deployed their flaps and nailed the spot.
Our boys winched up their sailplanes, but their zenith was low.
If the green air was left, to the right they would go.
The lift was elusive, but most landings they made.
Their flights weren't impressive but their zeal didn't fade.
When the contest was over, they posted the score.
Mike Fox was the winner, our guys' dreams were no more.
Would they do it again? Would they challenge the best?
Will they hone their skills and go back for the test?
The response was a chorus, the answer was "Yes"
What is it that drives them to take up this quest?
To challenge the gods. To fly from the knoll.
To dream the impossible. That is their goal.

—"Anonymous."

Florida, has worked with me tirelessly as we aimed our Xplorers at a 2-foot-diameter bull's-eye over and over again. Jody is now attending his first Nats and shortly we will see if the intense practice has paid off as glider camp starts in earnest.

The first contest class contested on Saturday the 24th by tradition is Nostalgia. The requirement for eligibility is for these craft is for the plane to have been published as a plan or kit before 1980. Watching these more than 30-year-old ships go through their paces brings back many memories of how RC Soaring got started.

Come on down to Muncie and check them out.
See you there! ➔

—Gordon Buckland

CL Stunt wraps up

The calm morning began with dedicated Control Line Stunt pilots competing for the Senior and Open Crown of the AMA C.L.P.A. Stunt Championships. Three Seniors vied for their respective title in the likes of Samuel Niebel, Matthew Colan, and Ryan Young. Ryan Young took the top honors and went on to compete in the Walker Cup later that day.

The Open group of pilots began with five fliers, but Richard Oliver broke a line in the pull test soon

after his first successful flight in the Open Championship. This left the competition for the adult division to Paul Walker, Derek Barry, Brett Buck, and David Fitzgerald. The numbers were not far apart, but David Fitzgerald put two flights together that separated him from the pack and he won the Open Championship. Ryan Young and David Fitzgerald then went on to the Walker Cup competition and David will again be able to put the Walker Cup in his display area at home in California.

We all look forward to the banquet tonight and the journeys home early Sunday morning. Check the schedule for next year's Nationals. The Nats for the Control Line group will begin on Monday, July 16, next year with the Beginner and Intermediate events. OTS and Classic will soon follow on Tuesday and the rest of the week will continue a very familiar schedule. See you in 2012. →

—Allen Brickhaus

Photos by Allen Brickhaus.



Brett Buck pull-tests his Infinity stunter for his next flight.



All three Senior pilots had their grandfathers helping them this year. I am a big proponent of family and applaud each generation for their support of their grandson. Shown are: Matt Colan and Don Herdman, Samuel Niebel and James Smith, plus Bill Rutherford and Ryan Young.



Shown are the Saturday winners: Richard Oliver's (fifth) model on ground, Derek Barry (fourth) standing, David Fitzgerald (Open winner and Walker Cup recipient), Paul Walker (second) standing, Ryan Young (Senior and Advanced champ), and Brett Buck (third).



Gavin and Derek Barry fuel Derek's model during the Walker Cup Finals.



David Fitzgerald with the Jim Walker Cup.

RC Sailplane Day 1

The first day of Glider Camp is always an exciting day with soaring aficionados from all over the country assembling in Muncie for the traditional starting class of Nostalgia (NOS) for pre-1980 soaring designs. This year was to be a little different with RES and NOS to be flown at the same time over two days. The contest format saw us fly one round of RES and follow that up with a round of NOS and so on.

The pilots' meeting was held a little late at 8:45 a.m., and some interesting field boundaries were announced by Nats Scoring Director Bubba Glover. A zero-flight would be the result of a landing outside the "box" marked by traffic cones. It was a fairly small field boundary by USA Thermal Soaring contest standards, but necessary in the name of safety with the many tents, vehicles, and launch equipment at such a big contest.

