

# 2013 NATS

NATIONAL AEROMODELING CHAMPIONSHIPS  
ACADEMY OF MODEL AERONAUTICS · CHAMPAIGN IL · MUNCIE IN

# NatsNews

Academy of Model Aeronautics  
International Aeromodeling Center, Muncie IN  
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## Today's Events:

- CL Speed
- CL Combat
- CL Racing
- CL Aerobatics
- CL Navy Carrier
- Pylon
- RC Combat

After a miraculous growth spurt, the now 6'3" event director Mike Condon presents AJ Seaholm with his second-place trophy.



Thursday, July 18

# Pylon Day 3 Recap

**Q500 Finals** are over and one remains the 2013 Pylon National Champion: Bill Johanson. And, with the astounding calling of Tom Scott, Bill also took fast time of the contest, a blistering 1:03.23. Congratulations to you, Bill and Tom, for the win. Finishing out the Top 10 are as follows:

After 6 Rounds			
NATS 426 FINAL	Name	Low Time	Points
1	BILL JOHANSON	** 1:03.23	23
2	A.J. SEAHOLM	1:03.84	22
3	JIM KATZ	1:04.63	20
4	TOM SCOTT	1:04.74	F4 18
5	RALPH RINALDI	1:03.62	F3 18
6	SCOTT CAUSEY	1:04.42	F4 17
7	RANDY RITCH	1:05.59	F0 17
8	BRYAN BLANCHARD	1:04.93	16
9	LLOYD BURNHAM	1:04.85	F4 15
10	JOSEPH TROPEA	1:06.79	F3 15
11	CHUCK ANDRAKA	1:03.46	F0 15

Today is the start of the Q40 qualifying. There will be another six rounds flown of each A and B then two more rounds in the

morning to determine who is going to be in the finals on Friday afternoon.

Last night, prior to the trophy presentation, the entire National Miniature Pylon Racing Association (NMPRA) was able to raise just under \$6,000 to donate to the Cliff Telford Memorial Scholarship fund. The recipient of the raffle prize went to Joanne Coffey from California. Congratulations and enjoy the new racer.

AMA President Bob Brown was on-site, and was very appreciative of everything our SIG has been able to accomplish over the past several years.

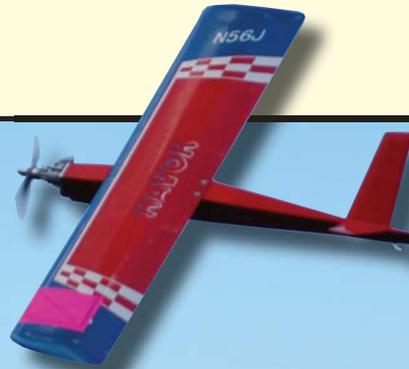
With that noted, I have to mention the man behind the curtain who has been promoting the scholarship fund year after year, Mr. Tom Scott. This is something that he is extremely emotional about and takes great pride as one of the people who have nurtured and promoted the hobby for all of us to enjoy. Tom is one of the best things to come to Pylon Racing. Thank you, Tom, for being there for all of us.

What a great week of racing! The Muncie weather has been a little warm, but considering the flying conditions, who could not ask for more ... blue skies, little wind, and no rain.

Don't forget: fly faster and go left a little.

—Scott Causey, reporter  
photos by

The top nine finishers and their callers.



Last year's Q500 National Champion back in action, Dennis O'Brien.



Our new 2013 Q500 National Champion and caller Bill Johanson, and caller for fast time Tom Scott.



Left: Bob Brown receives the Cliff Telford Memorial Fund from Taryn Seaholm. NMPRA collected \$2,780, which was matched by an anonymous donor.



It's the "huck" that can make the difference.



The start of qualifying of Q40 on the buggy ready to go out on the line.



Scott Causey and AJ Seaholm racing in the finals.



**Pylon**

# CL Speed Recaps Monday-Wednesday

## Speed Day 1, ½A Day

Monday promised to be the first 90° day of the summer for Indiana. The temperature was 77° at 7:15 a.m. and the weatherman kept his promise.

Jerry Rocha, from Napa California, was up to his old tricks. By 10:45 he was in first place in ½A Proto with one flight at 106.089. Before lunch he would soon be in first in ½A Speed too, with his CS-powered megaphone-equipped speedster at 135.753. Everyone would be now playing catch-up.

