

NATSNEWS



CELEBRATING 90 YEARS OF COMPETITION

July 18

RC Pylon | CL Combat | CL Racing | CL Speed | CL Stunt | RC Combat

Nats first timer Joseph Daly from Long Island, New York, had a great battle with his brother, Steven, for the Junior Beginner championship, and emerged victorious. Here, he gives us a look at his electric-powered ARF Nobler. Photo by Bob Hunt.



The Control Line Aerobatics portion of the Nats kicked off on Sunday with the Beginner and Intermediate Stunt programs. Mike Stinson once again served as the event director for Beginner, and Bob Brookins returned for another stint as the Intermediate event director. These two gentlemen and their outstanding crews ran smooth and fun events, and we thank them all for their volunteer service.

If you attended the CL portion of the Nats last year, you'll likely remember the swamplike conditions on the grass circles. This year, the circles are in perfect condition, and even the weather cooperated. Two rounds were flown in each of the events, and only the second round of Beginner saw any significant breeze.

Beginner was divided into Junior and Open divisions. First-time Nats participants Joseph and Steven Daly, from Long Island, New York, were the only Junior entrants, but they had a great battle, with Steven winning the first

round over his older brother, and then Joseph coming back strong in the second round to secure the win. Both Joseph and Steven flew electric-powered ARF Noblers.

In Open beginner, we had another first-time Nats participant come out on top. Ross Roberts flew his modified Twister to the win. The finishing order behind Ross was Richard Imhoff, Carl Wiener, Steve Riebe, Tom Creasey, Richard Speer, John Park, Don Mainb, Bill Gray, and David Betz. Beginner continues to have strong turnouts at the Nats, and the winners have to "move up" the next year to the next highest class.

In Intermediate, the big winner was Gary Alspaugh, flying his glow-powered My Girl original. The finishing order behind Gary was Tim Redelman, Le Roy Polk Jr., Don Sopka, Rick Bollinger (last year's Open Beginner winner), Ben Mills, Paul Barbour, Terry Bentley, and Aedin Woods (last year's Junior Beginner winner).

For the past several years, there

has been a vast amount of donated merchandise spread out on the field from which the Beginner entrants could choose. In fact, there is usually so much merchandise that each Beginner could make several "trips" through the rows of goodies and come away with a kit, an engine, and even lines, handles, and fuel. This year, the format was changed to allow the Intermediate contestants to choose some items as well, and that seemed to go over well with everyone. Our thanks go out to all who donated this year.

Later in the day, there was a ceremony at the AMA's National Model Aviation Museum to accept Wes Dick's unique CL Stunt model, the Velvet, as a display model. The interesting feature about Wes' model is the bidirectional slotted blown-flap system. He came up with the idea after watching the flaps work on an airliner on which he was a passenger. The CL Stunt community is very proud to see another model from our discipline accepted into the museum. 🛩️

Beginner Event Director Mike Stinson conducts the pilots' meeting.



Steven Daly prepares for his first-round flight in Beginner Stunt with his electric-powered ARF Nobler as his dad, Joe, holds the aircraft. Steven won this round over his brother, Joseph, but eventually ended up in second place.



Thomas Creasey displays his beautiful profile Hawker Hurricane. Thomas flew this glow-powered aircraft in Open Beginner.



As always, there were a lot of donated goodies for the contestants to choose from, and this year the Intermediate fliers were invited to take part.

Intermediate Event Director Bob Brookins (L) congratulates the Intermediate Stunt Champion, Gary Alspaugh. Gary flew his original-design My Girl to the win.



The Junior Beginner winner, Joseph Daly, receives the Allen Brickhaus Eagle's Nest perpetual trophy from Beginner Event Director Mike Stinson.



These happy gentlemen make up the 2016 Intermediate class.



These are the fliers who competed in the Beginner class this year.



CL STUNT SCORES

2016

INTERMEDIATE STUNT

NAME	1st. FLIGHT	2nd. FLIGHT	SCORE	
GARY ALSPAUGH	398	465.5	465.5	1
LE ROY POLK, JR	355.5	433	433	3
RICK BOLLINGER	377.5	382.5	382.5	5
DON SOPKA	401	281.5	401	4
BEN MILLS	351	310	351	
TIM REDELMAN	451.5	428	451.5	2
PAUL BARBOUR	309.5	P	309.5	
TERRY BENTLEY	164	P	164	
AEDIN WOODS	25.5	P	25.5	

