

NATSNEWS



CELEBRATING 90 YEARS OF COMPETITION

July 19

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



What started as a day that was not looking good ended up being a nice day of RC Combat. In the morning, we ended up having a delay due to the hard rain that came through, but by around 8:30 in the morning, the skies started to clear and we were able to get started for the day.

Once again, we have help from the Indiana Civil Air Patrol, and it really was nice to have them here to help us with judging the event. William Drumm started the day by giving them an intro to RC Combat and how the scoring is done.

We started with SSC Combat, and even with the strong wind, it never felt like the planes were having any issues. We did have some launch issues, but when everyone started launching in the correct direction, it went a lot better. We had a total of 12 pilots for the event, which included some new pilots this year. Heath Bartel is from Wisconsin and is flying an all-electric fleet. We also have Mike Gullikson from Washington state who would get the award for longest distance.

We ended up getting six rounds of SSC in before we went to Open B. After six rounds, the current leader is Andy Runte with a score of 2,844. Second place is Bill "Four Eyes" Geipel

with a score of 1,516, and Doug Goldman is third with a score of 1,252. Besides Andy, most of the positions are close to each other. Looks like the last four rounds will really decide who places where.

We finished the day with Open B. Open B used to be the top event at the Nats, but with the speed and damage that seem to happen, it has turned into one of the smallest events. This year we have six pilots, which means we were all up for every round. We ended up having longer breaks between the rounds due to repair.

In third place we have George Pritchett with a score of 620. In second place we have Court Jarrett with a score of 700. I guess having one good round means a lot since I, Donald Grissom, ended up in first place with a score of 1,028. Open B is still a lot of fun, though many of the pilots like the slower speeds of Limited B, which will be flown later this week.

We will once again be starting early in the morning to complete SSC and Open B. Once we finish, we will be starting 2948 Scale Combat. If you are in the area, come on by and see some of the most exciting flying, and you can laugh with us when we hit our planes together. 🛩️



Doug, I do not think you are going to get an extra cut from him.



Mike from Washington has the biggest flight stand.



Thanks to the Indiana Civil Air Patrol and all of the pilots for coming this year.



My goal of the week is to get Bob to smile—just once.



RC COMBAT SCORES

2016 NATS - Open B Scores

Rounds Flown: 5

	Name	Total	Avg.	1	2	3	4	5	6	7	8	9	10
1	Don Grissom	1028	205.6	124	148	240	356	160					
2	Court Jarrett	700	140	140	0	140	260	160					
3	George Pritchett	620	124	140	120	220	20	120					
4	Heath Bartel	560	112	140	140	140	140	0					
5	Mike Gullikson	520	104	140	40	40	140	160					
6	Bob Loescher	400	80	160	240	0	0	0					

2016 NATS - SSC Scores

Rounds Flown: 6

	Name	Total	Avg.	1	2	3	4	5	6	7	8	9	10
1	Andy Runte	2844	474	640	240	544	540	440	440				
2	Bill Geipel	1516	252.667	396	260	240	140	240	240				
3	Doug Goldman	1252	208.667	240	160	220	240	252	140				
4	Bob Loescher	1232	205.333	344	168	0	140	140	440				
5	Court Jarrett	1168	194.667	244	160	164	140	200	260				
6	Brian Delahunty	1060	176.667	440	8	40	260	160	152				
7	Don Grissom	996	166	200	160	220	120	156	140				
8	George Pritchett	932	155.333	100	120	240	140	156	176				
9	Heath Bartel	888	148	148	160	140	240	160	40				
10	Dave Davis	740	123.333	92	140	100	0	40	368				
11	Mike Gullikson	640	106.667	56	160	220	64	120	20				
12	Dirk Oosting	324	54	24	40	20	0	220	20				



Monday I awoke to an event director's worst nightmare: lightning, thunder, and rain. A check with weather radar showed that we were in the middle of a rather large storm with another storm about four hours behind it. The rain ended around 9 and we were able to get the racing circle dried off enough to get the races started at approximately 10 a.m.

We were glad to welcome back the team of Jason Allen and Bob Whitney. Jason has been missing from the modeling scene for five years while he attended school.

All contestants flew three-up races, which is what they would have to do at any world cup event, team trials, or at the World Championships.

The results for F2C are:

- | | |
|----------------------------------|---------|
| 1. Jason Allen/ Bob Whitney | 3:45.70 |
| 2. Bill Bichoff/ Mike Greb | 4:05.98 |
| 3. Alexksey Topunov/ Vadam Polak | 5:34.85 |

After finishing up with Team Race, we held the NCLRA Quickie Rat. Quickie Rat is a profile airplane with a .40-size engine. The engine of choice is a K&B Model 4011. Each of the contestants flew two 70-lap heat races, and the top three flew in a 140-lap final race.

