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NATS NEWS

Daily coverage of the 2010 National Aeromodeling Championships



The morning fog lifted on Wednesday, July 14 and Jim Aron contemplates two long, hard days of practice and flying. Allen Brickhaus photo.

Academy of Model Aeronautics
2010 National Aeromodeling Championships

Nats

Muncie Indiana • Johnson City Tennessee

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A special thank-you to members of **AMA's Flight Support Team**. Our community partners recognize that AMA onsite events bring thousands of visitors during the flying season who spend dollars in our community. Their generous donations help AMA continue to host the many competition events held annually, and in turn, AMA promotes and encourages our members to look for and support members of the **Flight Support Team**.

CL RACING: WRAP UP

Photos by Tim Stone.

Rat Race: Rat Race has been given the nickname “Hamster” since the reduction in motor size from .40 to .15 cubic inch. With the .40-size airspeeds were in the 160 mph range and very few people could handle them.

While the speeds have become more manageable, most teams still do not have their equipment sorted out. Currently a Goodyear aircraft holds the Rat Racing records. This year eight teams entered a wide variety of planes in Rat.

Bill Lee used a Texas Quickie Rat with a Nelson .15, several teams used their Goodyear planes, and there were three “purpose-built” Rats. Bob Whitney entered a F2C Team Racer with an extended tank for the third year.

The preliminary races were well run and times were close; Les Akre/Jason Allen were first with 2:58.34, followed by Tim Stone/Bob Oge (2:58.88), and “King Rat” Bob Whitney/Jason Allen (3:06).

Two 140-lap finals were run and the Muncie heat and humidity began to take its toll on the glow motors. Bob Whitney’s diesel-powered F2C model won easily with a 6:05, followed by Les Akre (6:31), and Bill Lee/Tim Stone (7:31).

B Team race was cancelled due to lack of entries.

High point trophy for the 2010 Nats was won by Tim Stone, for whom Bob Oge had been his sole pitman.

The NCLRA Sportsmanship Award was awarded to Zella Betz for her tireless help in timing and keeping things moving.

Thanks to all the participants in the 2010 Nats. There was a level of involvement unlike previous Nats; despite poor pre-entry numbers, it turned out to be a pretty good contest.

—Tim Stone



David Betz about to catch.



CL COMBAT: DAY 4

Thursday morning, today, is supposed to be very hot and humid and we are going to try to rush it through so we can beat the heat of the day.

I would like to thank my judges for the day, Chief Judge Chris Gay and Cut Judges Phil Cartier and Patrick Gibson, to whom I owe an apology, because in yesterday's NatsNews I identified him as Paul Gibson. I just had too many Gibsons to keep track of. John, Mike, and Paul Gibson—oh, excuse me, Patrick Gibson.

Airplanes being used were Russian planes, mainly from Mike Wilcox, but the most popular plane was Jeff Dawson's Chicken Hawk. Engines included GRS, Cyclon, and Brofis.

The best match of the day was between Jeff Rein and Don McKay. It wasn't a great match but it was also not an ugly match—just good, hard flying.

With the great help of the competitors and my most excellent Judges, we finished right at 1 p.m.

Friday will be the big dogs—Fast Combat. The weather looks great for tomorrow.

—Wayne Mc Daniel



Airplanes in the pits.



Early morning, getting ready for today's event. Left to right are John Gibson, Phil Cartier, Don Sopka, and Don Mc Kay.



John Gibson and Don Sopka before John's first match.



Patrick Gibson, Phil Cartier, and Chris Gay Judges for today's event.



From left to right, the winners are first place, Jeff Rein; second place, Don McKay; and third place, John Gibson.

Left to right: John Gibson being given lessons by Phil Cartier.



Don McKay and Jeff Rein ready to go for the first match.

CL NAVY CARRIER



Bill Calkins launches Pete Mazur's winning Corsair in Electric Class II.

Unofficial Carrier Events: With the AMA Carrier events behind them, the Carrier contestants look forward to the unofficial events at the end of the week. This year was no exception, and expectations were high with new models for some and a few contestants trying new events.

We still had a great time, but the strong, gusty winds added challenges that tempered some of the pure enjoyment and added a factor of risk to flying. With the wind making flying difficult, some contestants chose not to fly. Others found complete flights elusive as models touched the ground during low speed or missed the deck on landing. Some models were damaged by the unplanned “water” landings.