CONTROL LINE
BEGINNER AEROBATICS
JUNIOR / SENIOR

FLYERS NAME	1ST RND FLIGHT ORDER	2ND RND FLIGHT ORDER	1ST ROUND SCORE	2ND ROUND SCORE	BEST SCORE	PLACE
STEVEN DALY	1	1	88	130		2
JOSEPH DALY	2	2	58	133	133	1



CONTROL LINE
BEGINNER AEROBATICS
OPEN/ADULT

FLYERS NAME	1ST RND FLIGHT ORDER	2ND RND FLIGHT ORDER	1ST ROUND SCORE	2ND ROUND SCORE	BEST SCORE	PLACE
RICHARD SPEER	1	1	151	214	214	6
ROBS ROBERTS	2	2	250	240	250	1
TOM CREASEY	3	3	228	229	229	5
JOHN PARK	4	4	150	196	196	7
CARL WIENER	5	5	232	173	232	3
BILL GRAY	6	6	173	179	179	9
DON MAIN	7	7	180	163	180	8
DAVID BETZ	8	8	146	140	146	10
RICHARD IMHOFF	9	9	213	236	236	2
STEVE RIEBE	10	10	231	222	231	4



Day 3 finished with a bang. Just as we completed our final heat, the rain came roaring through. Congratulations to all who competed in 424. It was a great day of racing with some very close competition.

Event 424 was blessed to have 81-year-old Bob Petrinec flying three-pole pylon for the first time in 21 years, and the smile couldn't be wiped from his face. Two-time Nats champion Darwin Larson lost his crown to Ken Van Tuyl this year. I wonder who will be able to knock Ken off of the top spot next year.

Daniel Troup competed in his first Nats. Daniel started out racing his backup model, and quickly decided he needed to go faster, and after two heats, he broke out his #1 model. With Tom Scott as his caller, the pair knocked off 10 seconds from their previous best time. Look out, Daniel is coming.

Those who missed the banquet missed some of the best food I have ever had. Randy Ritch and his father, Dickie Ritch, precooked some brisket and chicken. Dennis Cranfill and Mark Parker transported the food from Texas and prepared the meal on-site. Those who chose not to attend missed one of the best banquets we have ever had. 🍴

Ken Van Tuyl and his caller, Chuck Andraka, bested all others and finished on top in AMA 424 Pylon.



Daniel Troup finished as the best Junior. Pictured here are Daniel, Tom Scott, and Bob Troup, Daniel's proud father.



2016 Nats 424

Ordered By Points

After 6 Rounds			
424	Name	Low Time	Points
1	Ken VanTuyl	1:23.64	23
2	Jim Nikodem	** 1:22.22	22
3	Mick Warning	1:23.72	20
4	Conrad Wondolowski	1:27.30	19
5	Darwin Larson	1:24.18	18
6	Doug Scherrer	1:24.54	F4 17
7	Anthony Seymore	1:30.41	F3 17
8	James Padelt	1:23.53	F0 17
9	Peter Tani	1:25.19	16
10	Scott Farnsworth	1:22.94	15
11	Paul Seiden	1:23.88	15
12	Tom Melsheimer	1:28.45	15
13	Daniel Troup	1:36.65	15
14	Lawrence Lisowski	1:32.56	14
15	Daniel Hiller	1:38.87	14
16	Mitchell West	C 1:33.39	13
17	William Hiller	C 1:38.23	8
18	Robert Petrinec	1:40.01	7
19	Ken Hopson	1:37.73	6
20	Brian Osman	0:00.00	0
21	Jordan Peace	0:00.00	0
22	Jerry Stafford	0:00.00	0




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Today starts another exciting week of Control Line Racing.

In the past, the US F2C Team Race team members used the Nats as their last chance to get in some three-up racing practice before attending the Control Line Model Aircraft World Championships. This year, however, the World Championships were in Perth, Australia, in May.

The Nats is still one of the best places for all of the F2C teams to get in some three-up racing practice. Effective January 2017, F2C will require a minimum number of pit stops during all races. The contestants may choose to fly using these rules during the 2016 Nats.

After F2C has finished, NCLRA Quickie Rat will be flown.

Tuesday's events will be Class I

Mouse and NCLRA Clown Racing. Class I Mouse requires that all engines used be reed valve engines with an integral fuel tank. Although Mouse racing seems to be one of the simplest events, it can also be one of the hardest. It is difficult to find an engine that is fast enough and gets at least 34 laps per tank.

Clown racing, unlike other forms of racing, sees who can get the most laps in a given time period, rather than who can complete a set number of laps the fastest.

