



Don Grissom photo.

July 16

RC Pylon
CL Racing
CL Stunt
CL Speed
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CL Navy Carrier
RC Combat



NatsNews

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RC Combat



We would again like to thank the Indiana Civil Air Patrol members for their help.

What a wonderful way to start RC Combat with such nice weather. The morning started out in the 50s and only reached the upper 60s to low 70s. Although the wind was not too bad in the morning, later in the day the wind became an issue.

This year, unlike years past, we were able to get some members of the Indiana Civil Air Patrol to come out and perform the judging duties. They were a great help, giving the pilots plenty of time to work on their planes when they were not flying. They will be with us this week and we really appreciate their help. We also had a simulator for them to get a little flight time on as well as setting up a buddy box to give them a chance to do a little flying.

We started the morning with Slow and Survivable Combat (SSC). We had a total of 18 pilots which was a good showing for this event. We did have a lot of midairs, but almost all of the

pilots were able to complete the first five rounds of the event. After we completed the first half, David Smithgall was in fourth place with a score of 1,680. In third place was Court Jarrett with a score of 1,784. In second place was Eric Gilkey with a score of 1,900. Once again the top of the event so far is William Drumm III with a score of 2,456.

After we completed SSC, we went straight into Open B which was a good thing because the wind really started to pick up. Once again, we were able to get moving fast with the help of the judges from the Civil Air Patrol. We had nine pilots for Open B so we decided to go all up. The speed of Open B makes for some big crashes as well as some exciting combat. Just like SSC, we flew half of the event. After five rounds, we ended up with David Smithgall in third with a score of 1,200. In second was William Drumm with a score of 1,500, and just 100 points ahead of him was Eric Gilkey with a score of 1,600.

We ended up having so many people sign up for Gnat that we decided to run the event with 10 rounds as well. One of the issues we had today was that the wind really started to blow strong. Some of the pilots had some issues getting the planes launched.

I ended up pulling out of the contest because I could not get my plane to launch straight and I only had one plane. I may try again tomorrow, but that depends on if I can resolve the issue. We had nine pilots for Gnat Combat, but another pilot and I had issues and did not score during the event. In third place was Bill Geipel with a score of 1,458. In second place was Andy Runte with a score of 1,520. And then William Drumm III was in first with a score of 1,564.

The scores were very close which makes it anyone's event when we finish. We will once again get started in the morning to finish up SSC, Open B, and Gnat. Starting Thursday, we will be flying Limited B and Scale 2948.

—Don Grissom



RC Combat



You're never too young to get into RC Combat!



Here lies Don Grissom's Open B plane. It was a great plane. RIP.



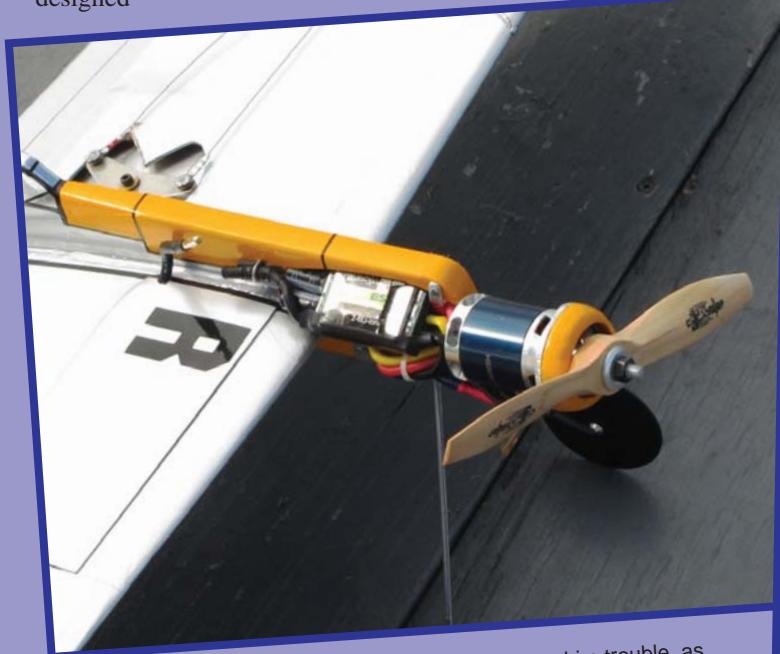
CL Navy Carrier



Burt Brokaw prepares to launch Ron Duly's Guardian.

Tuesday was the first day of CL Navy Carrier competition with the Profile event for suction fuel systems and other engine and model restrictions intended to simplify the event. Throughout the years, those restrictions have been overcome, and performance in high speed is only slightly below that of the less-restrictive Class I and Class II events. Low speeds in Profile Carrier are often better than in the Scale classes.