Art Johnson was a definite exception to the trend. He entered four events, and he flew complete flights in each one. All of his landings but one were completed successfully on the first attempt, and one

required a second approach when turbulence caused him to miss his first attempted landing. With his consistent performance came first-place honors in Electric Profile and Electric Class I as well as trophies in Skyray Carrier and in the Sportsman class of .15 Carrier.

The electric events promised to have some new models at the Nationals, but time and other constraints limited the new models to one. That was Everett Shoemaker's Fairey Fulmar. Everett has been developing the Fulmar design for the AMA classes, and this was a conversion of the basic design to electric power.

The model flew well, and it certainly looks great in the air! Technical problems kept it from an official flight.

Nostalgia events saw some other new models including Dick Perry's A4P design from the early 1970s, new Guardian and T-28 Trojan models entered by Burt Brokaw, and a new Marvin Martinez C6N1 Myrt

built by Everett Shoemaker. Ted Kraver brought a Marvin Martinez F6C Curtis Hawk biplane plus his Domizi Guardian.

There were a couple of non-traditional models in Profile as well, making the Profile event the best-competed Nats Nostalgia Event so far. Everett Shoemaker took home the Roland Baltes Award for his C6N1 flights that placed him first in Class II.

The .15 Carrier events saw a new Fieseler Fi-167 Dragonfly biplane model flown by Jo Shoemaker. Burt Brokaw won the .15 Expert class with Gary Hull and Melvin Schuette very close behind. The little models and their pilots handled the wind well.

Full results for the unofficial Carrier events will be posted in the Navy Carrier Society's High-Low-Landing newsletter.

—Dick Perry

Photos by Dick Perry.



The Carrier pits were full with 27 entries this year in the unofficial events.



Ted Kraver's F6C Hawk preparing for flight with John Wright assisting and officials Bill Calkins, Burt Brokaw, and Art Johnson looking on.



This Fairey Fulmar was a new entry in Electric Class II this year by Everett Shoemaker. The model shows real promise.



Jo Shoemaker sends Everett's C6N1 Myrt off for a first-place flight in Class II Nostalgia.

Ted Kraver's Domizi Guardian off on his first-place flight in Nostalgia Class I.



The winners are (front row) Dick Perry, Nostalgia Profile; Art Johnson, .15 Sportsman eProfile, eClass I, third Skyray; Pete Mazur Skyray, eClass II; Burt Brokaw, .15 Expert; (back row) Jo Shoemaker, second .15 Sportsman, third Nostalgia Profile; Everett Shoemaker, Nostalgia Class II; Gary Hull, second Expert .15; and Official Bill Calkins. Missing are Ted Kraver, Nostalgia Class I, and Melvin Schuette, second Nostalgia Profile, second Skyray, third .15 Expert.

This year's Roland Baltes Award went to Everett Shoemaker for his Class II Nostalgia entry: a Baltes designed C6N1 Myrt.



Everett Shoemaker's Myrt on final approach to a 100-point landing.



Jo Shoemaker's Fieseler Dragon fly lifts of in the .15 Carrier event.

RC PYLON

Thursday marked the beginning of the fastest AMA Pylon event: Q-40. The 53 entrants were divided in two and the first half flew against each other to select the best 16 who would move to Saturday's final race.

Friday the second half will duke it out to similarly find the 16 racers who will join yesterday's winners. A storm moved through the area last night before dinner which toppled one of the tents, and severely damaged the tent used by the race management.

Fortunately, no one was injured, but at least one racer commented that it was the

most severe weather he had ever experienced. A trailer parked on the pavement was moved about 50 yards and now sits out in the grass and a golf cart and port-o-potty were flipped on their sides, but again, at least no one was occupying them at the time.