Wednesday is when we will be flying two classes of Goodyear racing. Both events require the use of semiscale profile models of actual racing airplanes.

We start the day off with Scale Racing, which is an AMA rule book event. Scale racing will be followed

by Sport Goodyear, which is a simpler version of AMA Scale Racing. The Dallas Model Aircraft Association is sponsoring the Sport Goodyear event. The association is also responsible for the rules for the event that is catching on all across the country. After Wednesday's scheduled contests are over, there will be an unofficial 500-lap Sport Goodyear event.

We will finish up racing on Thursday with Slow Rat and the sport version of the event, Super Slow Rat.

The National Control Line Racing Association (NCLRA), an AMA Special Interest Group, will give out two awards: the High Point Racing award and the Sportsmanship award. These honors will be handed out Thursday evening at the NCLRA's annual banquet. 🏆



The 2016 F2C World Championships in Perth, Australia.



Round 5 of F2D started the day with 16 fliers still in contention. Dave Edwards kept pushing to stay on schedule because the weather forecasts were all showing that rain was likely in the afternoon.

There were a few highlights. Only two fly-aways occurred, the fuel shutoffs worked, and the planes only flew 30 to 40 feet. Toward the end of the round, Josh Ellison and Neil Simpson were flying. The shutoffs worked but the planes spiraled into the center of the circle. Josh managed to grab the one

plane before it hit him or Neil, while the other one grounded outside of the pilot circle.

Later on, Mike Willcox tripped and fell off of the edge of the concrete pad. The rest of the matches had a few cases of trouble with shutoffs because of having to swap motors, planes, and get two sets of equipment ready for each match.

The judges and contestants also found a few new areas for confusion in the rules. The combination of fairly complex rules, along with a new judges' guide and local traditions for handling problems,

almost caused several protests, but Dave handled them firmly and consistently.

At approximately 4:30 p.m., the rain came suddenly. Everyone ducked for cover, pulling down canopies and battening down the hatches. It rained heavily off and on for an hour and a half.

During the rain, Dave Edwards and the last eight fliers agreed not to fly the remaining seven or so matches. With eight wins and no losses, Igor Dementiev was the clear winner. A little judicial discretion settled the placing to eighth for the five trophies. 🏆



The winners and the crew (L-R) Greg Wornell, fifth; Mike Willcox, fourth; Alex Prokofev, third; Vitaly Kochunts, second; and Igor Dementiev, first. The judging crew that did it all: Mal Fawley, Tom Reubenking, Dave Edwards (event director), Arlene Pyles (scoring), Bob Nelson, and Chris Gay (circle marshal). Rylan Ritch (not shown), the sole Junior, did some good flying and was awarded the Junior trophy.



Jim Ehlen (black) misses a cut on Mark Rudner (orange). A few maneuvers later, Mark came back for a cut.



Mike Willcox (on the ground) helps Vitaly Kochunts untangle lines. Mike won the match four cuts to two.



Jeff Johnson and Dave Fisher get Jim Ehlen into the air for the second match of the day flying against Mark Rudner.



Igor Dementiev gets a cut (black) on Yaro Melnikov in round nine before lunch.

If you start to see streamers floating over Muncie, Indiana, you know it is once again time for RC Combat.

Once again, we will be starting the engines and getting into the air to do Combat over the next four days. William Drumm III will be the contest director this year so he will not be doing any flying.

We have roughly 15 pilots signed up for the event, with many of them competing in a few different events. This year, we will once again have the Civil Air Patrol assisting with judging as well as preparing lunch in the afternoon. The RC Combat Association will be donating to the organization.

Starting today, we will be starting the morning with SSC Combat. SSC, which stands for Slow and Survivable Combat, is the most popular event flown these past few years. SSC planes are a limited class where there are many restrictions to slow them down and make it more about the pilot than