The day started with excellent flight conditions with moderate, but very steady, winds. Burt Brokaw, the current record holder, drew the first flight with his Conley-designed



The business end of Eric Conley's electric model gave him trouble, as the electrons refused to cooperate and he was without power.

Bf 109T, and he made the most of it with a near-record performance consisting of the best high speed of the day at 98.9 mph and the best low speed, as well, at 4.8 mph. With a very comfortable score on the books, Burt could afford to sit out the morning to see if others could catch him. That would have been a difficult task in optimum conditions, but as the wind developed through the morning and became gusty, that task became even more difficult.

Challenges from Eric Conley, Pete Mazur, and Ron Duly had to wait until the second round of flying as mechanical difficulties, less-than-optimum engine runs, or difficulties with low speed caused attempts or incomplete flights on their first flights. By the second round, conditions had worsened. Although all three had credible high-speed scores, the wind was making low-speed flight very difficult.

Paul Kegel managed a complete flight in spite of the wind, but the turbulence gave the other Profile contestants some wild rides that resulted in the models touching the ground or missing landings for incomplete flights and lower scores.

The Electric Profile Carrier event, in its second year as a recognized event at the Nats, saw Pete Mazur take first place with a Sig Skyray, achieving a score that surpassed his standard Profile Carrier performance. John Vlna had the other complete flight with a Supermarine spitfire. Eric Conley, usually a strong competitor with his Bf 109T, had electrical problems that kept him grounded.

—Dick Perry



Paul Kegel takes his Grumman Guardian to the deck.

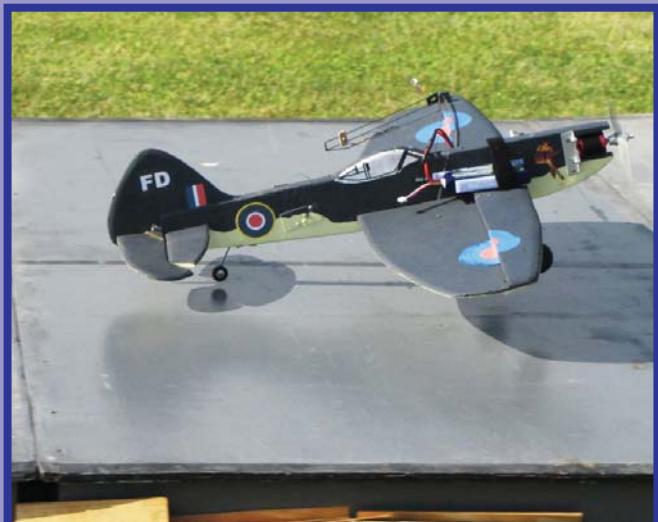
CL Navy Carrier



Dave Rolley prepares to launch Melvin Schuette's MO-1—the only MO-1 in the competition.



This Grumman Guardian, one of three different Guardians in the competition, belongs to Pete Mazur who placed third.



John Vlna's electric Seafire launches on his second-place flight.

Bill Calkins' Grumman F6F Hellcat off on a mission.



This landing approach, complicated by gusty winds, was unsuccessful for John Vlna. The winds complicated many flights on Tuesday.



CL Stunt

Tuesday of Nats week is traditionally Classic and Old-Time Stunt (OTS) day at the grass circles. The day dawned very cold and windy, making flying challenging.

Event Director Darrell Harvin assembled a very capable staff. Unfortunately, I lost the piece of paper on which Darrell listed the names of all his helpers. That will be remedied in the *Stunt News* report ... my bad. I do know that the veteran tabulating staff of Elaine Brookins and Merry Phelps handled the adding up of the scores.

In OTS, Charlie Reeves outdistanced the field—scoring a 287.0 for first place—flying his well-traveled Big Job. Dennis Adamisin scored a 276.5 with his electric-powered Joker, and that OTS specialist, John Wright, captured third place.

Almost all of the “Adamisin boys” were present this year: Big Art—patriarch of the first family of Stunt, Archie, David, and Dennis. Only Alan Adamisin and Marie were not in attendance. Archie Jr. took some time to tell me about the development of a new laser-cut kit for the Joker. The all-light-ply construction features many lightening holes and yields a beautiful and light airframe. Dennis flew the Joker in both OTS and Classic competition.