There were 31 official flights plus four other attempts in ½A Proto. The most popular engine was the destroyed Picco, making 13 flights topping 85 mph, and seven flights over 87 mph. Charlie Legg and his son had a good showing with their homebuilt .049 engine.

Fourth place went to Bill Hughes and his Picco at 88.329 and third was James Vansant at 88.985. Second place, with 95.655 mph was the New Math team of Joey Mathison and John Newton. Jerry Rocha held on with his 106-plus pass, which is very close to his current record.

In ½A Speed, current record holder, Carl Dodge at 140-plus, had dolly problems right before lunch and did some damage to his immaculate airplane. After the repair, he used all four of his attempts to slip pass Rocha with a fine 137.776 for his second in a row National Championship in this event. Charlie Legg was third with 131.879.

A great time was had by all. Tuesday is F2A and .21 Sport Speed. Photos from Monday's events can be seen in the Tuesday, July 16 *NatNews* issue.

## CL Speed Day 2

Tuesday promised to be another extremely warm Indiana summer day, forecast to be in the upper 90s!

The schedule for Day 2 is F2A and .21 Sport Speed. As he did two years ago, Jerry Rocha was the first to fly and posted a great flight of 156.052, only 3 mph behind his current record. There were 18 official flights plus four attempts. Second went to Chris Montagino at 146.724. William Hughes was third at 143.942.

Fourth place, at 141.086, was Garry "Butch" Andrews.

F2A had 10 Open entrants and one Jr.-Sr., Ivan Valishev. Those who flew early took advantage of the cooler morning air and posted some good times. Alex Valishev turned a 291.1 and Carl Dodge put up a 292.1 for second and first. Chris Montagino had his best flight late in the day at 285.9 for third. Glen Vansant's 281.7 was good enough for fourth place.

Ivan Valishev, who represented the USA in the Junior category at the last World Championships, is becoming an accomplished Speed flier at 11 years old. He had two officials with a great 224.2 flight to be the National Champion in Jr.-Sr. Congratulations, Ivan! F2A had 18 officials plus another 11 attempts. Many had trouble finding the right settings.

Wednesday is the standing start events, .21 Proto, Formula 40, and Perky.

## Nats CL Speed Day 3

Wednesday dawned with high humidity and expected temperatures to be mid to high 90s again.

Carl Dodge, Chris Montagino, and Bill Hughes kicked off the Perkey event. Carl, who entered three very different models, led off with his spark-ignition McCoy.

There were 18 official flights plus four attempts. We had four flights in the 80s, eight in the 90s, four in the 70s, one in the 60s and one in the 50s.

There were many different engines used in this event, including two Nova Rossis, three OPSs, one Norvel, a spark-ignition McCoy, a Profi, and one Taipan.

In first place and with the top speed was Chris Montagino

flying Barry Tippet's new Nova Rossi 15-powered model which turned 99.998 mph. Carl Dodge was second with his Taipan-powered entry at 98.820. Third went to Bill Hughes' blue and yellow OPS entry at 98.313.

The overall average winner was Glenn Lee at 82.117 on his only attempt. Glenn got his finger a little close to the propeller when he was setting the needle and required five stitches. Bill Hughes' B & L Hobbies sponsors the Perky event, supplies the awards, and donates the proceeds to the F2A World Championships. Thanks, Bill!

The .21 Proto event was again won by Jerry Rocha from Napa, California, at 137.664. He also holds the National Record. Second was Glenn Lee at 130.761. Glenn is a former record holder. Third place was Charles "Sonny" Williams with 120.671. All three were using Nova Rossi power.

The Formula 40 event had eight entrants, six powered by Henry Nelson's powerhouse .40, one OPS, and one Super Tigre. Alberto Caballero from Miami, Florida, placed first with a fine 159.439 run.

Dave Fischer, last year's winner was second at 155.579. Third was Christopher Montagino with a run of 153.587.

Thursday will be A Speed, B Speed, and the very popular NASS Sport Jet.