First round of RES was underway shortly after with a very warm sun and an interesting haze developing over the trees to the southwest of the launch area. The first few groups in RES found decent lift to see the 10 minutes of flight time through without drama. It wasn't "easy" air and you definitely could not be undecided in choice of direction from launch. Mike Fox "buried" everybody except Bill Latham in Group A, as there were only two with a 10-minute maximum. Group B saw more pilots finding the good air with the opposite result and all but two pilots getting the maximum in lift, which was drifting about 5

to 7 mph downwind. Steve Meyer was only one of three who maxed in Group C and won the round with a very good 70 landing. The landing tapes were 100 inches long with 100-points at the hunsky and one point less for every inch away from that elusive bull's-eye.

Group D also saw some difficult conditions with top scorers Ed Wilson and Terry Edmonds both getting 1,000 points for their 9:58s and zero landings.

Group E saw patchy lift that was hard to read with John Diniz flying his Ava Pro to 1,000 points with the only maximum of the group. Group F was won by Tom Broeski, courtesy of a great 80-point landing while Group G was a maxfest as every pilot but one found good air and got away with Jerry Robertson leading the field in the LZ to take maximum points. At the conclusion of round 1, the leader in RES was Don Richmond on 1,079 with Tom Broeski on 1,075 in second, and Steve Meyer with 1068 in third place.

Nostalgia began shortly afterwards with a great field of 32 pilots contesting with their pre-1980 models. No doubt the lift was beginning to be more regular and conditions really couldn't have been better for these rather frail "pre-carbon" aircraft.

Some great piloting skills were displayed with these older sailplanes with many pilots really finding it difficult to make the 10 minutes and hit a landing as well. It's not that there wasn't lift about—just difficult to get there sometimes when the launches are lower and

the airframes less agile. Four groups were flown with Group A in round 1 marked by Kenny Bates (of Merlyn fame) taking the high score. It was a classic round with most of us getting away in lift upwind to the right except for Tom Scully flying a Mirage who inexplicably took a "pop-off" with the almost downwind conditions caused by the draw to our upwind thermal reversing the wind. Tom was urged by his timer, Steve Meyer, to fly forward from a ridiculously low altitude of about 25 feet or so to reach our air. Reach it he did and pilot that plane he did, also with a memorable save to make his maximum and score when all may have been lost. Don Harris led the way in Group B with the only max to totally bury his opponents. Group C saw Peter Schlitzkus take the top points scoring a 42 landing and Group D was won by our Nats Director Rob Glover with a 92 landing. The entire flight group found the good air in Rob's group to be the only group of round 1 to do so. Rob's flight yielded 1,090 points, putting him in the number one position with Kenny Bates in second on 1,070, and Ray Hayes in third with 1,066.

The first

The pilot meeting is conducted under hazy Muncie skies.



round did take a lot longer to get through with this format as the LSF staff made adjustments to the landing zones to space them farther apart between the rounds.

Round 2 of RES saw some simply fabulous soaring air with 33 of the 55 starting pilots making their times. Group A was the only round where the pilots struggled with wily Don Harris out-piloting the field to make his max with Jerry Gross nearest with a 7:23 flight. Skye Malcolm flew a great round to win group B, while Charles "Mr Consistent" Fox took the honors in Group C. Group D was closely contested but Stewart Swanson had what it takes to beat the rest with a great 10:03 and 77. Steve Lucke also had a great round winning Group E while Group F was led by the ever-present Peter Goldsmith. The final group G was tight but Norman Poti took the top spot to set the leader board as follows: After two rounds, Jerry Robertson was our leader at 2,130 points. Mike Fox, second at 2,097, and Peter Goldsmith, third, just one point back at 2,096. Fourth was John Lindsay with some great flying and fifth, Steven Meyer.

