

RC SCALE
CL SCALE
CL STUNT
CL COMBAT
CL SPEED



Josias Delgado (L) goes over some of the fine points of his pattern with his close friend and flying partner, Orestes Hernandez. Bob Hunt photo.



CONTROL LINE STUNT

Thursday's qualification flights for the Open and Advanced division fliers set the field for Friday's Finals. The weather could not have been better, except for a period of dead calm at the start of round two that made clean flying difficult.

There were two tragedies on Thursday. John Hill lost his gorgeous Texan during his first-round flight, and Mike Scott's Genesis Extreme went in due to power loss at a critical point in the pattern.

After the smoke cleared from the day's action, the following fliers had qualified for the Finals. In alphabetical order they are: Derek Barry, Brett Buck, Steve Fitton, Dave Fitzgerald, Joe Gilbert, Orestes Hernandez, Bob Hunt, Todd Lee, Gene Martine, Kaz Minato, Doug Moon, Steve Moon, Rich Oliver, Chris Rud, Howard Rush, Kenny Stevens, Dave Trible, Paul Walker, Bud Wieder, and Frank Williams. The

finalists in the Advanced division are Will DeMauro, Jerry Haupt, Mark McKinney, Sam Niebel, Mike Schmitt, Mike Waldron, Roger Wildman, Dennis Vander Kuur.

The last drama of the day was the drawing of the Ping Pong balls for the Finals flight order. Last year Derek Barry let his daughter, Layla, pick his flight order from the sack of numbered balls, and she picked number one! That's a spot no one wants. This year Derek picked his own flight order. Steve Fitton is apparently not superstitious, and asked Layla to pick his first round for him. You guessed it—she picked number one!

Friday's Finals will cut the field down to five Open division fliers, and determine the winner of the Advanced division. In my opinion, this was the most competitive Nats in history. The Finals will certainly be an exciting show!

—Bob Hunt

Photos by the author.



We were treated to a visit by CL Stunt legend, Jack Sheeks. Jack designed and published dozens of original designs.



Derek Barry (L) and Paul Walker share a moment in the pits while awaiting their next qualification flight.



Wesley Dick's original-design Velvet features a unique flap-hinging system. It was recently the subject of a construction feature in *Stunt News*.



Chris Cox gives his Crossfire XL a pull test before his second-round flight on circle four. Chris hails from Vancouver, Canada.



Kenny Stevens attaches the flying lines to his electric-powered SV-22 before his first round Open flight on Thursday. Kenny was a member of the 2014 United States F2B World Team.



Todd Lee (L) and his dad, Jim, display Jim's semiscale Gee Bee Sportster. This model is very impressive in the air and on the ground.



Houston's Bill Rutherford flew this electric-powered version of Brett Buck's Infinity design in the Open division.



Mike Scott (L) goes over the flight plan for his second-round flight in Open. Mike's new Genesis Extreme fell victim to power failure at a critical moment in the pattern and was lost.



Howard Rush's spectacular Impact is electric powered and features a motor-management system that was designed by the current F2B World Champion, Igor Burger.



Flying buddies, (L-R) Allen Goff, Roger Wildman, and Mike McHenry pose here with Roger's Caprice. Roger made the nine-man Advanced Finals flying this aircraft.



John Hill displays his magnificent Texan design. Only a few minutes later this beautiful model was destroyed in a tragic crash.



A few Stunt models await second-round action in the Fellowship of Christian Modelers tent.



Joe Gilbert's original-design semiscale Hurricane stunter is a great-looking and fine-flying model. This was the second Nats appearance by this model.



Bill Reynolds (L) and his son, Scott, give us a look at Scott's original-design Voltaire Stunt model. Note the neat treatment of the front end, which yields great cooling for the electric motor.



Jerry Haupt selects a Ping Pong ball and sets one of his Advanced Finals flight order spots.

CONTROL LINE RACING WRAP-UP

Control Line Racing has come to an end for 2015. For the most part, everything went off without a hitch. There were no major disasters and only minor damage to any of the airplanes involved. I wish I could say that the turnout was good, but I can't. We had two events with a good turnout. They were Class I Mouse and the first-time-offered Sport Goodyear. Mouse traditionally is the one event that has the most entries in it.