—Warren Gregory  
reporter/photographer



EVENT		21 SS				
CONTESTANT	1	2	3	4	BEST	
ANDREWS, GARRY	139.956	141.086	136.931	-	141.086	5
WILLIAM, CHARLES	133.815	132.543			133.815	8
LEE, GLENN	142.055	ATT	ATT	ATT	142.055	4
VANSANT, JAMES	137.858	140.535	137.108	-	140.535	6
SOPKA, DON	ATT					
HUGHES, WILLIAM	ATT	141.726	140.240	143.942	143.942	3
ROCHA, JERRY	156.052				156.052	1
KELLY, ALDON	117.946				117.946	10
MONTAGINO, CHRISTOPHER	146.724	146.688	144.057	-	146.724	2
DODGE, C	ATT		125.341		125.341	9
GREGORY, WARREN						
NEW MATH	139.554				139.554	7

EVENT		F2A				
CONTESTANT	1	2	3	4	BEST	
VANSANT, JAMES	ATT	ATT	270.0	273.5	273.5	7
VANSANT, GLEN	281.7				281.7	4
RODRIGUEZ, FRANCISCO	274.6	240.9	279.0	-	279.0	6
CABALLERO, ALBERTO	292.1	ATT	ATT		292.1	1
DODGE, C	280.0	276.5	281.0	-	281.0	5
HUGHES, WILLIAM	160.8	224.0	224.2	-	224.2	8
VALISHEV, IVAN	291.1	279.1	ATT	282.2	291.1	2
VALISHEV, ALEXANDER	ATT	ATT				
KELLY, ALDON	ATT	282.6	285.9		285.9	3
MONTAGINO, CHRISTOPHER	ATT	ATT	ATT			
NEW MATH	ATT	ATT	ATT			



21 Sport Speed winners.



F2A Speed winners.



CL Speed Day 2 Photo Recap (Tuesday)



CL Speed Day 3 Photo Recap (Wednesday)

# RC Combat Day 2 Recap

Day 2 is now in the books and once again it was a great day of Combat. We started early in the morning with five additional rounds of SSC and finished the day with Open B.

We ended up having all pilots around for all of the the rounds, which makes for some great Combat. I ended up starting the day with a score of 740 for a seven-cut round and thought I finally got this together. Then let the midairs begin.

Normally, on the first day people take it easy and just want to survive until the last day. Since a lot of the pilots have four or five airplanes per event, when you get to the last few rounds it can get interesting. I ended up going through four airplanes really quickly with midairs in the last four rounds.

After we were done, it was once again the William Drumm III show with a total score in SSC of 5,332. In second place was a new pilot to the Nats, Jesse Bean from Virginia, with a score of 4,896. In third place was Andy Runte scoring 4,264, and Bill Geipel was in fourth with a score of 4044.

We did end up with a tie for "Dead A\_\_ Last." (Yes, some contests award a prize for this. Author Don Grissom proudly boasted of his bobble-bottom donkey!) Dirk Oosting and Bob Star both scored 1,076. I guess they will have to fight over last place!

After lunch, we finished the five rounds of Open B. Once again, this is really Combat to the extreme. The flying was fast with some big crashes into the ground. It is amazing how fast the streamers go once the rounds get started.

Most of the time, the pilots with the last streamer in the air will go low and fly as fast as they can to keep the streamer from the other pilots. Normally this is when you will have some pilots fly into the ground trying to catch the streamer.

Once again it became the William Drumm III show, but not by much. William ended up only 40 points ahead of Eric Gilkey with a score of 4,252 to Eric's score of 4,112. Tom Neff was in third with a score of 2,912.

We will be starting early Thursday and Friday with Scale 2948, which is always nice

to see in the air. This year we may have a few twin-engine Scale airplanes in the air. Later in the afternoon we will have Limited B, which uses a .25 cu. in. engine like Open B, but with propeller and rpm limits to keep them slower.

It should be another nice two days of RC Combat and we hope that you will come by to see more.

—Don Grissom  
reporter/photographer



Andy (Runte) is running to get back in the air before the round ends.



No Bob (Loescher), we don't have a red button to reset out here.



William, I think Eric may be trying to cut your streamer before Combat begins!



Jenni Orebaugh photo.



SSC winners are William Drumm, Jesse Bean, Andy Runte, Bill Geipel.



Already ready for retirement.



Open B winners are (L-R) William Drumm, Eric Gilkey, and Tom Neff.



Jenni Orebaugh photo.

# CL Combat Day 3 Recap

**Day 3** of the Nats Combat program featured F2D Fast. Fliers have been using a single F2D airplane in contests for a number of years. It takes fewer people to run and goes more quickly. F2D Fast has been run at the Nats for several years and attracts fliers who want more flying and a more laid-back event. The usual rules use 2008-or-later F2D equipment, any 10% nitro fuel, and usually dropping the collision watch rule for simplicity.