Classic was won by Derek Barry, flying a very nice rendition of Jani Kari’s Nakke. Derek scored 1,086.0. Derek’s plane was powered by a PA40 UL. Close behind in second was Joe Gilbert with his Jim Silhavy-designed Gypsy 46. Joe used a venerable ST 60 for power. John Simpson flew his original-design, Aero Tiger 36-powered, Cavalier to a fine, third-place finish.

—Bob Hunt



Tabulation aces, Elaine Brookins and Merry Phelps “add them up” for the OTS and Classic events.



Dan Banjock built this gorgeous Harold “Red” Rinehardt-designed Galloping Comedian. Note the spun cowl and the hand-hammered wheel pants. Outstanding work. No one has more fun at the Nats than Dan!



Bob Brookins is a professional car painter, and his work certainly reflects his expertise at that craft. Here he is with his beautiful, Tower 46-powered Humongous. This Ted Snow design has become very popular in OTS.

The Adamisin boys were on hand for the festivities. Left to right are Dennis, Archie, Big Art, and David. They seem very happy with their new laser-cut version of the Joker. Watch for kits from them for this model soon!





Dale Barry gives us a look at his very patriotically trimmed, Hal deBolt-designed, All American Sr. Dale's ship features a Fox 35 for power.



CL Stunt
Tom Morris holds while John Simpson signals for the start of his second Classic flight. John ultimately placed third in the event.



A number of Allen Brickhaus-designed models were brought to the grass circles on Tuesday evening in celebration of Allen's life.

Allen Brickhaus Memorial

Don Ogren had a great idea to have a gathering of all in attendance who brought versions of Allen Brickhaus-designed models. This was scheduled to happen at 5 p.m. and run until dusk. A fair number of fliers brought planes, and many of Allen's friends also showed up to celebrate his life and relate their favorite Allen Brickhaus stories. Kathy Brickhaus, Allen's widow, also attended and was visibly moved by the outpouring of love for Allen.

Allen's model designs were many and varied, and all of them flew exceptionally well. We were treated to flight demonstrations of most of the models present.

Allen's designs will continue to be built and flown for years to come, and that is a fitting tribute to this great man. He will never be forgotten.

CL Combat



Andrey Nadein

Richard Stubblefield duke it out in their first match. Richard's plane has the curved trailing edge and flipper, as he tries to avoid a cut.

Tuesday Combat started out fast and furious. Probably the “flyingest” F2D match of the contest pitted the old master Richard Stubblefield against Andrey Nadein. They flew about $3\frac{1}{2}$ minutes out of the 4-minute match. Early on, Richard cut the string for his first and only cut. Andrey chased him for another 3 minutes and finally also cut the string, resulting in a tie and a rematch.

They flew again at the end of the round where Andrey got a clear win.

Alex Prokofiev handed Josh Ellison

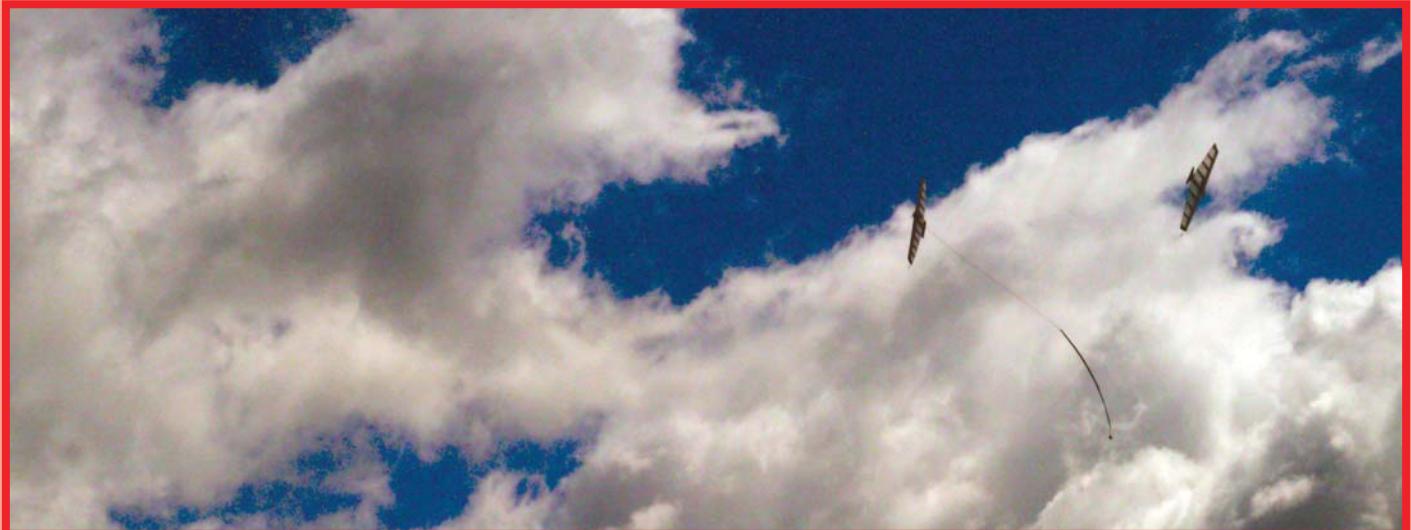
his second loss, leaving Andrey Nadein in the lead. Down to the last eight fliers, Mark Rudner and Stas Calacichin flew hard, with Mark winning with a string cut. He and Alex Prokofiev tied for third and fourth and were left to decide the outcome in the car on the way to the airport.

