



July 14

Pylon Begins
CL Racing Begins
CL Stunt Begins
CL Speed Begins
CL Scale Wrap-Up
RC Scale Wrap-Up



NatsNews

RC Pylon

We are back in force!

Throughout the last 20 years, Pylon Racing at the AMA Nats has seen its participation numbers go up and down like all other RC disciplines. The AMA and the National Miniature Pylon Racing Association (NMPRA) have evolved the events and categories many times to keep the sport alive, fun, and attractive to new prospects. This year features four events: Q-500 Sport, Electric Formula 1 (EF1), Super Sport Quickie, and Quarter Midget 40, totaling 191 entries from 88 competitors. This indeed is great news for Pylon Racing in the US.

This week kicks off with Sport Q-500 (424), and once again my old racing partner, Mike Condon, will be the CD for this Nats. This year also features the return of the fellows who represented the US in the last FAI World Championship: Randy Bridge, Travis Flynn, and "Rocket" Ray Brown. Welcome back guys! Show them how it's done!

—Santiago Panzardi



RC Pylon



CL Racing

Control Line Racing starts today, Monday, July 14, and runs through Thursday. Most of the contestants travel long distances and spend good part of their vacation time attending the Nats. Therefore it is hard to ask someone to give up an opportunity to compete against the nation's best so others can fly.

For this reason, this year we will have two event directors. I will be running the events on Monday, Wednesday, and Thursday, while Jim Bradley from Orlando, Florida, will run Tuesday's events. This gives us both a chance to compete in those events we would normally compete in and still have someone to run the day's events.

There will be a total of 10 CL Racing events flown—five official events and five unofficial events. Monday's events are F2C which is the CL Racing event flown on the world level. This could be considered the premier CL Racing event. The Control Line World Championships will be held August 9-17 in Wocławek, Poland. The US will be sending two F2C teams to the World Championships this year. Both of these teams will be at the Nats and will have a chance to get in some three-up racing practice before going to Poland.

After the F2C completion, F2CN will be flown. F2CN is an entry-level event to F2C Racing. While the rules governing the flying and pitting are the same, F2CN requires the use of an airplane with a profile with external controls. Although diesel engines are not required, because of the limited fuel tank size, a diesel engine is the engine of choice.

On Tuesday, Class I $\frac{1}{2}$ A Mouse will be flown. There are few restrictions on the plane design or the engine used. The engines must have a reed valve with an integral tank and the plane has to have at least a one wheel landing gear and use external controls.

Tuesday's second event will be the Scale Race. The planes are semiscale profile versions of Formula One racing planes with a .15 engine.

Wednesday is Slow Rat and National Control Line Racing Association (NCLRA) Super Slow Rat and B Team Race. Slow Rat is an official event. Although both Slow Rat and Super

Slow Rat use similar rules, the major difference between the two events is the engine and fuel tank restrictions placed on the NCLRA event. B Team Race is a Nostalgia Racing event. The plane must be a design that was flown between 1940 and 1960 using .29-size engines.

Thursday is the last day of Control Line Racing. The day will begin with Rat Racing. This event is the event that has the fewest number of restrictions. The engines can be no larger than a .15 and the plane must have at least a one-wheel landing gear.

Next up is NCLRA Quickie Rat. It is a profile version of Rat Racing, but the engines are restricted to single bypass .40s. The final event is NCLRA Clown Racing. It gets its name from the fact that the planes must be copies of a PDQ Clown. Unlike all other racing events where you see who can complete a set number of laps in the fastest time, Clown Racing sees who can complete the most laps in a given time.

The NCLRA is the AMA-recognized Special Interest Group representing Control Line Racing. Besides the trophies given out to the competitors, the NCLRA awards a High Point trophy to the person who receives the highest combined points total for all of the events and a Sportsmanship award that is awarded to the person whom the NCLRA officers feel represents the true sportsman. These awards are given out each year at the NCLRA's annual banquet and meeting.

—Melvin Schuette



CL Racing



CL Stunt

The Control Line Precision Aerobatics program at the 2014 Nats began in the traditional manner with the Beginner and Intermediate events being flown on the grass practice circles. These two events are technically unofficial, but they have been hotly contested over the past few years, and this year was no exception.

A large portion of the next crop of Advanced, Expert, and Junior, Senior, and Open PA fliers will most likely come from the ranks of those who competed on Sunday, so for them it was certainly "official."

For the past several years the Event Director for the Beginner Stunt event was Allen Brickhaus. Sadly, Allen passed away over the winter months, leaving a huge void in the CL Stunt world. Truly, Allen was a man for all seasons in our world.