This year, 15 entrants ran roughly 15 matches and finished shortly after lunch. Adam Kobelt from Australia took first. Two pilots from Massachusetts took the other places: Brian Stas was second and Neil Simpson third.

Adam taking first turned the day into sort of an Aussie

festival. Emma and Adam came to the US to get married in Las Vegas recently. After that the Nats became stop two on their honeymoon. They are planning several other stops across the US for touring and visiting before heading back to Australia. If there is one disadvantage to the F2D airplanes is their light weight and high performance make them more susceptible to upsets. They react quickly, which can make it hard to catch the airplane before it gets too out of shape. Sometimes the pilot simply can't do anything but watch.

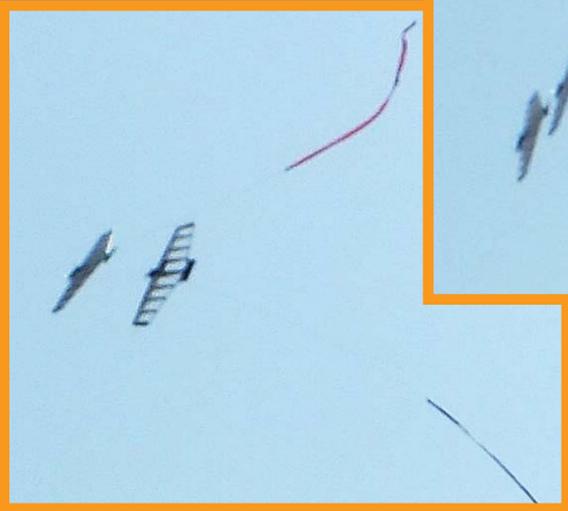
—Phil Cartier  
reporter/author



Newlyweds Adam and Emma Kobelt.



Here he whacks the string and both planes tumble out of control.



He gets in close, but is not really lined up.



Anatomy of a pass: Adam Kobelt and Rylan Ritch.

Adam manages to get turned away from the ground, but Howard has no control so the airplane tumbles and hits the dirt.



# CL Aerobatics Day 4 Recap

**Please note** that I cannot publish any scores because we want the judges to be able to peruse the *NatsNews* and it would not be fair to keep them from enjoying the same newsletter that you are reading. Wednesday and Thursday scores can be posted after the qualifications are completed and the judges receive assignments to new circles.

Winds for the entire day of Old-Time Stunt and Classic Stunt were in the 3-5 mph range, and I do not believe any complaints about the wind could be heard except for those who desired more air so they would not be pushed out of the pattern by flying through their own flap and propeller turbulence.

The first day of qualifying (Wednesday) was virtually the same, with light breezes and an occasional puff of 5-7 mph stuff. The heat was there and the Midwest humidity was constant but plenty of water and shade solved those problems.

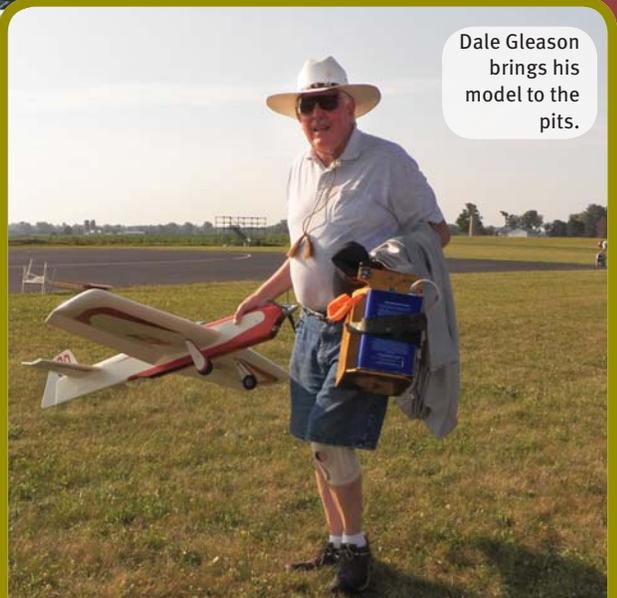
Advanced pilots flew early in the day on circles 1 and 3, while Experts took to circles 2 and 4 for their qualifications. Open pilots were then divided by the four circles into equal groups and their process continues.

I will cover people and models but cannot discuss names and scores. Please understand and thanks for your patience.

