



NatsNews

Daily Coverage of the 2011 National Aeromodeling Championships

July 12, 2011

Wednesday
RC Sailplane

Thursday
RC Sailplane
AMA 75th
Anniversary
Celebration

Friday
RC Sailplane
AMA 75th
Anniversary
Celebration

Johnny Berlin kicks
in a bit of body
language as he and
Larry Jolly team-up
to wrestle a Sailair
for six minutes.
Buckland photo.



Inside:



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RC Sailplane

Photos by Gordon Buckland.

Day 2 for RES and NOS began early with flying starting at 8:30 a.m. under cloudy skies with a 10-15 mph south-westerly wind causing many pilots to start adding ballast to their old, woody Nostalgia ships. The first few groups of RES surfed upwind, either to the right or the left, and many found a good area of "wave" lift which worked well enough to get their time. However, most who turned downwind in these early rounds found difficulty in making the light lift work in the wind.

Round 5 began with Group A and John Lindsay continuing the great piloting where he left off yesterday with a 6:06 and a 66 landing, which was the only scoring landing in his group. Jerry Robertson matched his 6:06 for a thousand, also. Group B was aced by Terry Edmonds with a 7:28-26, and as the air warmed up the flight times got longer with Kent Nogy making an 8:03-77, the mark to beat in Group C. Rob Grovers 6:55-42 earned him the 1,000 in D and it was Group E and Larry Jolly who finally found enough up air to make the 10-minute time. Larry's 9:59-82 gave him 1,082 points to bump him from 18th place to eighth in the contest. Gordon

Buckland's 9:55-27 was enough to bury his opponents in Group F, while the final Group G was won by Skye Malcolm with a 7:27-22. The leaders played switcheroo at the top with such a tough round. John Lindsay jumped from eighth into first place, replacing Mike Fox who fell to ninth from first. That's how close this contest was with the top 10 places covered by just 189 points.

Round 5 of Nostalgia began with very careful tapping as pilots gingerly caressed their frail craft skyward in the steady, but increasingly stronger, wind. Paul Weise managed to find great air to hang for 9:42 in Group A. Group B was flown well by Don Harris for a 10:00 max while Group C appeared to launch into a total sink cycle with Robert Robertson winning the round with a 4:03. The final Group D also found the going tough with Doug Pike holding out the longest with a 5:42 for 1,000 points. Most pilots were just surfing into the wind as they tried to find the most buoyant areas upwind, while some were having limited success turning with the small bubbles of lift blowing through. At the end of the round, Paul Wiese had propelled himself from fifth to first, while

A couple of Nostalgia models working the LZ sideways in the downwind landing conditions during round 7.



Peter Goldsmith continued his amazing consistency to stay in second and Don Harris moved up from 10th to third.

By the time we started Round 6 the wind had begun to swing with a cross more from the west. Peter Schlitzkus showed how it was done in Group A with a 10 minute max in air, which was beginning to work and some pilots were venturing downwind in strong enough air to get out. As is often the case with the lift cycles at Muncie, while one group gets away the next group launches in sink. So it was with Craig Greening doing a fine job to outlast the others in Group B for 1,072 points with a 5:07-72. Group C saw Robert Burson put in a great effort to put a lot of hurt on his group with a 9:59 while the best of the rest only just made 7:00 minutes. Group D saw some epic piloting with Peter

Goldsmith really in trouble at less than 50 feet, picking up some air to work downwind for a few wraps and then venturing upwind again to wrap again a few turns. More than five minutes of this saw him take a flight from being 30 seconds away from landing at 4:00 minutes and a score of 4 or 500 to finally work the low level lift in tight controlled-wraps to safely reach an adequate altitude to make his 10 minute time. It was a very important flight as Tom Scully was skied out forward when Peter got into trouble. He would have been deeply buried if not for this awesome save. Group E also was a special round as John Diniz out-piloted his opponents with a max. The closest to him was nearly

Kenny Bates gets ready to pedal his Mirage up as Rob Glover prepares to throw it.



three minutes shorter. Group F was won by Steve Meyer with a 9:00–52, while the final Group G saw Larry Jolly trounce his opponents with an 8:20–32. These two rounds by Larry saw him move from 18th overnight to third. Peter's epic thermal flight lifted him into first place, while Terry Edmonds jumped from fifth into second.