Allen wrote a monthly column for *Flying Models*, served as the District VI Precision Aerobatics Model Pilots

Association (PAMPA) director,

designed many fine models

that were either published,

kitted, or both, started

programs to help young

modelers get started,

and was always willing to take on even more tasks to promote and nurture CL Stunt. We all miss him greatly.

Filling Allen's shoes as the Beginner Stunt Event Director was a seemingly daunting task. Mike Stinson inquired about who was going to be the Event Director and then said, "If no one else wants to do it, I will."

Mike went right to work and assembled a great support staff to help him, consisting of Roland Trevino as the pull tester; Ruth Trevino and Ruth Schroder as tabulators; judges Wes Eakin and Mark Overmier; score runner Dave Drake; and coaches Dale Josephson and Steve Smith. After each Beginner flight Dale and Steve provided a critique of the flight to help the flier improve his or her performance.

There were just two entries in Junior, Ben Mills captured first place with Aedin Woods placing second.

There were six entries in Open Beginner. Terry Bentley finished at the top of the group. John Park captured second place and David Betz was third. Andrew Saunders finished in fourth place, with Carl Wiener and Bill Gray rounding out the placings in fifth and sixth.

In all, it was a very successful Beginner event. Allen would have been proud!

Your reporter got to the field three hours late after having a tire valve fail 100 miles from home in Carlisle, Pennsylvania, at 1 a.m. Fortunately there was a Hot Rod gathering in town and I found a few guys still up and chatting about their cars. I told them my problem and they went to work and fixed the valve and got me back on the road.

Arriving so late, I missed being able to report on the Intermediate results. I'll try to remedy that in tomorrow's *NatsNews*. I do know that Bob Brookins was the Event Director, and that Jeff Traxler won the event. I didn't get any photos, but I'll try for those tomorrow as well.

—Bob Hunt



Ben Mills (at rear in photo) won the Junior Beginner Stunt event, and Aedin Woods took second place.



Here is the new Beginner Event Director, Mike Stinson. Mike did a great job in filling the shoes left when Allen Brickhaus so sadly passed on. Thanks from all of us, Mike!

CL Stunt

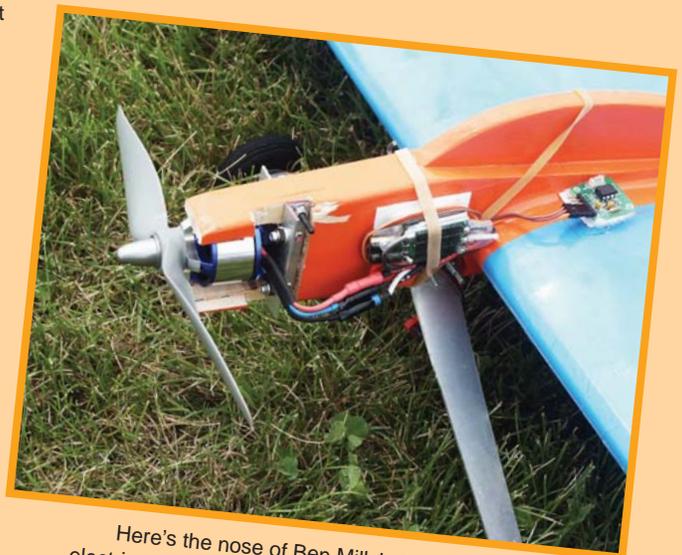


Here are the Open Beginner contestants. Back row (L-R) are Terry Bentley (first), David Betz (third), John Park (second), and Bill Gray (sixth). In the front row, left to right are Andrew Saunders (fourth) and Carl Wiener (fifth).

Mike's excellent staff consisted of (L-R) Dale Josephson, Wes Eakin, Ruth Schroder, Steve Smith, Ruth Trevino, Mark Overmier, and Roland Trevino.



Many fine people donated prizes to be given out to the Beginners. Each contestant got to go through the "piles" of merchandise several times and pick out their "goodies."



Here's the nose of Ben Mills' winning ship. He runs an electric system, but most used IC engines. Whatever works!

CL Speed

Hello to all CL Speed competitors. Welcome! The AMA 88th National Aeromodeling Championships begins today. It looks like we are in for much cooler temperatures this week than I've seen in the past four years.

Our Nats has a somewhat international flavor, with three Kiwi's from New Zealand—the Robinsons, Andrew and Brandan along with their father, Don. All three will be entering the Jet events. We also have an entrant from Sweden entering 1/2A Speed.