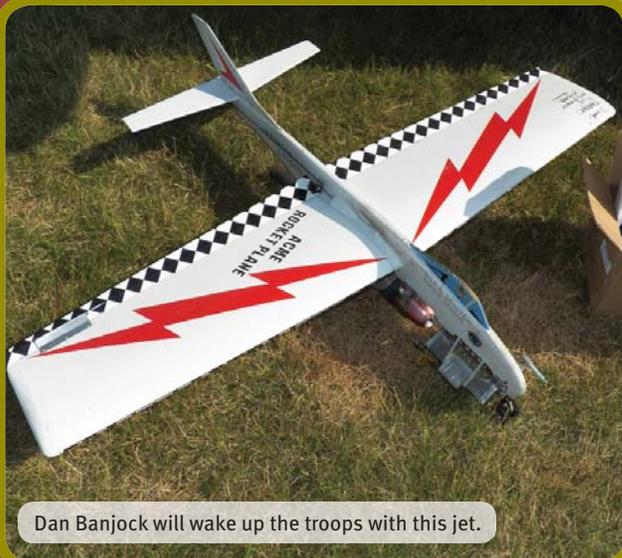
—Allen Brickhaus  
reporter/photographer



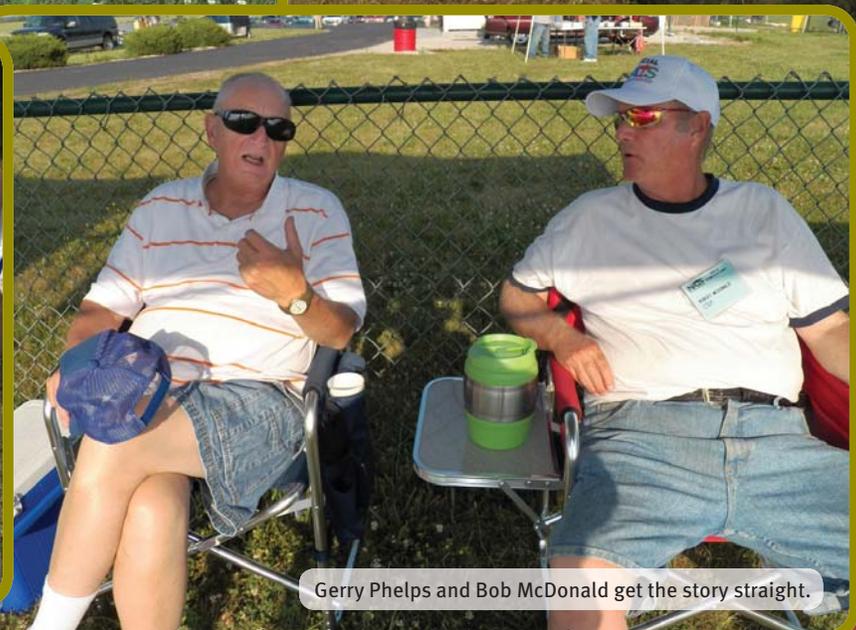
Matt Neumann readies his Stuka.



Dale Gleason brings his model to the pits.



Dan Banjock will wake up the troops with this jet.



Gerry Phelps and Bob McDonald get the story straight.



Paul Walker pull tests his Predator.



Jose Modesto stands at the ready.



Kenny Stevens checks for his next flight.



Mike Stinson lost his model in the sun.



Vince Bodde preps his Legacy 40.



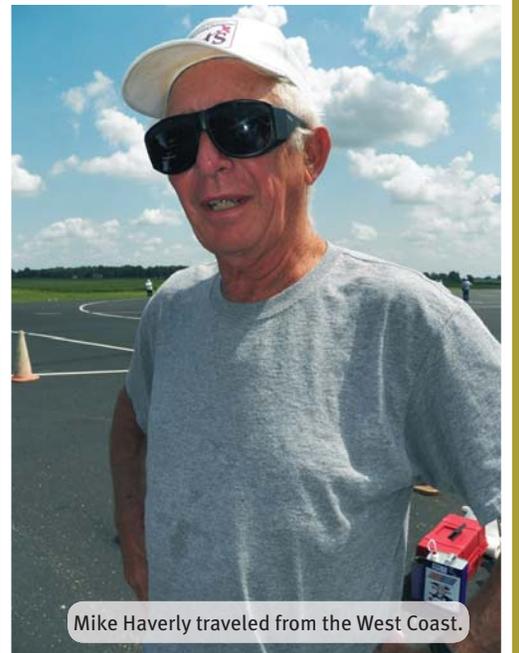
Steve Fitton's model flies the straight and narrow.