It would be impossible for there to be any Control Line Racing at the Nats if it weren't for volunteers. This year we had three people volunteer to time and count laps. Sandra Lee and Velia Betz both came along with their husbands to the Nats, but spent their days as sitting in the sun timing while their husbands competed. The third volunteer was Mark Knight.

Mark contacted me about a month before the Nats and said he would be attending the event for the first time and wanted to know if we needed any help. I never turns down free labor. Marked arrived on Tuesday and timed every race after that. He said that he would plan on being back next year, but hopefully we can get him to bring a plane with him.

The National Control Line Racing Association (NCLRA) awards two special honors each year at the Nats. The first is the High Point Trophy. Each contestant is given a point amount for his or her placement in each of the Racing events—both the official and unofficial events. The award is given to the person with the highest combined total, and this year the award went to Bill Bischoff from Texas.

The second award awarded by the NCLRA is the Sportsmanship award. This year, as president of the NCLRA, I had a hard decision. Do I give it to one of the two ladies who came with their husbands and worked all

week? To the contestant who flew in almost every race throughout the week? This year, the award went to Mark Knight, who came to the Nats to help out.

I am not certain if it was because it was the last day or because of the low turnout that the contestants decided to fly back-to-back final races instead of flying both heat races and final races then a final race. Maybe it was because it was the end of the week and the pilots were worn out. After the first round of Rat Race, the contestants decided that even if they did fly a second round of races, their placing would not change so the agreed not to flying the second race.

Rat Race

Contestant	Final Time	Place
Bill Bischoff	6:33.24	1st
David Betz	7:20.50	2nd
Mike Greb	7:46.72	3rd

Super Slow Rat

Contestant	Fastest Race Time	Place
Bill Bischoff	5:10.47	1st
Bill Lee	5:10.69	2nd
Chuck Barnes	5:34.33	3rd

Quickie Rat

Contestant	Fastest Race Time	Place
Bill Lee	6:33.12	1st
Bob Oge	6:48.70	2nd
Bill Bischoff	7:06.90	3rd

Plans have already been started for the 2016 Control Line Nationals. Hopefully we will see you there.

—Melvin Schuette

Photos by the author.

Bill Bischoff is the NCLRA High-Point Trophy winner.



Future CL pilot Christopher with his plane and trophy.



Rat Race winners.



Super Slow Rat winners.



Quickie Rat winners.





Charles Barnes pitting a Quickie Rat.



Mark Knight (R) receives his Sportsmanship Award.



Volunteer timers Sandra Lee (L) and Zelia Betz hard at work.

CONTROL LINE COMBAT

Speed Limit Combat is almost always a bit more laid-back. Fifteen fliers from both coasts and states in between got to fly a laid-back 75 mph on long lines instead of 95+ mph on shorter lines. Unfortunately for some, when the planes get too close in, the action is still fast and it's a lot harder to zip away from a bad move.

For a change, the weather had almost no effect on the outcome. It was mostly calm, there was no significant rain, about the only complaint was that mostly cloudy skies made it somewhat harder to see the streamers, cuts, and get pictures of the planes.

A few pilots who just had to see if the ground was still soft, planted planes in the soft sod. Maybe they thought a few plane trees would be handy to have on a flying field! No more building or repairing—just pick a new plane when it's ripe.

Howard Williams and Phil Cartier had a good match going when they had a "whoops, that was the wrong way to turn" line tangle. The planes banged around for a few loops before hitting the ground. They suffered only minor damage, but Howard found later that his steel lines had a couple of cut strands from the Spectra (plastic)

fishing line Phil was using. Phil's Spectra lines had a short black grease stain rubbed off the metal lines.

Spectra lines have been legal in Combat for a few years. They have some real advantages, especially for sport-type flying because they don't kink, corrode, fatigue, or get curled up in a line tangle, and are much lighter than steel lines.

Andy Mears and Brian Stas had another interesting match. Andy thought he'd cut the string, but he couldn't see the knot on Brian's plane. So Andy flipped upside down and cruised around upside down, sticking so close to Brian. They were never more than a foot apart. Brian tried everything, even going under in a head-on pass to try for a cut before putting his plane in position and trying to chase inverted.

Ed Bryzs and Neil Simpson flew in the second elimination round. They both flew with unique planes. Ed has been flying a unique, rectangular foam plane with roughly 600 square inches. It's pretty light with a .36 engine. It's a bit slow, but can turn very tight. Neil modified his usual tapered-foam wing by building up the wing behind the spar with geodetic (triangular) straight sticks right out of a Free Flight model.