The NOS class was a little decimated with a number of pilots scratching due to airframe failure and succumbing to the wind. With 32 starters on Sunday, only 22 remained. The CD, Don St Germain, announced the task to be reduced to just

six minutes. Kenny Bates flew a great round 6 to get the six minutes in Group A. Some pilots must not have heard the change and flew as long as 1:45 past the time for a diminished score. Group B was won by Tom Broeski with a 5:45 and Group C was combined with D with Robert Robinson getting the 6:00 minute maximum in tough conditions. With just one round left to fly, the leader in NOS was Peter Schlitzkus on 5,925 while Paul Wiese was second on 5,770 and Peter Goldsmith was still there at 5,669 points.

Round 7 was to be our last because storms were forecast to be coming

through the area later in the afternoon. After a quick lunch break, Marna started proceedings off again at 1:05 p.m. and Group A was called to the flightline. The wind had now swung past 90 degrees and launches were to be fully cross from the right with some downwind as well. Group A had Don Cleveland leading the way with a 10:01–53. Group B saw our Soaring event director Rob Glover take the 1,000 points with a 6:49–57. Group C saw three pilots figure out the best of the air with Steve Meyer getting a great downwind read on launch to make his time, but Mike Fox took the group with a 9:52–78. Group

Round 5, the first on Monday morning, gets underway as the Man on Man format sees each Sailplane launched into the same air.

Score sheets.jpg – Once the scores are posted they always attract a gathering to see who ended up where.



D was won by Mike McGowan finishing his RES contest on a high note. Group E saw, by far, the worst air of the round with the 1,000 points taken by Tom Kallevang and a 3:15 flight time to go with his 66 landing. Group F air wasn't a lot better but Kent Nogy showed his skills again to outlast his group with a 6:40. The final Group G was flown with some gusts of up to 20mph. Florida pilot Bernie Coleman made a great time of 8:04-32 to take the points.

It was very interesting launching our fragile NOS ships for the final round 7, as now the wind was a definite down-

wind launch and judging just how much pedal was required was quite difficult. I was flying my very fragile Mirage and had to pedal it a lot more than I liked to obtain a pretty horrible launch height. In spite of that, I managed to make the time in Group A for the 1,000 points and a 25 landing. Our CD had relaxed the landing rules somewhat so that we could land up the line for a crosswind rather than try to put these old ships on the ground at twice the normal ground speed with a tailwind. Group B was another one of those epic moments where a flight group was so much fun to watch that

you remember it forever. The downwind launches meant low starting altitude and Peter Schlitzkus and Kenny Bates picked up air over the winch area (which was upwind). Meanwhile, Peter Goldsmith and his Viking had found nothing and were looking for a landing two minutes in. Johnny Berlin and the Sailair were in the same trouble, but a little higher. Larry Jolly, timing for Johnny, told him to turn the Sailair downwind and go for this thermal, and after much urging, Johnny did so and the lumbering bus found air about 40 feet up. With much coaching and great flying by Johnny, he got up and



Don St. Germain hands over the first-place RES award to Peter Goldsmith.



Top nine place-getters in RES with their fabulous AMA trophies.



Mike McGowan hands the first-place wood to Peter Schlitzkus in Nostalgia class.



Top five finishers in Nostalgia class.

out. Meanwhile, Peter Goldsmith abandons his landing ideas and follows Johnny to start underneath him in the thermal around 25 feet altitude. It was pretty to watch these four Nostalgia planes make that air work, in a little blender of balsa and MonoKote sailplanes all doing what they were designed to do 30 plus years ago.