Bob Dixon and Larry Kinger on the circles.



Larry Lindburg and Sina Goudarzi kibitz.



Mike Haverly traveled from the West Coast.



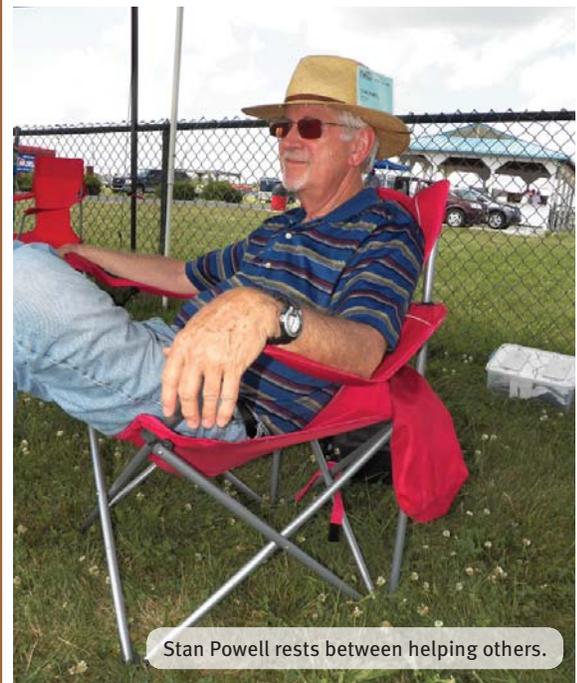
Eric Vigilone and Randy Smith talk the talk.



Janice Stokey and Big Art Adamisin.



The pits on circles 3 and 4.



Stan Powell rests between helping others.



Mike McHenry helps with Roger Wildman's model.



Mark McKinney and Dale Josephson.



Ben Mills' Beginner model.



Bob Brookins' Jack Sheeks-designed LaDonna.

# CL Racing Day 3 Recap

**One thing** that I noticed when I got to the flying site Wednesday morning was that it wasn't quite as hot as it was the day before. The question would be, would it stay that way? Although it did warm up, it wasn't anywhere near as hot or humid as it was on Tuesday.

There were two events scheduled for Tuesday: Slow Rat and Clown Racing. Slow Rat requires a 300-square-inch wing airplane with a .25-size engine. All of the contestants used a GO .25 engine. This is an R/C car engine that has been converted to airplane use.

All of the airplanes used were built from plans or were original designs. The contestants flew a 70-lap heat race before flying a 140-lap final race.

Place	Contestant	Heat Race Time	Final Race Time
1 <sup>st</sup>	Jim Gall	3:28.48	6:23.61
2 <sup>nd</sup>	Bill Bischoff	3:19.33	6:53.50
3 <sup>rd</sup>	Jim Bradley	3:34.90	8:28.28
4 <sup>th</sup>	Robert Oge	4:09.83	11:04.70

Clown racing is different from most racing events, because you must use a PDQ Flying Clown. It can be built from plans with only minor changes. This is the one racing event that you don't try to see how fast you can complete a given distance, but how many laps you can complete in a given time.

The pilots in the past have made comments that the rotational speeds that the pilots had to fly with were making the event difficult to fly. Traditionally, Clown Racing is flown on 52-foot lines and fuel shutoffs are prohibited. This year the lines were lengthened to 60 feet and shutoffs were allowed to be used.

After the races were over the pilots were asked what they felt about the rule change and they all felt that the extra length made flying the event easier and the use of shutoffs allowed them to overcome any disadvantage of the longer lines.

Competitors flew 7-minute, 30-second heat races, and the top three flew a 15-minute final race.

Place	Contestant	Best Heat Laps	Final Heat Laps
1 <sup>st</sup>	Bill Lee	142 Laps	291 Laps
2 <sup>nd</sup>	Les Akr	141 Laps	281 Laps
3 <sup>rd</sup>	Jim Bradley	129 Laps	235 Laps

There are three events scheduled for Thursday: Class I Mouse, Rat Race, and Quicke Rat.

—Melvin Schuette  
reporter/photographer



Clown Race contestants.



Slow Rat winners.



Bill Lee is pitting Bill Bischoff's Slow Rat.

Jim Gall's Nats-winning Slow Rat.



The pitman waits for Slow Rat.



Getting ready for the start of a Clown Race.