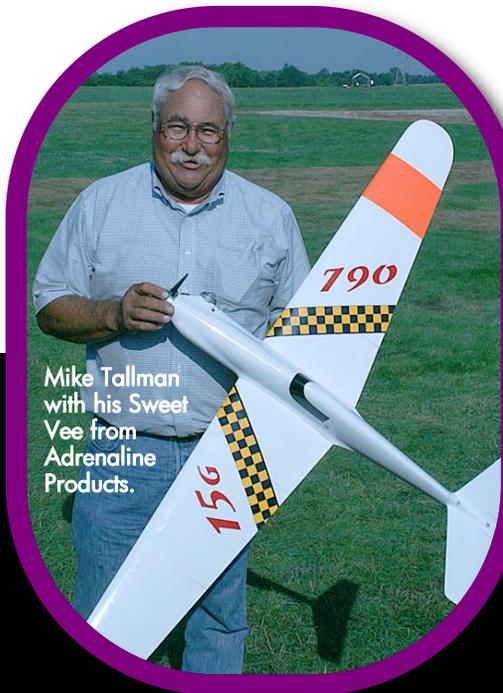
The wind and rain did subside, just in time for the barbeque at the field. The Ritch family (the people behind Ritch's Brew, our new official racing fuel) brought their barbeque set up all the way from Texas to serve us a fantastic meal.

Full of brisket, potatoes, and baked beans, racers stayed at the field to

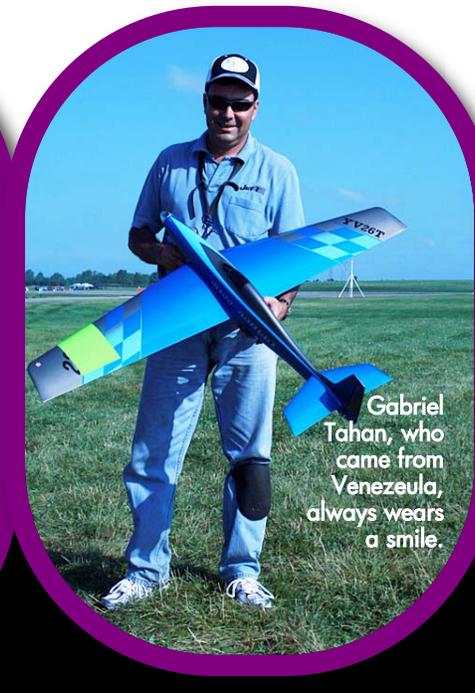
socialize and fly their sport planes. Everyone had a great time last night despite the storm. Weather forecasts for the rest of the event call for 90 degrees and very low chance of rain.

Today the B matrix of Q-40 will run to determine their half of Saturday's finalists. Team B&B preformed well again, so both of the guys are looking forward to the finals on Saturday. We should see more great races today, getting one day closer to the final event and a new national champion.

—Alexandria and Matt Russell



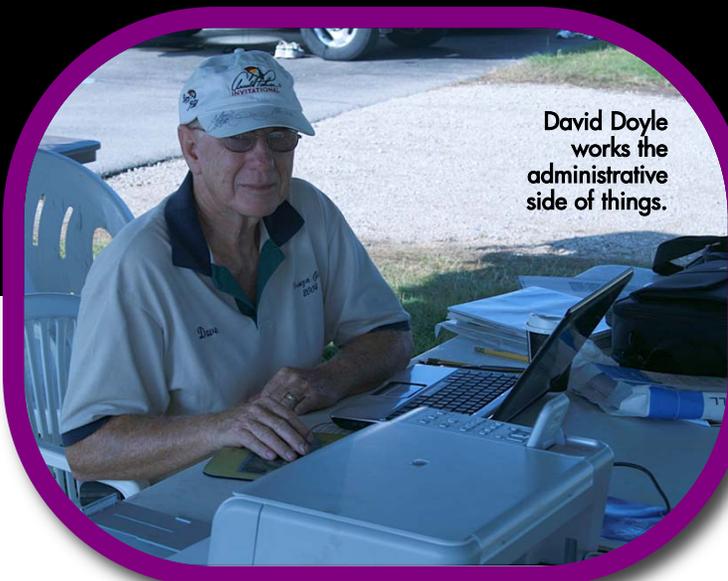
Mike Tallman with his Sweet Vee from Adrenaline Products.



Gabriel Tahan, who came from Venezeula, always wears a smile.



Dennis O'Brien's daughter, Sally, poses with Tom Scott's beautifully painted Too Sweet.



David Doyle works the administrative side of things.



One of the casualties from the storm was the race officials' tent. No animals were harmed ...

SCORES AND STANDINGS

Please note: Scores are unofficial until tabulation is confirmed.