After they left, Josh Ellision and Andrew Nadein flew off for first and second. Josh took the string early and successfully kept away from Andrey a couple of minutes before hitting

the dirt. His backup plane didn’t fly nearly as well, giving Andrey a chance to come back with cuts to win.

It was another successful F2D Nats thanks to the judges and other helpers. Chris Gay ran the contest and did most of the circle judging with help from Alexi Tupunov. Arlene Pyles ran the matching and scoring. Dave Edwards, Tatyana Leontyev, Mal Fawley, and some temporary helpers did the cut counting. Bob Nelson did the pull test and tech checking.

—Phil Cartier



CL Combat



Mark Rudner cuts the black streamer from Stas Calacichin's airplane.

Josh Ellison (striped pants) used some body English to try and keep away from Alex Prokofiev in a late match.



CL Speed



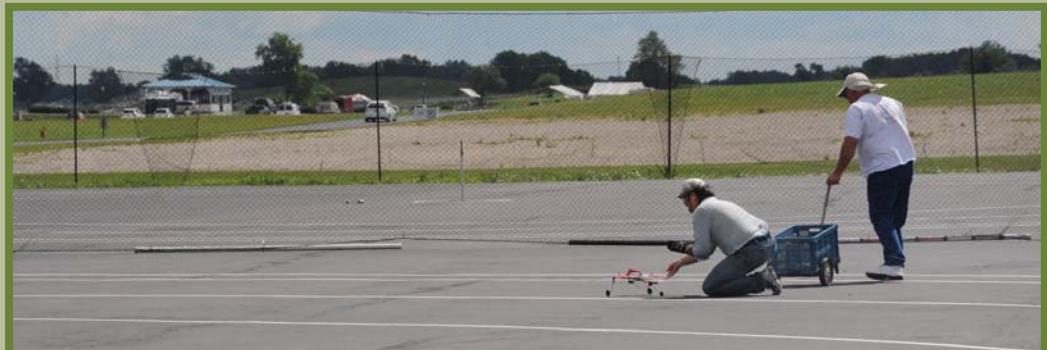
For several days, weather forecasters have been telling of unusually cold weather approaching. Well, it's here! The car thermometer read 56° this morning. The first flights started at 10 a.m.

The F2A guys were first and it was difficult getting the right combination. No one had an official flight, just attempts on their first go. Chris Montagino did post a fine run in 21SS at 149.566 and would be the National Champion for 2014. Second was James VanSant at 141.164, Bill Hughes was third with 139.695, followed by Glenn Lee at 138.726.

After the lunch break, with slightly warmer air and sunny skies, the F2A competition got very close. All contestants used all four attempts with one exception. Our NASS president, Glen VanSant, put up his personal best flight at 284.3 kph for third place. Bill Hughes finished second at 284.4 kph, and Carl Dodge is the 2014 National Champion with a late-in-the-day fourth attempt flight of 288.2 kph.

Tomorrow it will be the standing start events .21 Proto, F-40, and Perky.

—Warren Gregory





CL Racing

For some reason, the number of entries is down in Control Line Racing. Hopefully the trend will reverse next year.

There are a few events that still have a larger-than-average number of entries. One of them is Class I $\frac{1}{2}$ A Mouse Racing. What makes it so popular? Is it the simplistic airplane design, the relative inexpensive cost of getting into the event, or the ease of flying the event with three pilots in the center of the circle at the same time?

The rules are simple: any plane with at least a one-wheel landing gear and controls that are external to the airplane. The engine can be any .049 reed-valve engine with an integral tank. There are some front intake engines that have been converted to meet the rules of the event; however, the event is dominated by engines that have been assembled from various Cox parts.

All of the engines used at the 2014 AMA Nats were Cox engines. A typical Mouse plane/engine combination weighs 6 ounces. Because of the light weight of the airplanes, Mouse is usually flown as the first event of the day when the winds tend to be calmer.