Pilot Jim Demeritte passes Jim Gall.



Jim Gall rest after a Slow Rat heat race.



## CL Navy Carrier Day 2 Recap



**The best** performances for slow flight laps were obtained when a mild and steady breeze would blow, enabling ground speed for the into-the-wind segment of the lap to slow to nearly zero feet per minute. Burt Brokow made a new record in slow flight! His flight exceeded the prior record by five seconds. Back aboard the Carrier, Burt acknowledged the applause of his competitor

companions and observers.

Day 3 will be interesting in that, because of the type of aircraft used in some of today's classes, the landing approaches are relatively fast. There may be more landing mishaps as a result.

—Steve Cuthbert  
reporter/photographer



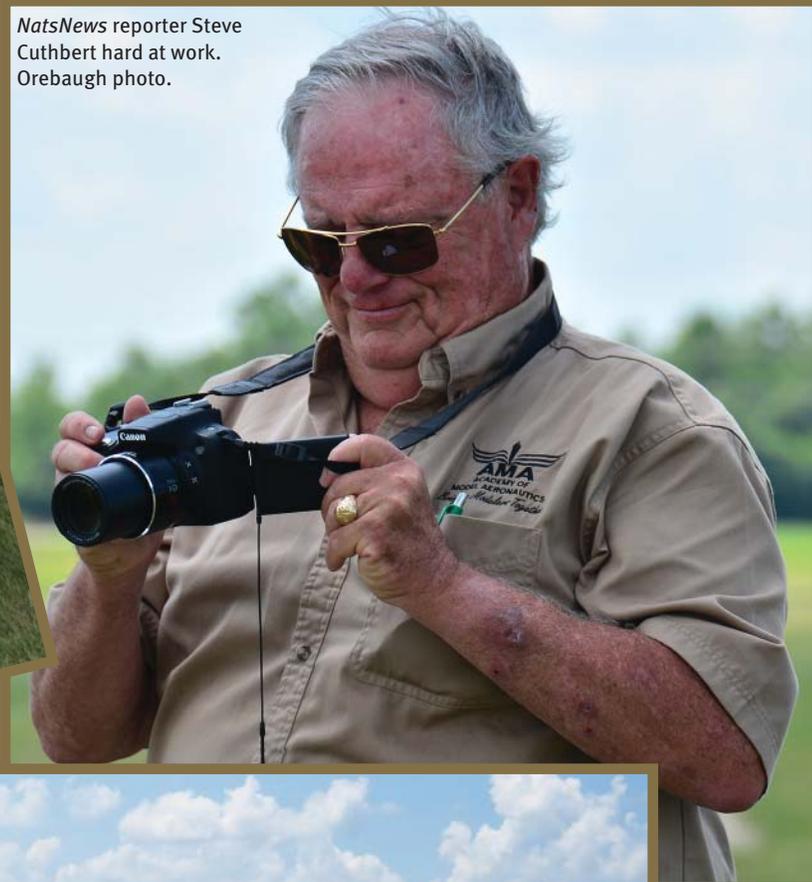
CL Navy Carrier



All photos by Jenni Orebaugh.

## CL Navy Carrier

NatsNews reporter Steve Cuthbert hard at work. Orebaugh photo.



Orebaugh photo.



Orebaugh photo.



Orebaugh photo.



# CL Navy Carrier

## 306 21 Proto Speed

1 O	JERRY W ROCHA	NAPA, CA	137.664
2 O	GLENN M LEE	BATAVIA, IL	130.761
3 O	CHARLES V WILLIAMS	MATTHEWS, NC	120.878

## 307 21 Sport Speed

1 O	JERRY W ROCHA	NAPA, CA	156.052
2 O	CHRISTOPHER A MONTAGINO	PARMA HEIGHTS, OH	146.724
3 O	WILLIAM HUGHES	BARTLETT, IL	143.942
4 O	GLENN M LEE	BATAVIA, IL	142.055
5 O	GARRY N ANDREWS	SILVER SPRINGS, FL	141.086
6 O	JAMES D VANSANT	LANGHORNE, PA	140.535
7 O	JOEY MATHISON	LAS VEGAS, NV	139.554
8 O	CHARLES V WILLIAMS	MATTHEWS, NC	133.815
9 O	C L DODGE	RICHMOND HEIGHTS, OH	125.341
10 O	ALDON C KELLY	WESTERN SPRINGS, IL	117.946