It's very stiff and 2 or 3 ounces lighter than the foam it replaced.

Ed and Neil were pretty evenly matched, but in the end, Ed's plane maybe slowed down a bit too much in really tight turns and Neil could get around the loops slightly faster, getting an extra cut or two.

In the same round, Howard Williams and Andy Mears agreed to fly their F2D planes and lines. They had a clean, impressive match with multiple cuts and no mishaps. The CD looked the other way because it didn't affect the other contestants.

Some events have done something similar throughout an entire contest, allowing each pair of pilots to choose what class of equipment to use in their match if they didn't want to run what the published event was supposed to be. Sometimes too many rules get in the way of having fun.

The results after 22 matches: Andy Mears, first; Chuck Rudner, second; Neil Simpson, third; and Richard Stubblefield fourth and a hat.

Once again, thanks to the officiating crew. Dave Edwards ran the event, Roy Glenn ran the circle and managed the pull testing, and Tom Rubenking, Mal Fawley, and Chris Gay counted cuts.

—Phil Cartier

Photos by the author.



Neil Simpson, third; Chuck Rudner, second; Dave Edwards, the event director, in the back; Rylan Ritch, Best Junior; Andy Mears, first; and Dick Stubblefield, fourth.



Every cowboy(or car driver) from Texas needs a cowboy hat. Bob Mears and Rylan Ritch flew in the loser's round. I think Rylan got tangled up and went into the ground, but in the end Bob had the high score.

Two old flying buddies from the Detroit area flew again. Ed Bryzs flew his big foamie and Chuck Rudner an oversized F2D-style whale-tail wing. Chuck had some engine problems and Ed got the cuts to go to the elimination bracket.



Andy Mears won 2-1 in a well-fought match.

Mike Londke had a slow start and got up late. Chuck Rudner had a good motor run and a good match to advance to the quarter finals.



The whole crew from F2D Fast on Wednesday: Andy Mears, Tom Rubenking, Bob Burch (third), Bob Nelson, Mal Fawley (back), Bob Mears (second), Allen Green (back), Richard Stubblefield (first), event director Dave Edwards (back), Ed Bryzs, Rylan Ritch (fourth), Howard Williams, Justin Ehlen, Neil Simpson, Brian Stas, Roy Glenn circle marshal (front), Paul Kubek (fifth), and Chris Gay.



CONTROL LINE SCALE BEGINS

Welcome to the 2015 Control Line Scale Nats. This event will surprise you with a mix of new technology and time-honored traditional features. You will see models with electric power and the more traditional glow engines.

A CL Scale model has throttle control and other features that can be controlled with a three-line handle, electronic controls, or a 2.4 GHz RC system. The only exception is the 1/2A Scale models that do not have throttle control.

Today the models will go through Static judging at Site 3 under the big tent where you can look at the models up close. The pilot provides documentation of a full-scale airplane that is used to determine how well the model matches the details on the full-scale aircraft.

CL Scale has six categories that pilots can enter, including the small Cox-powered models and the larger, more-detailed models. With 50 entries this year, the flying circles at Site 6 will be very busy on Saturday and Sunday.

There have been major changes in the rules with two new

competitions added to the official list of events. The rules have been completely rewritten and this will be the first Nats using the new rules.

The International Scale event, F4B, has been replaced with the new Authentic Scale event. Authentic Scale has eight entries. The judges will be looking for surface detail and detailed cockpits, and they can get up close to the model to see how well it was built.

The 1/2A Scale models are powered with engines that .061 or smaller and do not have throttle control. This event has been increasing in popularity and is now an official AMA sanctioned event. This event has been flown across the country under club rules for many years.

With less focus on static judging, Fun Scale allows for ARFs or kit-built models to be flown. With only 10 possible static points this event is won or lost on the flying points. Profile Scale continues to be popular and is run similar to Sport Scale except the fuselage or nacelles can only be 1 inch thick.

—Fred Cronenwett



Photos are from the 2014 CL Scale Nats.



RC SCALE BEGINS

The Scale Nats has always held a special place in my heart and for those who attend each year. It's a time of intense competition to see who the winners will be as well as a great time to get together and have a good time, share fellowship, and renew old friendships.