Group C saw similar exploits as Doug Pike turned for the LZ two minutes in and began his approach only to feel a bump. Full of bravado after seeing the previous group get up, he also turned and made a great save to get his time and snatch the Group win from Don Harris. Group D was our final for the day and Tom Scully who flew ever-so-consistently for two days put his stamp on the last flight with a 5:55 to take the 1,000.

With weather likely to close-in, the contest was called and the scores tabulated for the presentations. The final tough conditions saw many changes from the overnight positions, and CD Mike McGowan handed out the hardware to the winners. Tenth position was Tom Kallevang on 6,276; ninth, John Diniz on 6,365; eighth, Jerry Robertson, 6,650; seventh, Mike Fox, 6,678; sixth, Larry Jolly, 6,728; fifth, Robert Burson, 6,760; fourth, Steven Meyer, 6,875; third, Craig Greening, 6,912; second, Kent Nogy, 6,950;

and a very deserving Peter Goldsmith is the 2011 Nats RES Champion with 6,976 points. Peter's great save early today was a memorable one and made the difference between a mediocre result and a championship.

NOS trophies were handed out by Don St.Germain and the placings were 10th, David Leach on 5,115; ninth, Stewart Swanson, 5,393; eighth, Johnny Berlin, 5,573; seventh, Kenny Bates, 5,762; sixth, Paul Wiese, 6,252; fifth, Gordon Buckland, 6,377; fourth, Tom Scully, 6,470; third, Don Harris, 6,527; second, Peter Goldsmith, 6,673; and first-place by the ever-present Peter Schlitzkus on 6,906 points flying a Challenger. Great flying by Peter with only one round less than 900 points.

The contest format of flying the separate classes turn about was a great success and made it a very interesting two days of soaring. I personally had a wonderful time, as always, meeting new faces and reacquainting myself with old friends. Most pilots who attend the Nats also get this same enjoyment from the camaraderie and socializing that makes Glider Camp so special.

Two-meter contest starts tomorrow. See you all there. →

—Gordon Buckland

Unofficial Scores

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

Scores for RES will run
in tomorrow's *NatsNews*.

Nostalgia

Place	Contestant								Total	LSF Contest Points
		Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Total Drop		
1	Peter Schlitzkus	1,018	969	1,071	861	967	981	0	6,906	3,200
2	Peter Goldsmith	1,045	1,055	993	896	650	1,004	0	6,673	2,995
3	Don Harris	1,000	1,000	997	1,000	530	1,000	0	6,527	2,835
4	Tom Scully	1,056	1,037	933	759	634	1,000	0	6,470	2,717
5	Gordon Buckland	1,015	990	1,000	588	715	1,025	0	6,377	2,586
6	Paul Wiese	1,000	1,000	1,035	1,000	735	482	0	6,252	2,444
7	Kenneth Bates	1,038	0	1,060	550	1,000	1,044	0	5,762	2,169
8	John Berlin	491	975	1,044	971	908	983	0	5,573	2,017
9	Stewart Swanson	990	997	993	622	761	0	0	5,393	1,874
10	David Leach	996	1,042	1,013	347	734	0	0	5,115	1,704
11	Chuck Pinnell	523	372	997	909	706	527	0	5,026	1,601
12	Robert Robinson	0	1,008	993	1,000	1,000	997	0	4,998	1,520
13	Gil Gauger	295	1,000	228	809	700	955	0	4,953	1,434
14	David Beach	980	998	997	304	603	0	0	4,929	1,356
15	Doug Pike	992	202	306	1,000	631	1,003	0	4,391	1,144
16	Tom Broeski	318	880	1,004	761	1,000	359	0	4,322	1,064
17	Rob Glover	0	988	658	0	978	415	0	4,129	957
18	scr Gregory Smith	993	1,024	993	0	0	0	0	4,009	871
19	James Velleman	993	821	220	596	708	406	0	3,952	801
20	Mark Groves	324	0	189	853	953	448	0	3,773	710
21	Scr Ray Hayes	1,000	0	1,060	0	0	0	0	3,126	543
22	Scr Edwin Wilson	1,044	1,061	229	0	0	0	0	2,798	446
23	Dan Myers	174	392	0	876	906	0	0	2,348	340
24	scr Jerry Griffith	955	0	0	0	0	0	0	1,977	258
25	scr Sanford Searl	223	1,000	250	0	0	0	0	1,473	171
26	Scr Don Richmond	0	992	0	0	0	0	0	992	101
27	Scr Bernard Coleman	0	0	0	0	0	0	0	0	0
28	Scr Don St. Germain	0	0	0	0	0	0	0	0	0
29	Scr Jack Iafret	0	0	0	0	0	0	0	0	0
30	scr Jared Stalls	0	0	0	0	0	0	0	0	0
31	Scr Skye Malcolm	0	0	0	0	0	0	0	0	0
32	Scr Tom Kallevang	0	0	0	0	0	0	0	0	0

