

RC PYLON  
CL STUNT  
CL COMBAT  
CL RACING  
CL SPEED  
RC COMBAT



# NATSnews NATSnews NATSnews NATSnews

JULY  
13

David Betz's grandson, Christopher DeGroff, received this Brodak 1/2A trainer as a gift. It was donated by Dale Josephson. Bob Hunt photo.



# CONTROL LINE STUNT

The Control Line Aerobatics Nats began as usual with the Beginner and Intermediate events. These events are flown on the normally excellent grass circles. This year posed a problem, as the area has had an overabundance of rainfall in the weeks before our arrival. The circles were actually in pretty good shape—it was the entrance areas that were extremely wet, soggy, and muddy. Finding a safe path to the grass circles was challenging!

Everyone made it to the site in time for the 8 a.m. pilots' meeting, and the contest got underway on time at 9. The local car wash establishments must be making a lot of money this week!

## Beginner Stunt

Mike Stinson returned for his second stint as the Beginner Stunt event director. He and his dedicated, enthusiastic staff did a wonderful job. The judges for the Beginner events were Wes Eakin, Mark Overmier, and Eric Taylor. Each pilot was critiqued by Steve Smith and Kenny Stevens after making an official flight, so this was a valuable learning experience for them.

Tabulation was handled by Ruth and Roland Trevino, and airplane weigh-in was done by last year's Intermediate winner, Jeff Traxler.

There are actually two Beginner events: one for Junior/Senior entrants, and one for the Open fliers. The Junior/Senior division disappointingly drew only two entrants, but they put on a quality show with only a point separating them on the scoreboard after two rounds. Aiden Woods flew his Fox .35-powered ARF Flite Streak to the win. Jeffrey Scott, Mike Scott's grandson, captured second

place also flying an ARF Flite Streak. Jeffrey chose an O.S. .25 to power his ship.

The Open Beginner division saw a much better turnout with nine entrants. Rick Bollinger captured the top spot, and in the process punched his ticket to the Intermediate division next year, flying an attractive Brodak P-40. Rick's ship was powered by an LA .40, and featured a Duplicolor paint job. Pull tester extraordinaire, Dave Wenzel, placed second flying his clean Oriental. And third place went to Carl Wiener. Carl flew an LA .46-powered Tudor II.

There were a number of neat things that happened around the beginner's circles. David Betz may not have placed too well in the flying portion of the Open event, but he had a huge smile on his face because his grandson, Christopher DeGroff, was with him. Dale Josephson had donated a 1/2A Brodak beginner's model to be given away to a junior flier, and it went to Christopher. He was instructed on how to properly pose with a model plane, and he did a great job with that! This is what it's all about, people ...

Don Main was sporting the best CL Stunt shirt seen in many moons. It had the plans for Steve Wooley's Argus printed all over it. I'm certain he could have sold a bunch of them here!

The Oriental that John Park was flying caught Kenny Stevens' eye. He was sure that he had seen it many years before. It turns out that Kenny's dad had built that model for Kenny back in 1970 at Al Rabe's suggestion!

Richard Speer showed up to fly in Beginner and told us that this was his first contest *ever!* Rich and his wife, Laura, were just delightful people to meet and

talk with, and I think we will surely see them back here next year.

As usual, the CL Stunt fraternity donated a huge pile of merchandise for the Beginner fliers to choose from, and everyone got to choose more than once from this bounty. It was a fitting end to another great Beginner Nats program. Our thanks go out to Mike Stinson and his great crew for their most successful efforts.

## Intermediate Stunt

The Intermediate event was once again most ably directed by Bob Brookins. Bob assembled a most efficient crew that consisted of his lovely wife, Elaine Brookins, and Theresa Voumard as tabulators, Don Ogren and Rich Giacobone as the judges, and Pit Boss Larry Lindberg.

The turnout was light with only seven entries, but the flying was very good. The darling of the CL Stunt world, Samantha "Sammy" Hines, took the win flying her Brodak .40-powered Oriental. Michael Paris was close behind in second with his LA .40-powered Brodak Profile Cardinal. And Mike Riebe captured third flying his very clean SV-11.

Michael Paris captured two special awards in Intermediate. One was a plaque for the best-placing Brodak model, and the other was the Pilots' Choice award for the best-appearing Intermediate model. Hopefully that took some of the sting of being beaten by a "girl" in the flying portion of the event. Seriously, Michael was Sam's most ardent supporter—next to dad, Steve of course!

Our thanks and gratitude go out to Bob and his crew for yet another fine job.

—Bob Hunt

Photos by the author.

The pilots who participated in the 2015 Beginners Stunt event.



Roland and Ruth Trevino handled the tabulation chores for the Beginner Stunt event.



Look at all the "loot" that was donated for the Beginner entrants to choose from. Everyone got to choose from the pile multiple times!