302 A Speed			
1	O	J H RHOADES	SALT LAKE CITY, UT 184.96
2	O	CHRISTOPHER A MONTAGINO	PARMA HEIGHTS, OH 180.81
3	O	GLEN J VANSANT	LANGHORNE, PA 174.89
4	O	WILLIAM M CAPINJOLA	MORELAND HILLS, OH 166.8
5	O	FRANK A GARZON JR	CENTRAL ISLIP, NY 156.58
998	O	BARRY L TIPPETT	ALLOUEZ, MI DNF



303JS B Speed			
1	S	JAMES D VANSANT	LANGHORNE, PA 134.57

302JS A Speed			
1	S	JAMES D VANSANT	LANGHORNE, PA 134.3



303 B Speed			
1	O	GLENN M LEE	BATAVIA, IL 193.57
2	O	GLEN J VANSANT	LANGHORNE, PA 175.62
3	O	CHRISTOPHER A MONTAGINO	PARMA HEIGHTS, OH 169.1
998	O	BARRY L TIPPETT	ALLOUEZ, MI DNF
998	S	JAMES D VANSANT	LANGHORNE, PA DNF
998	O	DAVID R MARK	FENTON, MI DNF
999	O	CHARLES J WHITLER	CASTALIAN SPRINGS, TN No Show



Rat Racing			
1		ROBERT L WHITNEY	6.05:21 PALM BAY FL
2		LES AKRE	7.31:37 EDMONTON
3		WILLIAM R LEE	7.31:37 CHANDLER TX
4		TIM L STONE	7.47:07 JOHNSBURG IL
5		DAVID O BETZ	3.43:00 WARSAW IN
6		STEVE EICHENBERGER	3.48:71 CHANDLER AZ
7		ROBERT J OGE	3.55:13 HINCKLEY IL
8		CHARLES R JOHNSON	67 laps OCEANSIDE CA

760 SSC - Open			
1	O	BRIAN T GILKEY	SHELBY TWP, MI 2052
2	J	ERIC T GILKEY	SHELBY TOWNSHIP, MI 1820
3	O	WILLIAM E GEIPEL	FRANKLIN, WI 1500
4	O	WILLIAM C DRUMM III	DE PERE, WI 1396
5	O	ROBERT F LOESCHER	CRIDERSVILLE, OH 1240
6	O	NICHOLAS T WINDSOR	NAPLES, FL 1220
7	O	MARK R SCHOFIELD	NOBLESVILLE, IN 1216
8	O	DON M VERES	ST CLAIR SHORES, MI 1208
9	O	BRYAN A LORENTZEN	FRANKLIN, WI 1100
10	O	KEITH D JONES	WASHINGTON, MI 1004
11	O	DONLD W GRISSOM	CONYERS, GA 880
12	O	CHRIS GUNTER	KNOXVILLE, TN 824
13	O	DAVE DAVIS	JEFFERSONVILLE, IN 560

755 Open Combat			
1	O	BRIAN T GILKEY	SHELBY TWP, MI 1712
2	O	NICHOLAS T WINDSOR	NAPLES, FL 1632
3	O	ROBERT F LOESCHER	CRIDERSVILLE, OH 1568
4	O	WILLIAM C DRUMM III	DE PERE, WI 1500
5	J	ERIC T GILKEY	SHELBY TOWNSHIP, MI 1120
6	O	DON M VERES	ST CLAIR SHORES, MI 908
7	O	KEITH D JONES	WASHINGTON, MI 752
8	O	SEAN G RUPP	HOLIDAY CITY, OH 620
9	O	DONLD W GRISSOM	CONYERS, GA 476
10	O	DAVE DAVIS	JEFFERSONVILLE, IN 320
11	O	MARK R SCHOFIELD	NOBLESVILLE, IN 0

CL AEROBATICS

Photos by the author.

My computer hit a major glitch Wednesday night with it displaying a “read disc error” and no type of encouragement would bring it out of its funk. Liz Helms came to the rescue and allowed a time for me to get into the AMA Headquarters building and get my *NatsNews* back on line. Thank you, Liz!

Tuesday, July 13, opened on the two most northwest 600 x 600-foot grass circles with Old Time Stunt and Classic Stunt. The same crew that ran Intermediate on Monday stood staunchly firm, and gave the two classes their very best. The pilots were appreciative of their work.

Old Time Stunt saw 12 pilots bring some very interesting and pretty models to the event which takes in designs published or kitted up to the very end of 1952.

