

NATSNEWS



CELEBRATING 90 YEARS OF COMPETITION

July 21

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



CL SPEED

Text and photos by Warren Gregory

Day 3 is reserved for all of the standing-start events—Formula 40, 21 Proto, and Perky.

All of the F-40 entries were powered by a Nelson .40 powerhouse. Chris Montagino led off the morning with a fine run of 156.5 mph. He was soon followed by the father and son duo, the VanSants. James turned 152.45 mph and his father, Glen, followed with a run of 149.23 mph. Chris would be the National Champion again.

This year, 21 Proto was won by NASS Vice President Howard Doering, who used Nova Rossi power.

This year's Perky event drew five entrants, who were entering 10 models. Power consisted of Taipan, Nelson, rear exhaust and front, Tee Dee, Nova Rossi, OPS front and rear exhaust—all .15s.

Bob Whitney from Florida, with a rear exhaust that turned 106.51 mph, placed second with a Taipan-powered entry. Third went to Bill Hughes and his side entry powered by a side exhaust OPS. Bill also won the closest to the average (86 mph) of the other nine participants. His speed was 85.61 mph.

Thursday is A & B Speed and Sport Jet. 🚀





EVENT Perky						
CONTESTANT	1	2	3	4	BEST	
CARL Dodge (SPARKY)	57.54	ATT	—	—	57.54	9
BILL Hughes (BARBINA)	85.61	—	—	—	85.61	6
B. Hughes OPS P.E.	84.12	91.98	—	—	91.98	4
C. Dodge COX Tee Dee	79.61	71.83	78.60	—	79.61	7
Sohn MOLL OPS S.E.	87.52	87.54	—	—	87.54	5
B. Hughes OPS S.E.	92.98	ATT	—	—	92.98	3
C. Dodge McCoy 1	73.15	—	—	—	73.15	8
Bob Whitney	106.3	106.51	103.33	—	106.51	1
C. Dodge TARRAN	99.39	—	—	—	99.39	2
Warren Gregory	ATT					
* AVG SPEED - 86.6 mph *						



EVENT 21 Proto						
CONTESTANT	1	2	3	4	BEST	
Howard Doering	131.1	124.25	—	—	131.1	1

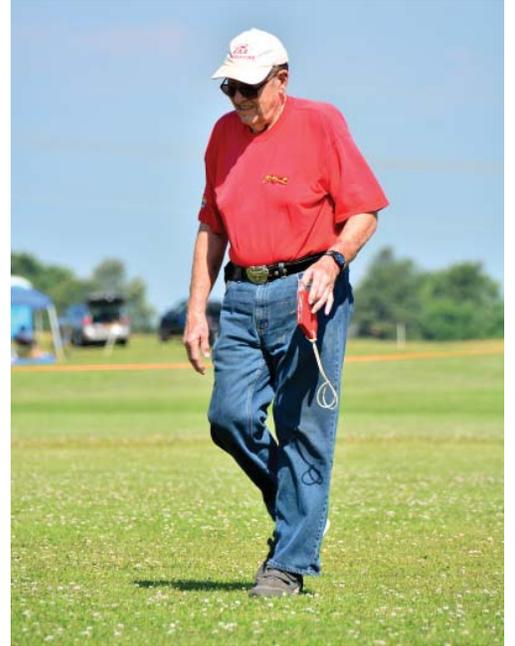
EVENT Form. 40						
CONTESTANT	1	2	3	4	BEST	
Chris Montagino	156.5	—	—	—	156.5	1
JAMES VANSANT	152.45	—	—	—	152.45	2
Glen VanSant	149.23	148.94	—	—	149.23	3

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CL NAVY CARRIER

Photos by Jenni Alderman





Electric Class 1

1 PETER O MAZUR 417.4

Electric Class 2

1 PETER O MAZUR 413.3

Navy Carrier--I

1	BURTON BROKAW	438.4
2	PETER O MAZUR	437.1
3	RICHARD L PERRY	205.2
4	MICHAEL A ANDERSON	162.8

It was a really hot day for RC Combat and will only get hotter Thursday when we finish this RC Combat Nationals. It has been really nice, and even with the heat, there was a lot of great action in the air over Muncie.

Once we started getting ready, here pulls up Eric and Scott Gilkey who were not able to make it the first two days. We started the morning with Gnat Combat. This is the first year of the unofficial event being run at the Nationals. We were able to get six rounds in the morning before we went to Scale. In third place is Andy Runte with a score of 1,284. In second place is Bill Geipel, who was the National Champion last year for the Gnats for the RC Combat Association, with a score of 1,356. In first place by a long distance is Eric Gilkey with a score of 3,260. Looks like the fight will be for second place when we finish Thursday morning.