NOS round 2 saw the Muncie haze expanding over the field area and was

actually often indicating buoyant air with "bubbles" of haze rising up above the lower layer. As some aircraft got high it was sometimes quite difficult to actually see the planes with so much haze obscuring the sky. Tom Scully really showed his class with his Mirage leading off in Group A, winning the group handsomely. Peter Goldsmith won Group B, flying a brand-new and very beautiful Viking, while Group C was aced by Paul Weise and Ray Hayes, both with 1,000 points. Ed Wilson shot a great 56 landing to take Group D. At the conclusion of round 2 in NOS, we had Kenny Bates in the lead on 2,108 with Tom Scully close behind in second on 2,107 and Peter Goldsmith third with 2,075. Fourth place was Ray Hayes and your reporter, Gordon Buckland, slipped into fifth with his old Mirage.

RES round 3 was underway in conditions which, pretty much, stayed the same all day. Lift was available in many areas of the field and often had to be followed a long way downwind but usually ample height was obtained to return to the LZ. On some occasions, best use was not made of the available lift and some pilots finished up

with zero scores for landing out of the field boundaries. A couple of "fly-aways" also added to the drama with some free flight models finding the cornfields a long way downwind. One of the best "saves" of the day was executed by the talent of Craig Greening during the last group as he pulled one out of his hat from less than a 100 feet and worked extremely light lift very carefully downwind. He was always on the verge of being too far away with not enough altitude, asking him stay with it until, finally, the lift broke away to just get him high enough to get home. It was a great flight by a great pilot. The landing afterward was not so great, but Craig has been slowly working his way up the leader board, flying a new wooden model called an Oculus manufactured by Meryl Brady of MM Glidertech.

Mike Fox showed he really has got a lot of what it takes to win at the Nats as his consistent maxes and landing scores saw him move into first place with a round of 1,071 to lead after three rounds on 3,168. Peter Goldsmith also showed he has consistent thumbs with another great round of 1,035 points, placing him second on 3,131 points. In third place after three



Hugh Urmston with his beautifully prepared Bubble Dancer.



Top Left: Nats Director Bubba Glover models the nice Scoring shirt prepared especially for the Scoring Event.

Gregory Smith does a nice job of launching his Challenger in the NOS competition.



rounds was Jerry Robertson with a missed landing scoring him 997 and a total of 3,127. Richard Bothell moved up from ninth to fourth with a great 1,074, while chief-scorer, John Lindsay, displayed some great skills and was in fifth at 3,104 points.

NOS also saw some rearranging at the top during round 3, with Tom Scully assuming the number 1 spot at 3,144 points, while Peter Goldsmith moved up a spot to be second at 3,130 and your reporter Gordon Buckland jumped into position three on 3,049. My model is actually a very old Mirage retrieved from Ed Whites' barn in Orlando and purchased for \$50. It isn't in the best condition, but it is a Mirage. It is light at 35 ounces and it flies great in lift. The LZ is another story, as I found it very difficult to spot without any spoilers to assist. Fourth in NOS was Peter Schlitzkus and fifth was David Beach.

Round 4 was to be our last on this first day of soaring and the lift remained—but much larger areas of sinky air filled the voids between the lift cycles and pilots had to cover a little more ground to reach the good air. In spite of this, the RES round 4 saw the most pilots maxing all day with 35 maxes out of the first 45 flights. It was just the last group G that found the going tough with Rick Bothell winning that group with a 7:17 and 88 landing. It was a really fun round, for the winning pilots who could find the hunsky. David Beach was one of those who

did and scored the only perfect round of the day with a beautiful "slider" 100-point landing to match a 10:00 exact time and a perfect score of 1,100 points in Group A. The final scores after a great day of thermal soaring in RES had Charles Fox still holding onto first on 4,221 points. Peter Goldsmith very close behind on 4,219, and Jerry Robertson right with them on 4,213. Richard Bothell was keeping it tight at the top also with 4,199 in fourth, while John Diniz had climbed the ranks to be fifth on 4,113.

NOS saw much of the same perfect thermal conditions in round 4 with only seven pilots out of 32 not getting their maxes. As always, with these old birds though, the LZ sorts out the men from the boys. Peter Goldsmith finally took his Viking to the top of the leader board on 4,123 with Peter Schlitzkus sneaking through to second on 4,097. Third place was the lurking Tom Skully, who dropped a little time in the last round to finish on 4,077. Yours truly, Gordon Buckland, finished day one in fourth place on 4,049 and Paul Weise was fifth on 4,035.