Mouse is normally flown three up. This year there were five entries, so it was decided that each entrant would be given one three-up and one two-up heat race. They took four teams to the finals and each race consisted of two teams. The team of Patrick Hempel and Brandon Robinson had a little bit of international flair. Patrick Hempel, a pilot from Texas, recruited Brandon Robinson from New Zealand to be his pitman.

The results were as follows:

Contestant	2-up Heat Race time	3-up Heat Race time	Final Race time	Place
Melvin Schuette	2:36.25	2:35.43	5:11.62	1 st
Patrick Hempel	3:24.31	3:57.93	6:50.44	2 nd
Mike Greb	3:35.36	3:27.01	7:07.55	3 rd
Dave Rolley	3:56.59	3:10.72	5 laps	4 th
David Betz	3:30.08	5:17.67		5 th

Although the engines on Mouse planes may be relatively simple to operate, they can also be the most frustrating to operate. Dave Rolley had the second-fastest airplane during the heat races, but the engine refused to run during the final race. Dave won't know until he gets home and has had a chance to tear the engine apart just what went wrong.

Scale Race was the second event of the day and normally is one of the more popular events, but this year we only had three contestants and one of them had to withdraw before the race started because of engine failure. The remaining two contestants decided to fly a final race only.

Bob Oge won with a time of 7:15.13, while Dave Betz suffered mechanical problems and had to withdraw after completing 31 laps. He finished second.

—Melvin Schuette



Andrew Robinson and Dave McDonald during the Scale Race. Melvin Schuette photo.



Three up at 70 mph is a lot easier than 120 mph. Bob Oge photo.



Bob Oge and Dick Lambert pitting Bob's airplane during the Scale Race. Melvin Schuette photo.

CL Racing



Event Director
Jim Bradley
overseeing
the race from
the tower. Oge
photo.

Green Team
Racing with their
Mouse entries.
Oge photo.

Brandon Robinson warms up the motor prior to the race.
Schuette photo.



Mouse winners with event director,
Jim Bradley. Oge photo.



Scale Race teams with event director, Jim Bradley. Schuette photo.



David Betz waiting for the start of
Mouse Race. Oge photo.



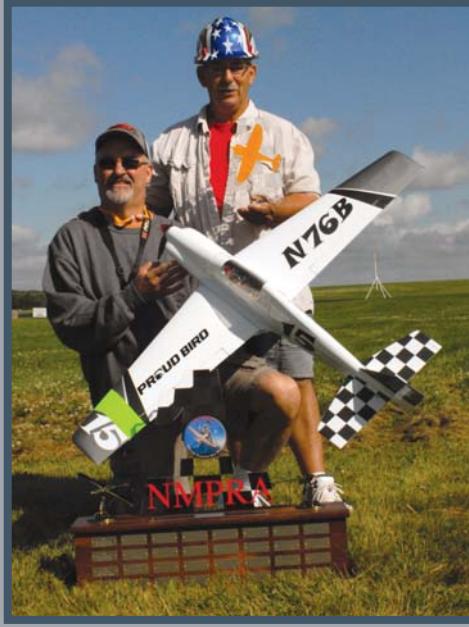
RC Pylon



The EF1 winners.



Second place in EF1: Jim Allen.



EF1 Champion Steve Baker and caller Terry Frazer.



Third place and fast time in EF1: Jim Katz.

After a typical Muncie monster thunderstorm on Tuesday night, our third day of Pylon began with beautiful, partly sunny, and untypically brisk 58°F weather that had us wrapped like mummies, with 12 anxious Electric Formula 1 (EF1) pilots ready to finish the last three heats of the final round. The three heats involved the top six, which meant somebody was going down, and someone else would play spoiler.

Steve Baker won his heat and sat nervously in the lead. Peter Tani, Danny Kane, Jim Allen, and Jim Katz would be next, but not without drama. The turn lights malfunctioned so the heat would have to be reflown.

Katz and Danny fought in the lead until Katz flew through someone's wake not once but twice, losing too much ground to the leaders. Kane managed to cut, so Jim Allen took the victory placing him in solid second place. After the points shuffle, Steve Baker's nervous wait ended as he alone had a perfect score, thus

becoming the 2014 EF1 AMA Nats champion. Jim Allen was second, with Katz, Kane, and Helsel tied for third.

As the poet Nacho Libre said, "I shall have my day in the hot sun." Jim Katz will have his revenge in the flyoff as he claimed third place with Danny fourth, and Helsel fifth. Katz also won fast time for the event with a 1:10.96. Congrats to all the winners.