We were glad to welcome first-time Nats competitor, Rod Christie, from Wichita, Kansas, who teamed up with Bob Oge from Illinois for Quickie Rat. Hopefully, this will not be the last time that we see Rod at the racing circles this week or at future Nats.

The results are:

	Best heat time	Final race time
1. Bill Bischoff/Bill Lee	3:07.98	7:33.20
2. Charles Barnes/Chuck Barnes	4:06.51	8:13.57
3. Bob Oge/Rod Christie	3:25.05	128 laps

Hopefully today will not start out like Monday. 🌧️



Aleksey Topunov catching a F2C model during a race.



F2C Team Race winners with event director Melvin Schuette.



Christphor DeGraff helps Grandpa Dave Betz sweep the water off the racing circles.



Quickie Rat winners with event director Melvin Schuette.

The weather didn't look too promising on Monday morning. Heavy rain and thunderstorms put quite a damper on early practice flying.

Things did improve as the morning progressed, but there was a steady breeze that continued to increase in strength until it reached about 15 mph. On any other day of Nats week this would be an annoyance for the fliers, but on this day the field emptied early to allow time for the Advanced and Open contestants to polish, wax, and buff their pieces of flying artwork in preparation for the ever-important appearance point judging.

The field of contestants gathered at the Oneighty Building, at Union Chapel Ministries, in Muncie, at 2:30 p.m. to hand over their models for weigh-in and the appearance point judging process. While the "pretty points" were

being awarded in the gymnasium, the fliers retreated to another room and sat through a very detailed pilots' meeting that was conducted by the event director, Dennis Adamisin, and the assistant event director, Curt Nixon.

The contestants also found out their flight order picks for the upcoming two days of qualification flying. For the first time, the flight order was determined with the use of a random number generator instead of the time-honored system of drawing numbered pingpong balls from a bag. Predictably, this change in the process shortened the pilots' meeting a bunch. I think everyone liked that!

While the pilots' meeting was progressing, Jim Lynch, Charlie Reeves, and Bob Storick went carefully over each of the models entered and assigned

the points for workmanship and finish. All of these three judges are also superb builders and finishers, so they knew what to look for to separate the many beautiful models.

When all of the models had been judged for appearance, the gymnasium doors were opened and everyone could go in and see just how many points each plane received. The models were placed in rows that had a numbered card at the end that indicated the point award total for the models in that row. A perfect appearance score is 20 points. This year there were no 20-point models, but there were several gorgeous 19-point aircraft.

Each of the contestants received a ballot to be used to vote for the best-appearing model. The results of that voting will not be known until the banquet at the end of the week. 🛩️



The Open and Advanced CL Stunt competitors stand in line awaiting the weigh-in process at the Oneighty building.



Frank McMillan's front-row Palladin is a design by Les Demmet. The paint work and graphic detailing has to be seen in person to be fully appreciated.



John Paris (L) weighed the models and Joann Lynch (R) recorded the tonnage. Here they are weighing Bill Rutherford's gorgeous new P-47 Thunderbolt.



Bob Storick, Charlie Reeves, and Jim Lynch served as the appearance point judges. Here Bob (L) and Charlie examine Howard Rush's near-flawless, Paul Walker-designed Impact.



The models were judged and then placed in rows in descending order of the number of points awarded. This year there were no 20-point perfect models, but there were six 19-pointers! They belong to Frank McMillan, Ken Stevens, Kaz Minato, Howard Rush, and Paul Walker. Just imagine how many hours of work are represented in this photo!



The competitors take in Dennis' instructions while waiting for the appearance points to be awarded. Do you think their minds were really on the meeting?



CL Aerobatics Event Director Dennis Adamisin addressed the fliers at the official pilots' meeting, explained the contest procedures, and answered questions. Again this year, Curt Nixon most ably is filling the post of assistant event director.



Texan John Hill poses with another Texan! This is an original design by John and it is simply stunning!



Here's our newly crowned F2B World Champion, Orestes Hernandez (L), with his Legacy/Shark. Standing with Orestes is another US World Champion, Paul Walker. Paul won his gold medal in the World Championships in 1992.



This close-up of the nose area on Kaz Minato's F6F Hellcat shows the kind of detail and craftsmanship that is required to be a front-row model.



Matt Neumann's newest Enterprise original is certainly colorful, and it has a lot of neat surface details. The cooling inlets at the nose have to be seen close-up to be fully appreciated!



Ken Stevens prefers the transparent look on his models and has elevated this to an art form. Here's his front-row SV-22.