In the three years I have covered the LSF Soaring Nats, this would easily be the best thermal conditions we have had for RES and NOS. A very exciting day was had by

all and tomorrow looks to be more of the same with the added difficulty of the Muncie wind thrown in. Tune in and see how this contest finishes up. →

—Gordon Buckland



Tom Kallevang measures his landing score with graduated tape.

David Beach records the only perfect score of the day with a 100-pointer and 10-minute time.



Steve Meyer poses with his Topaz after a great round under the guidance of timer, Jim Deck.



Ed Wilson prepares his Ava Pro while Kenny Bates launches his sailplane skyward.



Don St. Germain, the NOS CD, issues some instructions to the flightline staff.



The landing zone was a busy place all day as the LSF volunteers worked hard to complete the rounds.

The leader board is always a popular location once the round is complete and scores posted.



Stewart Swanson shows off his Nostalgia class Mirage.



Peter Schlitzkus "slides the bus home" as he touches his Sail-Aire down early to allow for the inertia to stop on the spot.



Kent Nagy from California has a relaxing moment with timer, Doug Pike, as he thermals out downwind.

Unofficial Scores

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

Nats Sponsors



JET Engineering, Inc.

Advanced Skill Class				
1	RYAN W YOUNG	993	HOUSTON	TX
2	ERIC H TAYLOR	970.67	HENRYVILLE	IN
3	MATTHEW S COLAN	966.67	SWANTON	VT
4	DENNIS L VANDERKUIUR	920.33	NORTHBROOK	IL
5	MIKE SCHMITT	905.33	GRAYSLAKE	IL
6	DAVID W HEINZMAN	899.33	NORTH OLMSTED	OH
7	MIKE GREB	895.67	SULPHUR SPRINGS	TX
8	GREG J VOUMARD	894.67	RUNNELLS	IA
9	ERIK M ROGERS	893	SAN FRANCISCO	CA
10	ROGER B WILDMAN	889	NEW PALESTINE	IN
11	DONALD OGREN	882.33	SPRING HILL	FL
12	WILLIAM DEMAURO	880.67	WOODHAVEN	NY
13	MICHAEL D HAVERLY	877.67	AUBURN	WA
14	SCOTT K REYNOLDS	872	HUBER HEIGHTS	OH
15	WESLEY F EAKIN	871.33	HARDINBURG	KY
16	CHRIS STEVENS	869	LEXINGTON	KY
17	SINA F GOUDARZI	867.67	BROOKLYN	NY
18	DONALD P HERDMAN	866.33	SWANTON	VT
19	VINCENT J BODDE	865	JACKSON	MI
20	PETER L ROWLAND	650.67	VICTORIA	
21	RICARDO F MARTINEZ	0	SAN JUAN	PR
22	LES BYRD	944.83	EATON	OH
23	MICHAEL STINSON	908.33	LOUISVILLE	KY
24	CRIST A RIGOTTI	879	NORTH LIBERTY	IA
25	RONNIE C THOMPSON	858	ATHENS	AL
26	SAMUEL A NIEBEL	823.5	TAMPA	FL
27	JOSEPH H HILDRETH	407	MCKINNEY	TX
28	FRANCISCO FONTENELLE	0	SAO PAULO	
998	BOB PAUL	DNF	ELYRIA	OH

Control Line Fun Scale				
1	EDWARD V MASON	85.875	MELBOURNE	FL
2	CHRIS BROWNHILL	89.5	TORONTO	ON
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

CL Precision Aerobatics Senior				
1	RYAN W YOUNG	1040.8	HOUSTON	TX
2	MATTHEW S COLAN	1037.6	SWANTON	VT
3	SAMUEL A NIEBEL	819.6	TAMPA	FL