## 328 Combat

1 O	ADAM P KOBELT	MELBOURNE VICTORIA, AUSTRALIA
2 O	BRIAN E STAS	KINGSTON, MA
3 O	NEIL R SIMPSON	EAST BROOKFIELD, MA
4 O	ROBERT A BURCH	OAK PARK, IL

## 340 Electric Class 1

1 O	PETER O MAZUR	SUGAR GROVE, IL	407.2
2 O	ARTHUR J JOHNSON	ROCKFORD, IL	195.2

## 341 Electric Class 2

1 O	ERIC D CONLEY	GARDNERVILLE, NV	459.8
2 O	PETER O MAZUR	SUGAR GROVE, IL	401.3

## 310 F2A Speed

1 O	C L DODGE	RICHMOND HEIGHTS, OH	292.1
2 O	ALEXANDER VALISHEV	AURORA, IL	291.1
3 O	CHRISTOPHER A MONTAGINO	PARMA HEIGHTS, OH	285.9
4 O	GLEN J VANSANT	LANGHORNE, PA	281.7
5 O	WILLIAM HUGHES	BARTLETT, IL	281
6 O	ALBERTO CABALLERO	CORAL SPRINGS, FL	299
7 O	JAMES D VANSANT	LANGHORNE, PA	273.5

## 331 F2D Combat

1 O	ANDREY NADEIN	SOUTHAMPTON, PA
1 J	RYLAN RITCH	MAGNOLIA, TX
2 O	ANDY MEARS	LUBBOCK, TX
2 J	AUSTIN MINOR	GREENWOOD, MO
3 O	ANDY MINOR	GREENWOOD, MO
3 J	BRADEN C PARKER	PLATTE CITY, MO
4 O	LOUIS T SCAVONE	STERLING HEIGHTS, MI
4 J	ALEXANDRA NADEIN	SOUTHAMPTON, PA
5 FO	YAROSLAV MELNIKOV	MISSISSAUGA, CANADA

## 308 Formula 40

1 O	ALBERTO CABALLERO	CORAL SPRINGS, FL	159.439
2 O	DAVID FISCHER	OAK GROVE, MN	155.579
3 O	CHRISTOPHER A MONTAGINO	PARMA HEIGHTS, OH	153.587
4 O	JAMES D VANSANT	LANGHORNE, PA	145.478
5 O	GLEN J VANSANT	LANGHORNE, PA	142.596
6 O	WILLIAM HUGHES	BARTLETT, IL	132.724

## 319 Navy Carrier--I

1 O	ERIC D CONLEY	GARDNERVILLE, NV	488.7
2 O	BURTON BROKAW	TUCSON, AZ	481.2
3 O	BILL BISCHOFF	GARLAND, TX	420.6
4 O	ARTHUR J JOHNSON	ROCKFORD, IL	167.4

## 320 Navy Carrier--II

1 O	BURTON BROKAW	TUCSON, AZ	522.7
2 O	BILL BISCHOFF	GARLAND, TX	422
3 O	ARTHUR J JOHNSON	ROCKFORD, IL	294.8
4 O	RONALD D DULY	BURBANK, CA	190.3

## 321 Navy Carrier (Profile)

1 O	BURTON BROKAW	TUCSON, AZ	390.2
2 O	ERIC D CONLEY	GARDNERVILLE, NV	379.8
3 O	PETER O MAZUR	SUGAR GROVE, IL	348.1
4 O	BILL BISCHOFF	GARLAND, TX	317.4
5 O	RONALD D DULY	BURBANK, CA	288.5
6 O	MELVIN L SCHUETTE	AUBURN, KS	386.8
7 O	ARTHUR J JOHNSON	ROCKFORD, IL	250.9

## 312 Slow Rat

1 O	JAMES M GALL	GARFIELD, NJ	06:23.6
2 O	BILL BISCHOFF	GARLAND, TX	06:53.5
3 O	JIM F BRADLEY	ORLANDO, FL	08:28.3
4 O	ROBERT J OGE	HINCKLEY, IL	11:04.7

**This week's events:**

**Friday**  
Control Line  
Pylon  
RC Combat

**Saturday**  
Control Line  
Pylon

**Sunday**  
Pattern (Aero)

**Monday**  
Pattern (Aero)

**Tuesday**  
Pattern (Aero)

**Wednesday**  
Pattern (Aero)

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Steve Cuthbert photo.  
CL Navy Carrier.