We began flying the A & B Matrix for AMA 426, Q-500 doing two alternating rounds of each. At the end of Round 3, Danny Kane, Bill Johanson, and Jim Allen lead the A Matrix with Tom Scott holding a 1:02.67 fast time, while in Matrix B had Matt Fehling, Jim Nikodem, and Mark Parker on top with Fehling holding a fast time of 1:03.17.

We hope to finish five rounds by the end of the day and will resume Wednesday morning with the last two rounds followed by the final of Q-500 426.

—Santiago Panzardi

Terry Frazer (L) in full attack mode.

RC Pylon



Billie Johansen and Jerry Salisbury.



Duane Hulen showing off his Q-500s.



Tim Yousey refueling.

RC Pylon

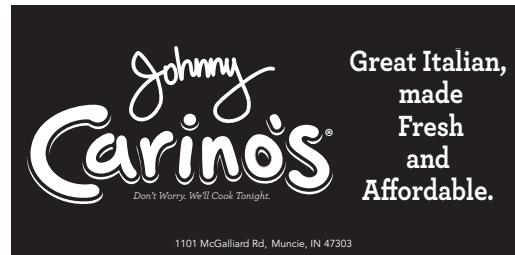
A close-up of a fuel pump's digital display. The screen shows "PRICE PER GALLON \$" followed by a large yellow button labeled "89". Below the screen, it says "CONTAINS LESS THAN 10% ETHANOL". To the left, another screen shows "PER GALLON \$" and "RC".

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Scores

2014 NATS E-F1

Ordered By Points

After 6 Rounds			
E-FORMULA ONE	Name	Low Time	Points
1	STEVE BAKER	1:12.56	24
2	JIM ALLEN	1:12.02	23
3	JIM KATZ	1:12.00	F3 22
4	DAN KANE JR	1:11.30	F2 22
5	MIKE HELSEL	1:11.80	F1 22
6	DARWIN LARSON	1:15.00	21
7	LLOYD BURNHAM	1:17.27	21
8	MIKE LANGLOIS	1:12.02	20
9	TIM LAMPE	1:16.92	20
10	DENNIS CRANFILL	1:18.13	19
11	JOSEPH TROPEA	1:12.97	17
12	MARK PARKER	1:14.53	17
13	JIM NIKODEM	1:14.71	17
14	TOM SCOTT	1:14.79	17
15	MIKE MASI	1:17.96	17
16	JAY CAPPIS	1:18.60	17
17	LEWIS SCHWAB	1:19.06	17
18	ROBERT TRIGGS	1:15.78	16
19	ROY ANDRASSY	1:16.71	16
20	HAROLD SATTLER	1:18.13	16
21	TREY WITTE	1:23.76	15
22	CRAIG GREENING	1:26.23	15
23	MASAMIKI KONNO	1:29.76	15
24	HANK KAUFMANN	1:22.42	14
25	JERRY SMALL	1:14.93	13
26	DENNIS O'BRIEN	1:15.57	13
27	DUANE GALL	1:17.02	13
28	RICHARD BEERS	1:17.83	13
29	DEAN STONE	1:13.00	12
30	ERIC HAAKONSEN	1:20.12	12
31	GORDON MCWILLIAMS	1:21.07	12
32	TOM MELSHIMER	1:21.22	12
33	DON BELFORT	1:36.05	11
34	RICHARD BERNER	1:25.07	10
35	RICHARD HIXON	1:25.12	10
36	PETER TANI	1:26.39	10
37	RICHARD TUCKER	1:30.26	10
38	JERRY SALISBURY	1:35.49	10
39	TRAVIS FLYNN	1:15.72	8
40	GARY FISHER	1:22.67	7
41	DAN KANE SR	1:36.18	6
42	PATRICK REDIG	1:26.71	5
43	DAVID GAY	0:00.00	0
44	MIKE TALLMAN	0:00.00	0
45	JOE DELATEUR	0:00.00	0

317 Scale Racing

1 O ROBERT J OGE HINCKLEY IL
2 O DAVID O BETZ WARSAW IN
999 O GEORGE M REYNOLDS GREEN BAY WI

342 Ele Profile Class

1 O PETER O MAZUR SUGAR GROVE IL 264.2
2 O JOHN R VLNA SILVER SPRING MD 180.2
999 O ERIC D CONLEY GARDNERVILLE NV
999 O WILLIAM CALKINS SUGAR GROVE IL
999 O ARTHUR J JOHNSON ROCKFORD IL