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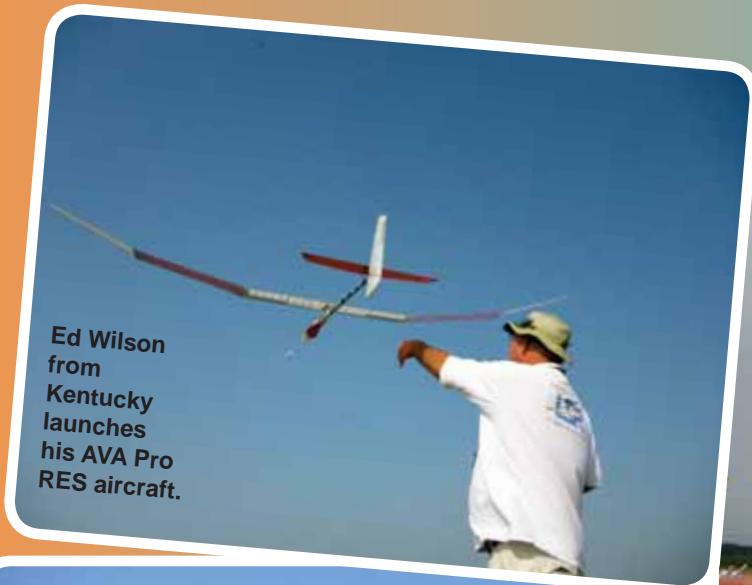


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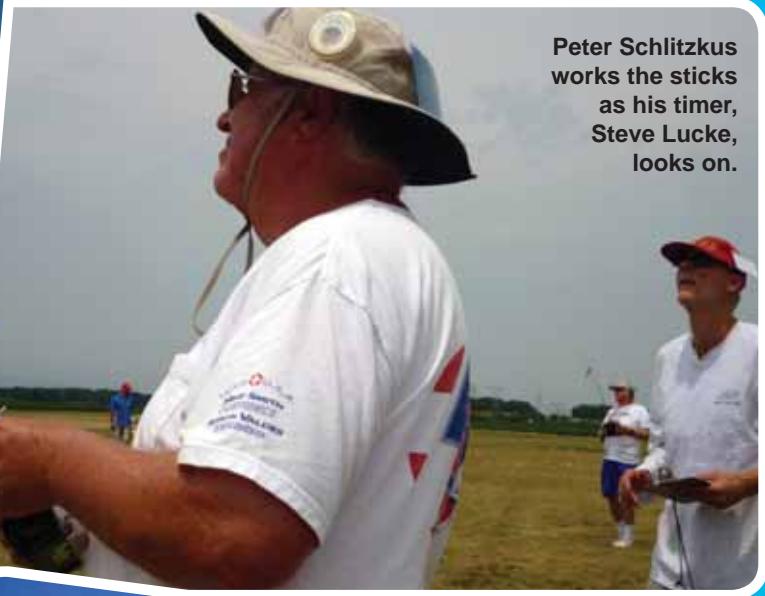
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Ed Wilson from Kentucky launches his AVA Pro RES aircraft.



Peter Schlitzkus works the sticks as his timer, Steve Lucke, looks on.