After Gnat RC Combat, we went on to finish Scale 2948

where it really shows how good Eric Gilkey is at flying RC Combat. He was not able to fly the first five rounds of the event, so he got all zeros for those rounds but ended up with a first-place finish with a score of 2,572. In second with half the score was George Pritchett with a score of 1,288. Third place went to Bob Loescher with a score of 1,244. The scoring was very close until Eric came in and took over.

We finished the day with Limited B where the scoring was a lot closer, which should make for a great finish in the morning. After six rounds, in first place is Eric Gilkey with a score of 2,200. Second place is Andy Runte with a score of 2,172. Finally, in third is Doug Goldman with a score of 1,376.

We will once again be starting around 8 a.m. and should be running until lunch or later before we finish this year of RC Combat at the Nats. Once again, it has been great and we all enjoy being here and hope to come back again next year. 🐔



Heath Bartel and his electric Combat planes wait on everyone to start their engines.



Eric Gilkey is counting his streamers.



Bill Geipel trying to tell another big story about how the chicken crossed the road.



Someone tried to eat a Gnat.



It is getting toward the end of the week, and the heat is starting to take its toll on the pilots. Some of the pilots are flying for more than one contestant in each event, and they have to take longer between races to catch their breath.

Wednesday was Goodyear day, with two classes of Goodyear racing. Goodyear planes are semiscale profile models of the full-scale airplanes that were actually flown in air races. The first is the AMA Scale race, which uses high-performance engines running on pressurized fuel systems. Sport Goodyear, however, uses a limited number of engines running on a suction fuel system. The Sport Goodyear rules currently used at the Nationals were developed by the Dallas Model Aircraft Association and are being adopted more and more across the country.

The race times for this year were down from those in the past. It seems that each team faced some difficulties during the races. An example is Bob Oge, who turned a fast enough time in his first heat race to qualify for the final race, but broke a part on his plane that could not be repaired on the field, forcing him to withdraw from the finals.

The results of the AMA Scale Race are:

	Best Heat Race	Final Race
1. Bob Whitney/Jason Allen	3:50.16	6:50.60
2. Bill Bischoff/Mike Greg	3:04.11	7:48.51
3. Mike Greb/Bill Bischoff	3:46.25	7:59.86

In Sport Goodyear, each contestant was given two chances to fly a 160-lap final race, with his or her best time determining final placing.

The results for Sport Goodyear are:

1. Bill Lee/Bill Bischoff	8:27.91
2. Mike Greb/Bill Bischoff	8:42.40
3. Bob Oge/Charles Barnes	8:44.60

Unfortunately, due to time constraints and the heat, the 500-lap Sport Goodyear Race was canceled. There is talk about giving the 500-lap race its own day next year.

Thursday will be the final day of Control Line Racing at the 2016 Nationals. The events will be Slow Rat and Super Slow Rat. 🛩️

Scale Racing

1	WHITNEY,ROBERT	06:50.6
2	BISCHOFF,BILL	304.11
3	GREB,MIKE	03:45.2
4	BETZ,DAVID	03:55.4
5	OGE,ROBERT	--
6	LEE,WILLIAM	04:03.2



Does this count?



Flight training: Melvin Schuette with Christopher DeGraff.



Duck Bill.



Scale Race winners.



Sport Goodyear winners.

Wednesday was the final day for Q-500 and two more rounds of each matrix were completed in the morning. The Matrix A top qualifiers were led by many-time National Champion Richard Verano, who returned to the Nats after a 17-year absence, followed by Richard Beers, Dennis Cranfill, Randy Ritch, Ray Brown, and nine other tough competitors.

The top five in Matrix B included Mike Langlois, Bryan Blanchard, Jason Oliver, Lloyd Burnham, and Mark Parker. A new matrix was formed and it consisted of the top 12 of each matrix, plus the two other fastest times outside of the top 12.

And it was fireworks from the get go as heat one matched the top two qualifiers, Verano and Langlois, plus Richard Beers and Danny Kane. As the rounds continued, a few pilots started to establish some dominance, but no one had a perfect score.

Then heat 35, the final heat, happened with Baker, Brian Blanchard, Verano, and Duda going for it. In the points tally, Richard Verano was sitting in first place only one point down, followed by Parker with two points down. This meant that Richard had to win this heat to avoid a flyoff with Parker.

The flag dropped and they were all close together until Duda received a double cut by lap two, and he left the

other three to continue to battle. Then Blanchard received a double cut and there were two left. By lap 4, Baker caught and passed Verano and stayed in the lead to the end.

Hank Kauffmann's new monster, better known as the "summary board," told the story. The new gadget records every significant event in a heat including cuts when they happen, and if a cut is given in error and pulled off. Jason Duda's second cut was given in error (light on No. 1, then cut), but he pulled out of the course immediately after he saw his second—never having the chance to continue the other eight laps and possibly affect the outcome.