Rick Bollinger won the Open Beginner Stunt event flying this Brodak P-40.



Here's the crew that made it all happen in Beginner Stunt. Our thanks go out to each of them.



Richard and Laura Speer pose here with Richard's 3/4-size Dolphin. This was Richard's first contest!



L-R: Mark Overmier, Wes Eakin, and Eric Taylor judged the Beginners event.



Jeffery Scott flew this O.S. .25-powered ARF Flite Streak to a very close second in Junior/Senior Beginner Stunt. That's proud grandpa, Mike Scott standing with Jeffery.



John Park (R) flew this Oriental in the Open Beginner event. Kenny Stevens (L) thought it looked familiar. It turns out that Kenny's dad built this model for Kenny to fly in 1970!

Aiden Woods won the Junior/Senior Beginner Stunt event and gets to keep the Allen Brickhaus Eagle's Nest perpetual trophy for a year. Next year it's on to Intermediate for Aiden!



Carl Wiener flew this Tudor II to third place in the Open Beginners event.



Don Main was sporting a shirt that had Steve Wooley's Argus plans printed all over it!



Dave Wenzel flew this Oriental to second place in the Open Beginners event.



Michael Paris launches Samantha Hines' Oriental for its winning flight.



Bob Brookins, Intermediate Stunt event director, with his all-star tabulation crew. That's Theresa Voumard at left and Bob's wife, Elaine, at right.



Rich Giacobone (L) and Don Ogren did the scoring for the Intermediate event.



Here are all the Intermediate pilots and the tabulation and judging crew. Looks like they had a great time!



The scores for the Junior/Senior Beginners event.

FLYERS NAME	1ST RND FLIGHT ORDER	2ND RND FLIGHT ORDER	1ST ROUND SCORE	2ND ROUND SCORE	BEST SCORE	PLACE
A. WOODS	2	1	89	124		
JEFF SCOTT	1	2	79	123		

The Open Beginners scores.

FLYERS NAME	1ST RND FLIGHT ORDER	2ND RND FLIGHT ORDER	1ST ROUND SCORE	2ND ROUND SCORE	BEST SCORE	PLACE
DON MAIN	2	1	146	155	155	1
DAVID BETZ	6	4	81	70	81	9
CARL WIENER	1	3	230	239	239	3
JOHN PARK	4	5	178	PASS	178	6
DAVE WENZEL	3	6	237	239	239	2
STEVE RIEBE	5	7	230	218	230	4
THOMAS CREASEY	8	2	186	228	228	5
R. BOLLINGER	9	9	253	244	253	1
R. SPEER	7	8	84	123	123	8

The Intermediate scoreboard.

NAME		1st. FLIGHT	2nd. FLIGHT	SCORE	
MICHAEL PARIS	P	424	472	472	2 <sup>nd</sup>
PAUL BARBOUR	P	160	—	160	
DON SOPKA	P	408.5	—	408.5	4 <sup>th</sup>
<del>RICHARD SPEER</del>		—	—		
MIKE RIEBE	P	453	463.5	463.5	3 <sup>rd</sup>
SAMANTHA HINES	P	487.5	482	487.5	1 <sup>st</sup>
BENJAMIN MILLS	P	150.5	201	201	
TERRY BENTLEY	P	212.5	243.5	243.5	5 <sup>th</sup>

Samantha Hines continues her winning ways by capturing the top spot in Intermediate this year. She flew her trusty Oriental.



Second in Intermediate went to Michael Paris. Michael flew this beautiful Brodak Profile Cardinal.



Mike Riebe flew his SV-11 to third in Intermediate.



Bob Brookins (L) with Michael Paris. Michael received a plaque for the best-placing Brodak model and the Pilots' Choice award for the best-appearing Intermediate model.



# CONTROL LINE RACING

Control Line Racing starts on Monday. There will be two major differences this year. The first takes place in FAI F2C. F2C is the Racing event that is flown at the Control Line World Championships. To order to slow the planes down and reduce the noise level generated, the FAI has mandated a maximum 3mm-size Venturi. This is the first year that the rule will be in effect.

The prospective US F2C team members use the Nats as a warm-up for the Team Trials, which will be held in Dallas. The US will send three F2C teams to the Control Line World

Championships in Perth, Australia, in May 2016.

The second change is the introduction of the unofficial event, Sportsman Goodyear. Sportsman Goodyear is simpler version of AMA Scale Race. Scale Racers are semiscale profile version of Formula 1 air racers. There are a number of versions of this type of event, but the rules used at this year's Nats are the one developed by CL Racing modelers in Dallas.

Since it was announced, there has been a lot of interest in the event across the country. For more information regarding the Sportsman Goodyear event, read the article written by

Bill Bischoff in the June issue of *Model Aviation* titled Margaret Jane.