Check out the flawless checkerboard paint scheme on Rich Oliver's front-row Maverick. This is an original design by Rich.



Bob McDonald's new Apogee VI is the latest in a long development series. His models are always beautiful and innovative.



First-time Nats contestant Joe Daly created this original-design High Voltage model that is based on an SV-22 wing. It is obviously an electric-powered model.

F2D Fast has been around for a while at the Nats. Chris Gay introduced it to attract participation after a team trials or the FAI rules event. It allows older engines with 8mm mufflers alongside the newer engines with 6mm mufflers. The newer engines go just as fast as the older engines with a larger exhaust, and many of the older engines run just as fast when fitted with a larger volume, tuned-length muffler with a 6mm exhaust. Everybody gets to use equipment that might be hanging on the ceiling collecting dust.

The pilots' meeting was bright and early at 8:30 a.m. Due to the early morning thunderstorms, the very iffy afternoon forecast, and 15 fliers, the event director, Dave Edwards, announced that pilots could fly single elimination. It worked out well enough and got done earlier. The rain didn't come,

but intermittent gusty wind kept the fliers guessing.

The contest moved right along without any major glitches. The judges made one miscall, resulting in a refly, which was the best way to handle the situation. With the kill winning the match, the judges had a much easier time with counting cuts. More than half of the matches ended with a kill—making any cuts and air time kind of superfluous.

I had a hard time getting good pictures with the hazy sky and bright light tending to wash things out. The pictures need some help telling the story.

Pictures 1-3: Story of a match. Brian Stas and Don Jenson flew the first match of the second round. Don got a clean start and got up first. Don got a cut on Brian, then very soon after, Brian came in and hit Don with a kill. 🚀



Greg Hill and Don Jenson.



Neil Simpson launches Brian Stas' aircraft.



Don and Brian.



Bob Nelson's Classic fleet includes Bill Netzeband's Equalizer at the far end of the nearest row. Next to it is a Slingshot by James Mears. To its left is the Greased Lightning designed by Larry Scarinzi. The front row has a long-boom VooDoo on the far right, a Riley Wooten design. Next to it is a Kite designed by Carl Macky, but without the original magnesium belly pan that made it pretty unique.



Winners and judges: Mal Fawley (back row); (L-R, middle row) Neil Simpson (MA), first; Jim Ehlen (MN), second; Brian Stas (MA), third; Bill Maywald (CA), fourth; Bob Felson (IA), cut judge. Front: Dave Edwards, event director, Tom Reubenking, cut judge, and Ron Columbo, streamer tier.



Bob Mears and Jim Ehlen flew in the semifinals (four pilots left). Bobby was trying out a new, foam-wing FAI-style plane patterned after a Riley Wooten design called the Scissors. It shows the big triangular stabilizer/elevator of the original. Not to leave well enough alone, Bob had four versions using different construction in the middle rib/motor mount. Shortly after, Jim came in and knocked the tail off with a Texas kill.

Day one started early with booming thunder and lightning around 4 a.m. Heavy rain followed. We started an hour late and planned to skip lunch to enable the pilots to get their flights in by 5 p.m.

Everyone shared the pull test duties and this helped the flights run smoothly. Carl Dodge, the current record holder in 1/2A Speed, quickly held first place with a fine flight of 139.69. Chris Montagino, later in the day, moved into second place with a flight of 130.30. CS and GZ engines were used, along with Charlie Legg and his home-built engine. By the way, Charlie is 84 years old.

We had 11 entries in 1/2A Profile Proto, and the top four were within 3 mph of each other. Chris Montagino finished in fourth place at 88.66 mph. Glen VanSant was third at 89.33, Howard Doering was second with 90.77, and our 2016 National Champion is James VanSant with 91.66 mph. The destroyed Picco was the engine of choice.

Ivan Valishev is the Junior champion with a speed of 69.28. We finished around 4:25 p.m., followed by the awards presentation. Tomorrow is F2A Speed and 21SS. 🚀



CL SPEED SCORES

EVENT 1/2 A PROFILE PROTO						
CONTESTANT	1	2	3	4	BEST	
William Hughes	85.58	ATT	88.58	—	88.58	5
Charlie Legg	ATT	ATT	—	—	—	—
Glen Vansant	84.73	89.27	89.33	—	89.33	3
James Vansant	91.66	ATT	90.80	—	91.66	1
Howard Doering	80.31	90.77	ATT	88.34	90.77	2
Carl Dodge	83.33	82.22	84.56	—	84.56	6
Bob Heywood	ATT	ATT	—	—	—	—
Kevin Hies	68.48	69.05	70.44	—	70.44	8
Chris Montagino	88.66	87.2	87.66	—	88.66	4
Ross Legg	84.1	—	—	—	84.1	7
JS EVAN VALISHEV	63.08	69.28	ATT	64.07	69.28	1