Old Time Stunt Judges Dale Gleason and Doug Moon took on the flight evaluation task and the top seven pilots were: first, Frank McMillan 297.0; second, John Wright 290.5; third Jim Lee 289.5; fourth, Dale Barry 284.5; fifth, Windy Urtnowski 284.5 (tie broken by their other flight numbers); sixth, Allen Brickhaus 282.5; and seventh, Scott Condon 275.0.

Classic Judges were Jim Vornholt and Steve Smith. The top seven of 21 Classic pilots were: first, Steve Moon 506.0; second,

Tuesday with the help of Tabulators Karyn Urtnowski and Elaine Brookins; Runners Edie Oliver, David Heinzmann, and Shelly Gordon; Score Posters Buzz Brodak and Karyn Urtnowski; Pull Testers Linda Gleason and Shelly Gordon; Appearance Judges Dale Barry and Kent Tysor; Pit Bosses Linda Gleason and Shelly Gordon; and Weight Master Joe Peters.

—by Allen Brickhaus



Jim Lee's time-worn Ted Snow Humongous did well for him with a third in OTS. Jim is from Topeka, Kansas.

Allen Goff 495.0; third, Windy Urtnowski 489.0; fourth, Allen Brickhaus 485.5; fifth, Mike McHenry 485.5 (tie broken by their other flight numbers); sixth, Don Ogren 474.5; and seventh, Robert Harness Jr. These models are designed, kitted, or published prior to the end of 1969.

Bob Brookins ran a tight ship on



Frank McMillan took the honors in Old Time Stunt with his Big Job, powered by a PA .65. Frank hails from San Antonio, Texas. He claims that this is a wonderful model and he is proud of its performance.

Allen Brickhaus utilized his Humongous and a Randy Smith ST .46 to be in sixth.



Dale Barry finished a new Jamison Special and he powered it with an Aero Tiger .36 to a fourth in OTS. Dale is a resident of Georgia.



Above: Windy Urtnowski also brought a very pretty Big Job to the AMA Nats and captured fifth with the same model he flew in Classic.



Right: Scott Condon, a close-to-Muncie resident, was judged seventh. He flew the ever-popular Hal deBolt Stuntwagon in his quest of Old Time Stunt.



Steve Moon, of the Dallas area, captured the crown in Classic Stunt with Allen Goff hot on his heels. Steve flew a UHP Nobler to the top honor.

Allen Goff choose the same kit to build for Classic and the model held its own in the Classic event with a close second to Steve Moon. The last flight determined the winner.

Qualifications for Advanced and Open fliers began Wednesday morning. I would like to overview some pilots and their aircraft vying to fly on Friday.

—Allen Brickhaus



Left: Robert Harness Jr. brought his Gladiator to place seventh in Classic.



Left: What I love the most about Mike McHenry's naval classic model is that he is copying his dad's earlier aircraft. Mike took fifth with this very scale-looking model.

Right: Don Ogren placed sixth with his rendition of a Jim Vornholt design. Don was pleased that Jim showed up to judge and brought another of his designs along to show off.



Below: Allen Brickhaus flew his Louis van den Hout Olympus to a fourth place in the event. Allen's model is powered by a Randy Smith PA 61.



Eric Taylor and Wes Eakin select a circle to practice on as they prepare for the Advanced competition.



John Brodak and Randy Smith discuss the progress of the Nats in Muncie.



Above: Doug Moon's first model broke apart from years of heavy practice sessions and competitions. Doug's father volunteered to drive this back-up model from Texas to Indiana posthaste.



Left: Frank Williams of the Houston, Texas, area always has an interesting engine setup and a Navy stylized paint scheme.

Right: Paul Winter of the United Kingdom pull-tests his Jaguar for the Advanced event. Paul is assisted by his friend John Benzing, also of the London area.





Mike Schmitt built this Bob Gialdini Eclipse for Classic and the Advanced classes. This model is in line to be published when all the factors are brought together. Mike did a wonderful job of replicating the cockpit detail. Check out the original model which now hangs in the AMA National Model Aviation Museum.



Above: Howard Rush, of the state of Washington, readies his Impact for the Open competition.

Left: Les Byrd built a Charles Mackey "Monster" and brought it to show to Mr. Mackey, who was at the Nats for a brief time.