Walker Fly Off		
1	Dave Fitzgerald	1084.2
2	Ryan Young	1031.4



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

RC Combat Open B				
1	WILLIAM C DRUMM III	3824	DE PERE	WI
2	CHRIS GUNTER	3000	KNOXVILLE	TN
3	ERIC T GILKEY	2863	SHELBY TOWNSHIP	MI
4	ANDY RUNTE	2688	DOUSMAN	WI
5	NICHOLAS T WINDSOR	2372	NAPLES	FL
6	KEITH D JONES	1840	WASHINGTON	MI
7	RICHARD A WISE	1664	PALMYRA	MI
8	ROBERT F LOESCHER	1192	CRIDERSVILLE	OH
9	DONALD W GRISSOM	456	CONYERS	GA
10	COURTLAND L JARRETT	412	EMORY	TX

Applebee's is a Proud Sponsor of all AMA 2011 Flying Events.



Applebee's can accommodate your group of any size. Just call us. And don't forget our fast "Carside To Go" service too.



Open Monday – Thursday till Midnight
Friday and Saturday till 1 a.m.
Sunday till 11 p.m.



1423 West McGalliard Road
Muncie, Indiana 47304
765-284-7008



Tell us you fly
at the AMA!



RC Pylon comes to an end

Photos by Matt and Alexandria Russell.



Lee Von Der Hey thanks CD Gary Freeman Jr. with a noogie.



Pylon 2 judges.



Background: Engine builders prepare to flyoff.

Wow! Friday's Pylon Racing was a test of endurance. Q-40 started right on time and finished up the two rounds of each of the group A and group B to see who would proceed to the finals. Thirty-two racers were then re-matrixed for a five-round race to determine the overall winner. When the dust was all settled, we had one flyoff to break the tie for second and third place between the two engine manufacturers, Dub Jett of Jett Engineering and Mike Langlois who has taken over production of the Nelson .40. In a come-from-behind finish, Mike passed Dub somewhere around lap eight and held the lead to the end. Mike Helsel finished first and Lee Von Der Hey set the fast time of 1:01:81 for the contest.

After the race, engines were torn down and inspected. Everyone was found in compliance with specs, and we moved on to event 428. Although it made for a long day for everyone, 428 was fun and exciting. Many mishaps occurred and those who were still racing at the end of the day considered themselves fortunate!

Q-40 winner Mike Helsel also won 428, with Gino Del Ponte coming in second, followed by Matthew Fehling. Fast time was set by Tery Frasier. The overall Nats Pylon Champion is Dub Jett for his outstanding performances in both Q-40 and 426 Quickee. Way to go!

The FAI Team USA, which is heading to Australia next month, sold tickets to raffle off prizes that were awarded Friday night. Dan Kane sold the winning ticket for the Chuck Bridge-built Vortex to Chicago racer Paul Sidon. Hank Kaufman and Dave Gavin were other winners in the raffle. Big thanks to the sponsors who donated products for the Team USA Pylon team! Another big thanks to Jett Engineering, which sponsored the lion's share of the trophies for Pylon Racing.

Saturday, the RC Pylon racers flew the new unofficial Electric Formula 1 event (EF-1). These aircraft are a revolution in racing technology, and although there are still kinks to work out, electric Pylon Racing seems to be strong and growing fast. There is separate coverage for this

event since we are traveling Saturday.

NMPRA President Scott McAfee announced his decision to pass the torch to Dan Kane who will be leading us into the next phase of Pylon Racing. If you see Scott, thank him for his hard work during the last two years.

A special thanks needs to go out to the Course Workers who gave of their time in order to run our event. Contest Director Gary Freeman Jr. did a fantastic job of ironing out the wrinkles and keeping everything moving all week long. Thank you Gary!

If you like to race and enjoy hot weather, start planning to come to next year's Pylon Nats in Muncie. Gary said he will be back to run the race, and there surely will be more great head-to-head racing between the best of the best! We are so glad we got to see everyone and make some new friends. Everyone have a safe trip home (especially if you are driving through deer country) and we hope to see you all next summer!➔

—Matt and Alexandria Russell