From California and Nevada the team NewMath is here: Joey Mathison and John Newton. From Pennsylvania, our NASS President Glen VanSant and his son James, a senior at Penn State. From Iowa, Charlie Legg and his son, are serious competitors in the 1/2A Speed events. From Florida we have Garry "Butch" Andrews. Patrick Hemple, from Texas will be defending his National Championships in Fast Jet and Sport Jet.

Dave Fischer and Steve Wilk from Minnesota, will be competing in both Jet classes. They will also be representing the USA in Poland at the World Championships in F2C.

From Illinois we have Glenn Lee and Bill Hughes—both will fly in many events again this year. NASS Secretary Alex Valishev will not be with this year due to work commitments.

Ohio is represented by Carl Dodge and Chris Montagino—both many time Nats winners from the Cleveland area.

Alex Valishev, Carl Dodge, and Bill Hughes will be competing in F2A at the World Championships in Poland representing the US.

Good luck to the entire US team.

Word has it there will be a 100-lap east vs. west Sport Jet race at day's end on Thursday. Come and join us! It should be fun!

Check out the photos of Brandan Robinson's Fast and Sport Jet and his cool travel box. Also Steve Wilk's new design for his Sport Jet dolly with wheels inside the frame.

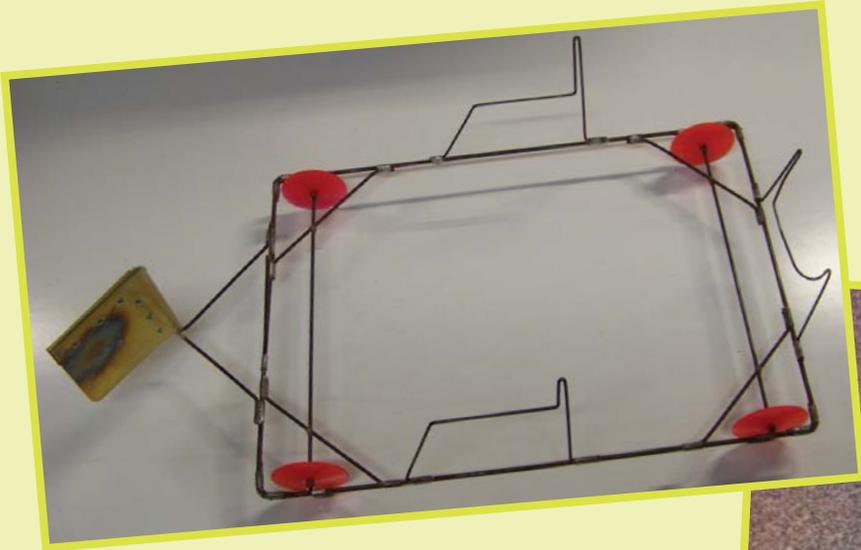
If you've ever wondered what happens during an asymmetrical F2A model launch, check out the two images I've added for your viewing.

Good luck to everyone. Have a great week!

—Warren Gregory



CL Speed



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



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RC Scale Wrap-Up

The rain held out for RC Scale and another year of competition is in the books!

I had noted in Friday's *NatsNews* that rain chances had fallen to 30% for Saturday ... oops, I was a little wrong! Competition started right on time, with the pilots' meeting at 8:30 a.m. and Round 1 of flights preceding it.

Unfortunately, the sky darkened and rain chances went up to 50%, with Event Director Jim Martin watching the radar very carefully. By approximately 10:45, news came that western Illinois was having high winds, hail, and downpours, and he decided to call it after the first round, urging pilots to put away their airplanes and bring down their tents and canopies. From there, he would play it by ear as to whether the event would continue in the afternoon.

The wait began to see what kind of weather we would receive. We waited, and waited ... Close to 1 p.m., the sky opened up with a good rain for less than 20 minutes, and then was gone. Thankfully, all of the bad storms dissipated before reaching Muncie, and although the wind

was still up slightly, competition resumed.

Unfortunately, Saturday afternoon wasn't without mishap as John Boyko's Skymaster and Doug Miller's Albatros collided in midair. It was an awful sight to see, and heartbreaking for both. The entire flightline fell silent.

Doug's airplane is repairable, but John's came back in several garbage bags. He assured everyone that he already has his next project in mind, and it would be much better! One thing I did notice about the incident—and is what I love about this hobby—is that no matter who represented a company or was a competitor against another, all came together to help John pick up the pieces. Family first, competitors second.