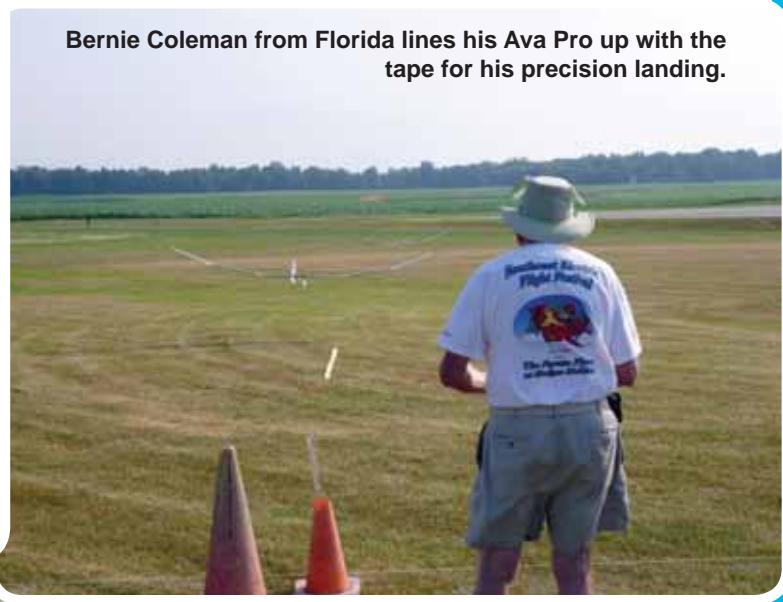
The Oly 2 is a great example of Nostalgia-era airplanes.



Peter Goldsmith and Craig Greening return from a busy flightline after Peter's contest-winning save.



Barry Kennedy heaves Chuck Pinnell's giant Nostalgia ship in round 5.



Bernie Coleman from Florida lines his Ava Pro up with the tape for his precision landing.

The flight group walks to the flightline led by Craig Greening and the new Oculus of MM Glidertech.



Though illegal, this is the sort of ballast that was becoming necessary during this fairly windy day in Muncie.



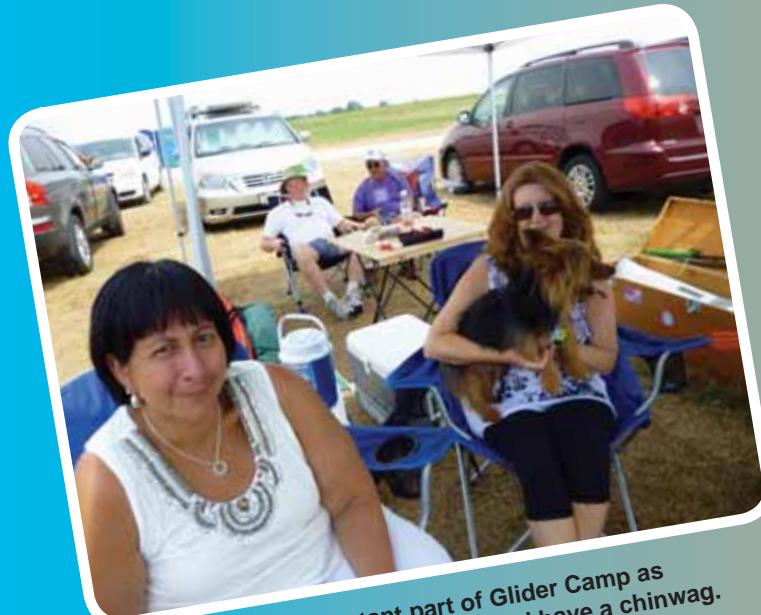
A \$50 2-channel Mirage from a Florida barn earns Gordon Buckland fifth-place wood.



Soaring Nats director Bubba Glover with his Sailaire prior to a sortie in the Nostalgia class.



Doug Pike wears a jubilant smile as he saves his final NOS flight, and Kent Nogy calls his time.



Socializing is an important part of Glider Camp as Jenny Meyers and Sheralyn Buckland have a chinwag.



Jenni Orebaugh photo.