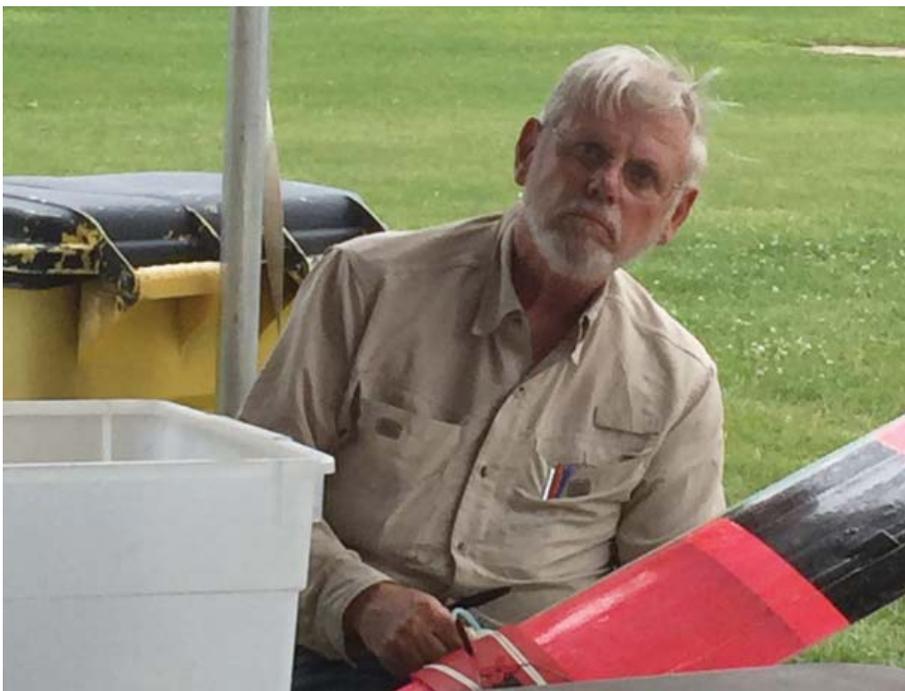
who has the fastest plane. SSC planes are a max engine of .15 cubic inch, running an 8 x 3 Master Airscrew propeller at 17,500 rpm. Most SSC Planes have a foam wing with a fuselage made of aluminum U-Channel or a plastic tubing similar to what is used for electrical fences. There are some planes that are just flying wings, which are commonly used in Texas.

After SSC Combat, we will be starting Open B Combat. Unlike SSC, these planes are much faster and provide more damage if they have a midair. Open B planes are limited to a .29 cubic inch engine with no rpm limit. There is also no propeller requirement for this class.

If you get a chance, please come by. We will be glad to have some spectators. Please remember that during rounds, you must stay behind the spectator line unless you have a hard hat. 🚧



In Wisconsin, they are small campers. The one behind it was from Texas.



William Drumm making sure that everyone has his or her planes just right.

Bob Loesher getting planes ready.

Greetings to all of our AMA and NASS CL Speed members. The 90th AMA Control Line Speed competition begins today. There are 19 registered entrants. We have entrants from Ohio, Michigan, Pennsylvania, Illinois, Missouri, Iowa, Southern California, Texas, Idaho, and Indiana. Today's events are 1/2A Profile Proto and 1/2A Speed.

For the first time in several years, we have a Junior competitor, Ivan Valishev, who is participating in two events. Congratulations to Ivan, who placed third in the F2A Junior division at the World Championship in Perth, Australia. He is entered in F2A Speed and 1/2A Profile Proto this year.

We welcome back to the Nats our NASS vice president, Howard Doering, who has traveled from sunny Southern

California to the farmlands of Indiana to compete in the 90th AMA Nationals. We also welcome back Charlie Serie, who at 83 years young, told me he wanted to see if he could make his Sport Jet "go" again. Good luck, Charlie.

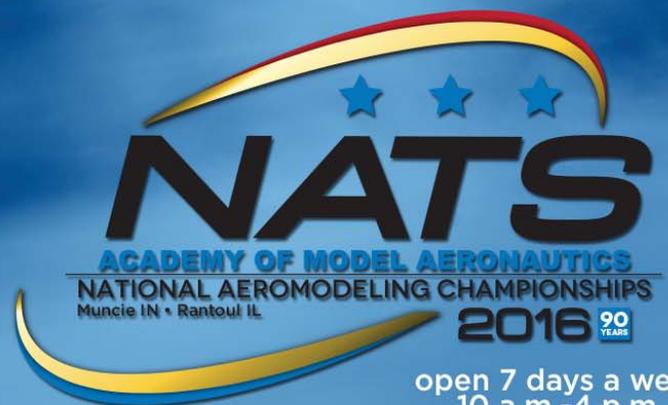
Several of our participants have new models this year. The VanSants, Glen and his son James, have a new 1/2A Speed, a Nelson-powered piped B Speed, and a new F2A model. Bill Hughes also has a new "B," powered by a piped OPS and a new F2A speed carbon-fiber winged speedster. Your reporter has a new Perky. Texan Patrick Hemple will be flying a new Fast Jet.

We sincerely thank John Moll for graciously agreeing to be our event director again this year. 🛩️



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