After the second round concluded on Saturday, pilots feasted on great food at the NASA banquet, held under the big tent at Site 3. Many laughs and memories of the day were shared, and the winning ticket was pulled for the P-47 raffle. The winner was not in attendance, but he did receive a call that he had won.

Sunday once again looked iffy, as radar indicated a rather large storm front would

be coming through overnight. Jim Martin chanced it and began competition a bit early, hoping to get in both Round 3 and 4 as quickly as possible.

A brief shower with a bit of wind rolled through early, but flights resumed in a short amount of time and were completed on schedule, with results tabulated and awards given out soon thereafter.

One of the neat things I found about RC Scale awards is that every pilot—whether placing first or in 17th position—was a winner and received a goody bag of products or a gift certificate. I congratulate all of the pilots, as the flying this weekend was outstanding by all.

Thank you for allowing me to be a part of RC Scale this weekend as your columnist and photographer. It truly was a humbling experience to be among master builders and expert pilots. I made new friends this weekend, was able to catch up with old friends, and was delighted to be a part of the competition.

Whether I'm your *NatsNews* columnist next year or not, I will certainly be back to visit and watch.

—Jenni Orebaugh



Pilots gather in the field to help John Boyko pick up the pieces after his midair with Doug Miller's Albatros.

On Sunday morning, skies darkened and looked like they would end the event early. Luckily, it only brought a quick shower and flights resumed.



RC Scale Wrap-Up

Pilots gathered for great food and friendship during the NASA banquet on Saturday night.



Evan Gaston picks the winning number during the raffle of the P-47 at the NASA banquet Saturday night.



John Schroder won the Fun Scale Novice class with his Extra 330. This was John's first year as an RC Scale competitor, but is a well-known pilot in the IMAC Nats. John runs the Clover Creek Aerodrome in Tennessee and a summer camp for young pilots. In that same spirit, he gave the kit he received for winning his class to Evan Gaston, who came in second in the class with his Aichi Val.

Dennis Crooks' Beech D-18 on landing.



RC Scale Wrap-Up

Terry Nitsch is the Open Class Fun Scale national champion with his MiG-15.



Despite a midair and losing his Skymaster, John Boyko won Designer Scale.



Will Berninger won the RC Open Scale Open class with his T-34C.



Builder George Maiorana and pilot Dave Pinegar won Team Scale with George's C-133.



RC Scale Wrap-Up

Dave Pinegar is the 2014 NASA Flight Achievement award winner.



Evan Gaston won Best Junior in Fun Scale Novice with his Aichi Val.

Mike Barbee piloted his T-34 to win the Expert Scale Open class.



Keith Numbers is the new Sport Scale Sportsman class champion with his Nieuport 11.



CL Scale Wrap-Up

The first day of CL Scale flying was marked by some great flights and some disappointments, with the weather providing the greatest disappointment. Before noon, with the first round of flying complete in all events except $\frac{1}{2}$ A Profile Scale, the weather monitors reported a strong squall line with high wings and lightning approaching Muncie.



Allen Goff's F4B Cessna 182 in Civil Air Patrol colors buzzes the camera.



James Fruit's Sport Scale Rearwin Speedster received the highest static score in Sport Scale.



Ed Mason brings his Douglas R6D (DC-6) in for a landing.

With the wind rising as the storm approached, some of the last fliers encountered difficulty with taxiing or takeoffs and had to shut down without a complete flight. Fortunately, no models were damaged in the wind. For safety reasons, flying was postponed, and later canceled for the rest of the day.

The weather situation was detrimental to some contestants who had difficulties during the first round. Normally a bad flight round can be overcome with good flights in other rounds.

With plans for as many as four flight rounds, there would usually be plenty of time for recovery.

Unfortunately, that second chance did not materialize as the forecast and radar reports for Sunday prevented any further flight opportunities for F4B, Sport Scale, Profile Scale, and Fun Scale. Those with complete flights on Saturday were happy with their good fortune.

There were a few contestants who encountered balky engines or malfunctioning electronics or landing gear, noseovers on landing, or even flat tires who were unable to complete full flights on Saturday and for whom the cancellation on Sunday left them essentially out of the competition.

The $\frac{1}{2}$ A competition was completed on Sunday. Although the rain held off for most of the $\frac{1}{2}$ A flying, there were a few raindrops near the end.