321 Navy Carrier (Profile)

1 O BURTON BROKAW TUCSON AZ 416.0
2 O ERIC D CONLEY GARDNERVILLE NV 319.1
3 O PETER O MAZUR SUGAR GROVE IL 259.8
4 O PAUL D KEGEL FARGO ND 218.0
5 O JOHN R VLNA SILVER SPRING MD 72.6
6 O RONALD D DULY BURBANK CA 99.2
7 O MELVIN L SCHUETTE AUBURN KS 88.9
8 O WILLIAM CALKINS SUGAR GROVE IL 76.9
999 O THEODORE KRAVER PHOENIX AZ

305 1/2 A Profile Proto

1 O JOEY MATHISON LAS VEGAS NV 97.93
1 O JOHN W NEWTON ROWLAND HEIGHTS CA 97.93
2 O ROSS LEGG FLORISSANT MO 89.45
3 O JAMES D VANSANT LANGHORNE PA 88.73
4 O GLEN J VANSANT LANGHORNE PA 88.13
5 O CHRISTOPHER A MONTAGINO PARMA HEIGHTS OH 85.16
6 O WILLIAM HUGHES BARTLETT IL 894.88
7 O C L DODGE RICHMOND HEIGHTS OH 84.23
8 O GLENN M LEE BATAVIA IL 81.80
9 O PATRICK E HEMPEL ROCKWALL TX 81.692
10 O CHARLES E LEGG COUNCIL BLUFFS IA 77.27

318 F2C Team Race

1 O TOM FLUKER KINGWOOD TX 3:14.33
2 O DAVID FISCHER OAK GROVE, MN 3:14.60
3 O ALEKSANDR ELBERT LONG BEACH NY 3:48.63
4 O MIKHAIL BROZO PHILADELPHIA PA 3:50.35
5 O PATRICK E HEMPEL ROCKWALL TX 5:28.61
6 O MIKE GREB SULPHUR SPRINGS TX 5:40.50
7 O H DAVID WALICK OCKLAWAHA, FL 4:06.53
999 O RICHARD R LAMBERT PORT ORANGE FL
999 O WILLIAM R LEE CHANDLER TX

301 1/2 A Speed

1 170648 O MONTAGINO, CHRISTOPHER PARMA HEIGHTS OH 140.18
2 6109 O DODGE, C RICHMOND HEIGHTS OH 137.21
3 5907 O LEGG, CHARLES COUNCIL BLUFFS IA 131.14
4 9806 O MATHISON, JOEY LAS VEGAS NV 122.86
4 4338 O NEWTON, JOHN ROWLAND HEIGHTS CA 122.86
5 63221 O VANSANT, GLEN LANGHORNE PA 91.97
6 1049068 FO GESCHWENDTNER, JENS DRAGE OR 79.59

313 1/2 A Mouse--I

1 O MELVIN L SCHUETTE AUBURN KS 5:11.62
2 O PATRICK E HEMPEL ROCKWALL TX 6:50.44
3 O MIKE GREB SULPHUR SPRINGS TX 7:07.57
4 O DAVID ROLLEY BENNETT CO
5 O DAVID O BETZ WARSAW IN
999 O WILLIAM R LEE CHANDLER TX

Contest		RC Combat Nats											
Event	Open B	1	2	3	4	5	6	7	8	9	10	Total	Average
Rounds Flown	10												
Name		1	2	3	4	5	6	7	8	9	10		
Eric Gilkey	340	440	240	220	360							1600	160
William Drumm	340	120	440	340	260							1500	150
David Smithgall	440	340	40	240	140							1200	120
Tim Gillow	260	540	220	0	56							1076	107.6
Bob Loescher	260	340	20	0	120							740	74
Donald Grissom	200	340	140	20	0							700	70
David Turner	260	120	0	140	100							620	62
Bob Starr	40	0	120	364	44							568	56.8
Court Jarrett	40	140	0	128	140							448	44.8