EVENT 1/2 A SPEED						
CONTESTANT	1	2	3	4	BEST	
Chris Montagino	ATT	ATT	130.3	—	130.3	2
CARL DODGE	139.69	—	—	—	139.69	1
Bill Hughes	ATT	ATT	—	—	—	—
Glen Vansant	91.86	—	—	—	91.86	4
Charles Legg	ATT	ATT	72.01	—	72.01	5
Howard Doering	117.61	—	—	—	117.61	3



Junior National Champion 1/2A Profile Proto, Ivan Valishev.



National Champion 1/2A Profile Proto, James VanSant.



National Champion 1/2A Speed, Carl Dodge.



Second place 1/2A Speed, Chris Montagino.



Third place 1/2A Speed, Howard Doering.



Second place 1/2A Profile Proto, Howard Doering.



Third place 1/2A Profile Proto, Glen VanSant.



Fourth place 1/2A Profile Proto, Chris Montagino.

It could not have been a Pylon Nats at Muncie without the compulsory rain shower leaving everything wet and adding a bit of a delay. Thank goodness it was just a shower and not the ominous thunderstorms Muncie is infamous for. Once the rain cleared, we were treated to very pleasant weather that was much cooler than forecasted.

Early on, Steve Baker showed great speed by clocking an insanely fast 1:11.90. Seven other pilots flew times below 1:15, including last year's EF1 champion Jerry Small, and Dub Jett, Travis Flynn, Mike Helsel, Duane Gall, Danny Kane, and Mark Parker.

Midairs are almost expected in Pylon

Racing, but not often in this category. Lloyd Burham, Craig Korsen, Dean Stone, and Rich Beers were early victims and were sidelined for the rest of the day. Steve Baker and Jerry Small lost one round due to a gremlin attack taking them out of contention, while Flynn, Kane, Parker, Cranfill, and Gall continued flying beautiful racing lines with almost surgeonlike skills. Duane Gall flew what I believe is an original design Pole Cat with very scalelike proportions.

I gave the save-of-the-day award to Kevin Yost, who performed a 90 mph-plus touch-and-go and modified his landing gear to non-existent, and then

managed to almost do a full lap and land.

New to this year's event was the Best of Show award, inspired by the former Electric Formula 1 racing class. Danny Kane presented seven beautiful airplanes to the crowd for votes. Steve Baker was the first runner up with an original design and build, and the winner was Travis Flynn with a gorgeous Kazi that resembled his mentor's Jim Shinohara original-build F1 nitro Kazi.

Congratulations to the EF1 event winners, Mark Parker, first; Dan Kane, second; Dennis Cranfill, third and Fast Time; Duane Gall, fourth; and Tim Sparks, fifth. 🏆



Multitime national champions Mike Helsel and Dub Jett.



Winners in Standard class, Lisowski, third; Hiller, first; and Tani, second.



Dan Kane holds Best of Show.



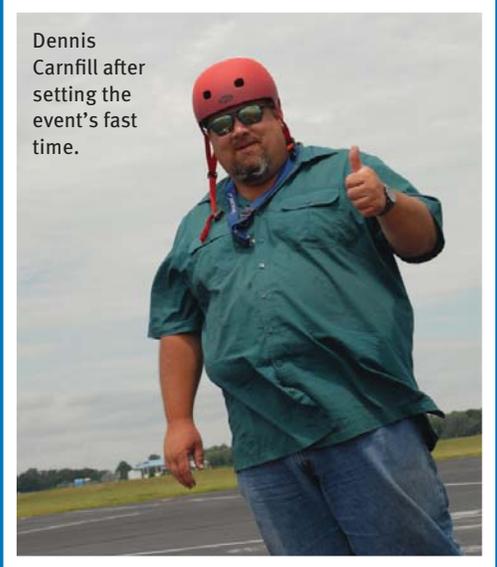
Winners (front row) Duane Gall, fourth; Dan Kane, second; Mark Parker, first; Dennis Cranfill, third; Tim Sparks, fifth; and top Junior Daniel Troup.



Dean Stone and Trey Witte.

Tim Lampe holds for Nicodem.

Steve Baker.



Dennis Carnfill after setting the event's fast time.

Steve Baker and Terry Frazer

Robert Hixon enjoying his fourth year of racing.



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Pete Bergstrom checking that all pilots have positive control before beginning every heat.

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Kevin Yost and his son.