In Scale competition, there is a place for anyone who can fly an airplane. You have Fun Scale Novice for those who are just starting and want to try something new. You don't even have to build the model—just have a scale paint scheme. Or you could enter Designer class where you have to draw your own plans, cut the parts, and build the model.

Team Scale is offered as well, and in this class you get to see some really fantastic aircraft such as George Maiorana's C-133 Cargomaster. George built

this model from three-views, photos, and drawings. That's all he started with.

George took the Team Scale class last year with his longtime pilot Dave Pinegar. This is one impressive model. Dave also won the NASA Flight Achievement Award for his piloting skills with the huge four-engine cargo model.

Evan Gaston took Best Junior with his Val dive bomber. Keith Numbers won in Sport Scale Sportsman with his Nieuport 11. John Boyko's Skymaster took Designer Scale, and Expert class went to Mike Barbee with his big T-34. Fun Scale Open, where there were so many competitors, was once again taken by Terry Nitsch flying a BVM MiG 15.

There were many impressive models there including John Boyko's Skymaster that was lost in a mid-air crash, Greg Hahn's

Corsair, Terry Nitsch's MiG 15, and Mark Lanterman's Mister Mulligan racer. Many of these aircraft were either scratch-built or kit-built models.

The social aspect of the event is one of the great areas of the hobby. Friday, after static judging, many of the modelers practice fly or sport fly models and then everyone had a pizza party at the field that evening. Practice flying at the Nats is a great opportunity to familiarize yourself with the field as you fly the flight routine that you will also fly in front of the judges.

The contestants, families, judges, administrative group, as well as both RC and CL Scale modelers all get together for Friday and Saturday evening events. I remember several years when Greg Hahn's country music filled the air while we ate. He is a talented

individual in many areas.

On Saturday night, the National Association of Scale Aeromodelers (NASA) hosts the NASA banquet. This year, free to competitors with a nominal fee for family members, it will be an all-you-can-eat banquet under the tents at the flying site. A great evening, family, friends, and food all combine for good memories.

This year, the NASA raffle will include a Top Flite 55cc A6M Zero. The model, as built, would cost roughly \$2,000 and all proceeds go to cover expenses at the Nats. Dale Arvin will also be holding an additional auction later that evening.

So come and join us for a great time at the Scale Nats. Stay in Muncie or stay in the campground at the AMA site. It's a great time with everyone there.

—Stan Alexander

Photos are from the 2014 RC Scale Nats.





CONTROL LINE SPEED

Thursday, day four of the Control Line Speed Nats, was A Speed, B Speed, and Sport Jet. Glen VanSant posted an early A Speed of run 177.97 mph and was on top for the first round of flights. He then increased his lead with a run of 179.31 in the second attempt.

In the third round of attempts, Bill Hughes closed the gap with a flight of 177.38. Chris Montagino used all four attempts to put up a fine run of 182.16 to become the National Champion in A Speed.

Glen VanSant has owned B Speed forever, it seems, and 2015 would be no different. His first and only

flight of 177.93 was enough to hold off all competitors and again become National Champion. Bill Hughes was second at 172.33, Chris Montagino finished third with 156.55.

Sport Jet had only three competitors this year. Patrick Hempel's first flight of 147.93 was enough to hold off everyone and again be named the National Champion in Sport Jet. Dave Layman had starting problems and your reporter finished second at 136.78.

Tomorrow the "Big Bad Boys," C Speed, D Speed, and Fast Jet will be contested. See you then.

—Warren Gregory

Photos by the author.





CONTESTANT	1	2	3	4	BEST	
Vansant, Glen	177.93				177.93	1
Hughes, Bill	172.33	161.48			172.33	2
Vansant, James	155.47	152.43			155.47	4
Montagino, Christopher	156.55	143.47	146.95		156.55	3



CONTESTANT	1	2	3	4	BEST
Hempel, Patrick	147.93	145.57			147.93
Layman, Dave	ATT	ATT	ATT		
Gregory, Warren	136.78				136.78



CONTESTANT	1	2	3	4	BEST
Vansant, Glen	177.97	179.31			179.31
Hughes, Bill	176.95	172.18	177.38		177.38
Montagino, Christopher	171.79	168.87	ATT	182.16	182.16
Vansant, James	163.25	175.29			175.29