The rising wind made for some interesting flights with the diminutive models! One model that drew a big crowd was Ron Duly's Heinkel 111Z five-engine glider tug. After some initial difficulties getting all five engines functioning in unison, Ron was able to get the Heinkel airborne to the delight of the folks who had braved the raindrops to watch. With its comparatively large size, the model handled the wind with relative ease.

At the Scale banquet on Saturday evening, the models and modelers with the best static scores were recognized. Dave Platt's Grumman OV-1 Mohawk was the best F4B model. Jim Fruit's red Rearwin Speedster topped the Sport Scale category. Fred Cronenwett's Boeing B-29 Superfortress was the judges' pick in Profile Scale.

With the awards presentations on Sunday, John Brodak was crowned the 2014 CL Scale Grand National Champion for his performance flying his Shoestring Goodyear racer. The final award for this year's National CL Scale Championship was presented by the National Association of Scale Aeromodelers (NASA). The recipient of this year's NASA Flight Achievement Award was Fred Cronenwett.

—Dick Perry

CL Scale Wrap-Up



Charlie Bauer's F4B Bristol M1C off on a mission.



2014 Grand National CL Scale Champion
John Brodak flying his Sport Scale
Shoestring Goodyear Racer.



This Staggerwing Beech
was Paul Smith's Sport
Scale entry.



Chris Brownhill's Gloster Gladiator
takes to the air in Profile Scale.



Fred Cronenwett's
Sport Scale rendition
of the popular Van's
RV-4 homebuilt.

CL Scale Wrap-Up



Jason Bauer entered Profile and Sport Scale in his last year as a Senior flier.



Unfortunately, Burt's P-51's retractable landing gear refused to extend properly, resulting in this mishap. The model was not seriously damaged.

Frank Beatty's Arrow Active Mk. II is one of his many F4B biplanes.



Ed Mason F4B Boeing B-17.



Details, down to the dirty windows, resulted in best static score for Dave Platt's F4B Mohawk.

F-4B SCALE OPEN

NAME	STATIC	FIRST FLIGHT	SECOND FLIGHT	THIRD FLIGHT	FINAL SCORE
Bauer, Charles	863.48	785			
Platt, David	958.5	905			
Goff, Allen	879	425.5			
Mason, Ed	907.63	832.5			
Beatty, Frank	951.15	546			
Schneider, Richard		att.			

CL Scale Scores



Burt Brokaw's Fun Scale Tuskegee Airmen P-51 Mustang was one of few models using retractable landing gear.



Jason Bauer flew this Islander in Sport Scale.



With five engines, four wheels, and two fuselages, Ron Duly's Heinkel 111Z was a hit with spectators.

PROFILE SCALE OPEN

NAME	STATIC	First Flight	Second Flight	Third Flight	Fourth Flight	Final Score	Place
Avera, Bill	93.25	89.5					
Cronenwett, Fred	94	88					
Crespo, Harry	94	86.75					
Bauer, Jason (S)	85	79.75					
Platt, David		DQ					
Bauer, Charles	90	41.25					
Whitney, Robert	81	75					
Brownhill, Cris	90	27					
Smith, Paul	86.75	81.5					

CL Scale Scores

FUN SCALE OPEN

NAME	STATIC	First Flight	Second Flight	Third Flight	Fourth Flight	Final Score	Place
<i>Smith, Paul</i>	6	74					
<i>Alvera, William</i>	5.88	78.75					
<i>Schneider, Richard</i>							
<i>Mason, Ed</i>	9	85					
<i>Brakaw, Burton</i>	6	55					
<i>Brownhill, Chris</i>	7	77					
<i>Cronenwett, Charles (J)</i>							

TEAM SCALE OPEN

NAME	STATIC	First Flight	Second Flight	Third Flight	Fourth Flight	Final Score	Place
<i>Avera - Mason</i>	79	76.75					



The 1/2A Scale flight judges were Will Hinton and Mike Eber.

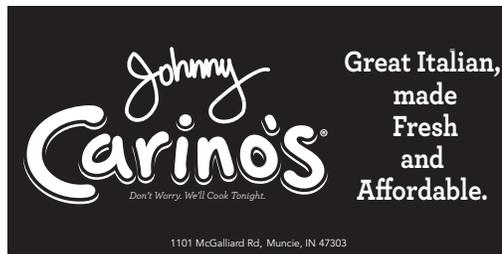


Above: John Brodak presented this year's NASA Flight Achievement Award to Fred Cronenwett.



The contestants, officials, and spectators had a great Nats, despite the weather!

The Nats is proudly sponsored by





The flightline was full in CL Scale with a great turnout for the various events.