By the time you read this Monday's events will be over. The CL racing events that were held on Monday included F2C, F2CN (a sport profile version of F2C), and B Team Race. The schedule for the rest of the week is Tuesday Class I and II Mouse, and AMA Scale Race. Wednesday's events will be Slow Rat, Clown Race, and Sportsman Goodyear.

Clown Racing is different from most of the other CL Racing events. Instead of seeing how fast you can complete a set number of

laps, you see how many laps you can complete in a given amount of time.

Thursday is the last day of CL Racing and Thursday's events will be Rat Race, Quickie Rat, and Super Slow Rat.

The National Control Line Racing Association (NCLRA) is the recognized Special Interest Group representing CL Racing. Each year the group presents two special awards. The first is the High Point Award which is given to the person with the highest combined point total for the week. The NCLRA also presents the Sportsmanship Award.

—Melvin Schuette

Photos by the author.



Charlie Johnson ready for a launch at the 2014 Nats.



Three up at 120 mph during the 2014 Nats.



Sportsman Goodyear planes from a contest in Dallas last October.

Did you know?  
 We have free WiFi  
 available on site for pilots  
 and spectators!



Flyingsite2  
 Password:  
 Discovery




**Ritch's Brew is a proud fuel sponsor for Pylon, CL Racing, and CL Combat.**



**RITCH'S BREW**  
 THE WINNER'S CHOICE.

To find a dealer near you, call (713) 661-5458.

# CONTROL LINE COMBAT

The F2D Team Trials preceded CL Combat at the 2015 Nats on Saturday and Sunday, July 10 and 11. Twenty-six fliers showed their skills in more than 80 matches during the two days of competition. They showed us lots of good flying.

Several people commented that the matches were generally better than at many international contests, featuring a lot more maneuvering, chasing, good defensive flying, and cuts. After it was all over, the US Team will consist of Greg Wornell, Andrey Nadein, his daughter Alexandra as the Junior team member, and Andy Minor.

Most of the fliers who competed will be also flying in the F2D event at the Nats. There will be with lots more great flying on both days.

The team that put it all together got a big round of applause. Bob Mears put together the proposal, Arlene Pyles and Jane Mears ran the scoring/matching/tech inspection and pull test.

—Phil Cartier

Allen DeVeuve and Jim Ehlen jockey had a barnburner match at the end of the first round. Jockeying for position, Allen ended up winning 3 cuts to 2.



Photos by the author.



Officials and the team: (L-R) Jordy Segal, Roy Glenn, Rylan Ritch, Chris Hess, Alan DeVeuve (alternate), Greg Wornell (team), Allen Green, Andrey Nadein (team), Alexandra Nadein (team Junior), Anna Minor, Andy Minor (team), Austin Minor, Dave Fisher, Andy Mears, Chris Gay, and Jane Mears. Kneeling are Bob Mears and Arlene Pyles.

Planes tumble to the ground in the second match for a team spot between Greg Wornell and Allen DeVeue.



Greg Wornell and Alan DeVeue battle it out in their third match for a place on the team. After two ties, Greg Wornell finally got the deciding cut.





Photos by the author.

Once again, it is time to start engines and get your streamers in the air. We are starting another year of the RC Combat Nats at the AMA in Muncie, Indiana. This year we will have four days of Combat with the first two days featuring 15 rounds of Combat each day.

This year we had a change in command with William Drumm III taking over for Bob Loescher as the contest director. Hopefully this will keep William busy so that it will give someone else a chance to lead this year, since he has been one of the top pilots these past few years!

We start Monday with Slow Survivable Combat (SSC) around 8 a.m. SSC is one of the most popular Combat events in the country with 14 pilots flying this year's contest at the Nats. SSC planes use a .15 cu. in. engine running an 8 x 3 propeller at 17,500 rpm. This is a limited class, which slows the planes down to prevent as much damage, though it still happens at times.

The planes will range in design and colors. We normally choose a color that makes it easy to see, plus we can find our own plane in a group of aircraft. We will be flying five rounds Tuesday and finishing with five rounds of SSC on Wednesday.

After we finish SSC, we'll go to Open B—or Fast and *really* Fast Combat. Open B models are limited to a .29 cu. in. engine with no rpm limit. There is also no propeller requirement for this class. These aircraft are very fast, which leads to more damage, but they can make for a lot of cuts during a round.

This year we will be flying Gnat Combat for the first time as an unofficial event. Gnat Combat, unlike other events we fly, requires everyone to fly the same model with the same .15 cu. in. engine with the same 8 x 3 propeller that we use for SSC. There is no rpm limit and we do not use any sticky stuff on the wings.

The wings are made from Coroplast sign material and the fuselage is made from a aluminum U-channel. This is a good class for those just getting into Combat as well as a club Combat event.