331 F2D Combat

1 O ANDREY NADEIN SOUTHAMPTON PA
 2 O JOSH B ELLISON POTTSBORO TX
 2 O ALEXANDER PROKOFIEV SOUTH PLAINFIELD NJ
 4 O MARK S RUDNER SANTA ANA CA
 999 O CHUCK RUDNER SANTA ANA CA
 999 O ROBERT A BURCH OAK PARK IL
 999 O ANDY MINOR GREENWOOD MO
 999 O BOBBY D MEARS LUBBOCK TX
 999 O EDWIN BRZYS SOUTH LYON MI
 999 O CARY D MINOR IOLA KS
 999 O MICHAEL T EVANS CINCINNATI OH
 999 O LEONARDO SILVA KINGWOOD TX
 999 O STEVE O STEWART INDIANAPOLIS IN
 999 O HOWARD A WILLIAMS CYPRESS TX
 999 O GREGORY WORNELL WELLESLEY MA
 999 O RICHARD STUBLEFIELD KINGWOOD TX
 999 O P CARTIER HUMMELSTOWN PA
 999 O NEIL R SIMPSON EAST BROOKFIELD MA
 999 O DON S SOPKA BROADVIEW HTS OH
 999 O ALEX L RENNICK SUN LAKES AZ
 999 O RON COLOMBO DEARBORN MI
 999 S ALEXANDRA NADEIN SOUTHAMPTON PA
 999 J RYLAN RITCH MAGNOLIA TX
 999 O RADIK MAGZIANOV MIAMI BEACH FL
 999 J AUSTIN MINOR GREENWOOD MO
 999 FO STANISLAV CULACICHIN KISHINEV, REPUBLIC OF MOLDOVA
 999 FO VITALY KOCHUNTS RIGA, LATVIA

310 F2A Speed

1 O C L DODGE RICHMOND HEIGHTS OH 288.2
 2 O WILLIAM HUGHES BARTLETT IL 284.4
 3 O GLEN J VANSANT LANGHORNE PA 284.3
 4 O JAMES D VANSANT LANGHORNE PA 283.38
 5 O CHRISTOPHER A MONTAGINO PARMA HEIGHTS OH 279.3
 6 O JOEY MATHISON LAS VEGAS NV 236.4
 999 O JOHN W NEWTON ROWLAND HEIGHTS CA
 999 O HOWARD W DOERING GARDEN GROVE CA

307 21 Sport Speed

1 O CHRISTOPHER A MONTAGINO PARMA HEIGHTS OH 149.56
 2 O JAMES D VANSANT LANGHORNE PA 141.16
 3 O WILLIAM HUGHES BARTLETT IL 139.69
 4 O GLENN M LEE BATAVIA IL 138.72
 5 O GARRY N ANDREWS SILVER SPRINGS FL 133.18
 6 O JOEY MATHISON LAS VEGAS NV 132.3
 6 O JOHN W NEWTON ROWLAND HEIGHTS CA 132.3
 7 O RONALD D DULY BURBANK CA 128.47
 8 O C L DODGE RICHMOND HEIGHTS OH 127.88

Scores

Parking: \$3
 All registration and parking proceeds benefit the Wounded Warrior Project.

SHOP our tent sale
PLAY activities & amusements free bounce houses
LEARN 12:30 p.m. Wounded Warrior Project speaker Jason Braase

FAMILY ACTIVITIES | FUN AMUSEMENTS | GOOD EATS!

COMMUNITY DAY & SALE

TENT SALE | 5K RUN | RC DEMOS | FLIGHT SIMULATORS
 NATIONAL MODEL AVIATION MUSEUM OPEN TO PUBLIC

AUGUST 16 9 a.m. UNTIL 2 p.m.

5K registration at 7 a.m., race begins at 8 a.m.

at the Academy of Model Aeronautics
 5161 E. Memorial Dr., Muncie 47302

Learn more and register online:
NationalModelAviationDay.org/Muncie

Contest	NATs										
Event	SSC										
Rounds Flown	10										
Name	1	2	3	4	5	6	7	8	9	10	Total Average
William Drumm	540	216	440	640	620						2456 245.6
Eric Gilkey	340	540	140	440	440						1900 190
Court Jarrett	240	340	260	304	640						1784 178.4
David Smithgall	540	340	120	540	140						1680 168
Robert Sauer	352	560	260	40	440						1652 165.2
Tim Gillow	260	240	160	540	240						1440 144
Andy Runte	340	164	340	320	120						1284 128.4
Michael LaPacz	120	452	120	160	340						1192 119.2
Bill Geipel	20	100	240	340	440						1140 114
Bob Loescher	212	120	256	240	100						928 92.8
Mark Meyrose	188	340	40	140	140						848 84.8
Kelly Bryant	40	220	340	160	40						800 80
Brian Delahunty	16	200	40	356	160						772 77.2
Bob Starr	228	0	120	160	244						752 75.2
Donald Grissom	200	140	40	140	140						660 66
Dirk Oosting	16	260	248	0	0						524 52.4
Mike Edwards	140	0	40	180	20						380 38
David Turner											0 0

Burt Brokaw topped the Profile Navy Carrier competition with an outstanding slow flight in wind that perfectly suited his model and flying style. Dick Perry photo.