We will be getting an early start and hope the rain holds off until later in the day. If you get a chance, please come by we will be glad to have some spectators. Please remember that during rounds that you stay behind the spectator line unless you have a hardhat.

—Don Grissom

Eric Gilkey will once again be the target to go after. Photo from the 2014 Nats.



2014 Nats.



William Drumm III will be in command as our contest director. Photo from the 2011 Nats.



2014 Nats.





Terry Frazer and Steve Baker.



John Shannon.



Kevin Yost.



Jim Katz.

**T**oday's Pylon event is Electric Formula 1, or EF1. This is the only AMA Pylon Racing discipline that uses electric power rather than nitro-burning, internal-combustion engines.

The models are semiscale replicas of Reno Air Races Formula 1 aircraft. Compared with other Pylon events, the models are affordable, have beautiful lines, and provide for great racing.

This year marks the fifth year for EF1, as 44 pilots filled the roster. We raced most of the day under very overcast skies, which looked ready to downpour at times, but dry held for the complete six rounds of racing.

Throughout the day, Jerry Small led the standings, and held the fast time in the early rounds. Jerry, along with Dub

Jett, Mike Helsel, and Dennis Cranfill, was flying an Estrellita/Shark EF1 model, which proved to be rocket fast. All are standing in the top seven.

The best challenges came from Travis Flynn and the ambiguous dynamic duo of Jim Katz and Mike Langlois flying a pair of also very fast Swee' Peas. Eventually, Jim Katz, a former event winner, regained his mojo and blasted a 1:09.03 which held fast time for the event. Mike Langlois won the flyoff for third place against Travis Flynn and Mike Helsel.

But this was Jerry Small's time. Seven years ago, along with Scott McAfee and Pete Bergstrom, the men envisioned this cool Pylon event based on electric-powered models. The vision is now a reality, and after countless of hours of

work to promote the EF1, there was a mystic grin on Jerry's face, as if it was his destiny to become the fifth EF1 National Champion.

Later in the day we had our dinner banquet, and we were once again treated with the presence of AMA President Bob Brown. Bob had in store a few stories about one of the most successful competitors in not just Pylon Racing, but in AMA history, our own Dub Jett.

It is difficult to cover how many records and national events Dub has won, but by the end of the speech, it was announced that Dub is one of the newest inductees into the AMA Model Aviation Hall of Fame. Congratulations, Dub Jett.

—Santiago Panzardi

North-of-the-border competitor Hank Kauffman.



Saturday's *Nats* News reporter Gordon McWilliams.



Starter Pete Bergstrom gives the okay to begin.



Randy Smith and Roy Andrassy.



Mike Mazi is eager to start the next heat.



Jake Kane shows how a perfect launch is done.



Travis Flynn's helmet cam.



Duane Gall.



Rich Beers getting ready.



The start of the flyoff for third, fourth, and fifth place between Travis Flynn, Mike Langlois, and Mike Helsel.



Defending EF1  
Nats Champion  
Steve Baker's  
T-shirt says it all.



Jim Allen's Proud Bird,  
perfect through Pylon 3.



50-year commemorative  
adhesive bottles from  
Bob Smith.



The EF1 winners.



EF1 Winner Jerry Small (R) and caller Dub Jett.



Bob Brown (L) with Dub Jett after presenting Dub his AMA National Model Aviation Hall of Fame plaque.



## Pylon NATS E-F1

After 6 Rounds			
Electric Formula One	Name	Low Time	Points
1	JERRY SMALL	1:10.36	24
2	DUB JETT	1:10.63	23
3	MIKE LANGLOIS	1:09.41	FO 22
4	TRAVIS FLYNN	1:09.43	FO 22
5	MIKE HELSEL	1:11.11	FO 22
6	JIM KATZ	** 1:09.03	21
7	DENNIS CRANFILL	1:10.21	20
8	JIM ALLEN	1:13.03	20
9	CRAIG KORSEN	1:16.84	20
10	DUANE GALL	1:18.40	19
11	TREY WITTE	1:18.47	19
12	TIM LAMPE	1:13.27	17
13	DARWIN LARSON	1:16.55	17
14	DAN KANE	1:10.50	16
15	ROY ANDRASSY	1:12.52	16
16	STEVE BAKER	1:12.69	16
17	HANK KAUFFMAN	1:16.58	16
18	RICHARD TUCKER	1:20.18	16
19	JOE DELATEUR	1:20.69	16
20	RANDY SMITH	1:13.19	15
21	JIM NIKODEM	1:10.96	14
22	PATRICK REDIG	1:26.17	14
23	DOUG SCHERRER	1:19.54	13
24	GREG DOE	1:24.88	13
25	RICHARD BERNER	1:29.93	13

Nats, NMPRA, and Worlds champion; record setter; and newly inducted AMA Model Aviation Hall of Fame member Dub Jett. Santiago Panzardi photo.