Heat 35 became a re-fly. This time, everyone had a clean start and battled for the lead, but Verano would not be denied as he slowly gained a slight advantage. Jason Duda cut out by lap five. Parker and Brian Blanchard continued chasing Verano until Parker cut on lap seven, but Blanchard could not make up the distance and settled for second as "King" Richard proclaimed yet another national championship.

The final order after flyoffs for third through 10th is as follows: Verano 1st, Parker 2nd, Marcus Blanchard 3rd and fast time as an outcome of his flyoff, Andrassy 4th, Vess 5th, Langlois 6th, Ray Brown 7th, Jett 8th, Hulen 9th, and Killebrew 10th. Congratulations to all of the winners. 🏆

Brian Blanchard.



Jason Duda.



AMA Event Scores - RC Pylon Racing EVENT: 426 Super Sport Quickie

Place	AMA Number	Type	Name	City	State	Score
1	25712	O	VERANO, RICHARD	MINDEN	NV	1:02.81
2	309654	O	PARKER, MARK	GRAPEVINE	TX	1:04.48
3	59110	O	BLANCHARD, MARCUS	SUMMERVILLE	SC	1:02.70
4	269380	O	ANDRASSY, ROY	CALGARY		1:04.55
5	75874	O	VESS, ROBERT	RALEIGH	NC	1:03.60
6	71047	O	LANGLOIS, MICHAEL	JULIAN	NC	1:03.12
7	LIFLYQ500	O	BROWN, RAYMOND	HIALEAH	FL	1:03.81
8	9821	O	JETT, DUB	HOUSTON	TX	1:04.91
9	73966	O	HULEN, DUANE	LEES SUMMIT	MO	1:02.94
10	665252	O	KILLEBREW, DOUGLAS	ROSAMOND	CA	1:04.46
11	335822	O	BURNHAM, LLOYD	SOUTH WINDSOR	CT	1:04.46
12	744725	O	BLANCHARD, BRYAN	SUMMERVILLE	SC	1:03.98
13	701	O	SCOTT, THOMAS	CINCINNATI	OH	1:04.30
14	1614	O	ANDRAKA, CHUCK	ALBUQUERQUE	NM	1:04.65
15	49928	O	NIKODEM, JIM	CRYSTAL LAKE	IL	1:08.13
16	9192	O	KANE, DANIEL	ARLINGTON HEIGHTS	IL	1:09.36
17	616549	O	OLIVER, JASON	MESQUITE	TX	1:06.34
18	77188	O	LAMPE, TIM	CHAMPAIGN	IL	1:08.00
19	815155	FO	SMITH, RANDY	CALGARY		1:05.44
20	9212	O	RITCH, RANDY	HOUSTON	TX	1:09.48
21	702238	O	DUDA, JASON	AUSTIN	TX	1:03.50
22	68276	O	BAKER, STEVE	BOWIE	MD	1:05.78
23	263	O	FRAZER, TERRY	WHEELERSBURG	OH	1:12.60
24	9785	O	COE, DANIEL	WOODLAND HILLS	CA	1:04.29
25	90690	O	BEERS, RICHARD	OKLAHOMA CITY	OK	1:07.15
26	124348	O	CRANFILL, DENNIS	LAKE JACKSON	TX	1:15.42



Doug Killebrew and Rusty Van Varen.

Parker and LaValley converse after a midair.



Andrassy and Smith.

Richard Verano wins the 2016 Q-500.

Rocket Ray's (center) perfect line around 2 and 3.



Heat 35.

Frazer nails the launch.

Has anybody seen Jason Oliver?



Richard Verano and his caller, Chuck Andraka. Just waiting for QM40.

Flyoff between Ray Brown and Dub Jett.



Team Futaba.



Team JR.

The first round of Open and Advanced qualifications kicked off on Wednesday morning. The Open fliers were split into four groups, and the Advanced fliers into three groups. The Advanced fliers flew in the mix on their circles with the Open fliers, and the scores were separated on the scoreboard.

Each pilot flew two rounds on his or her assigned circles today, and will move on Thursday to the second round of qualifications. The top five Open fliers from each circle will move on to the 20-man finals on Friday, and the top three Advanced fliers from each circle will move on to a separate nine-pilot finals, also on Friday (although there was some talk that 10 Advanced pilots would be chosen).

It is worth noting that the current crop of Advanced fliers

is quite exceptional, and that bodes well for the future of the event. These fliers will all eventually move on to Open/Expert and make their mark.

The only real drama on Wednesday was the tragic accident that claimed Kenny Stevens' gorgeous SV-22. Kenny had an early flight, and in the calm morning air, he hit his own propwash, causing the model to lose line tension and crash. Unfortunately, Kenny did not have a backup model, so he is now out of the competition.

Although the wind was light for most of the day, there was some thermal activity that made clean flying difficult for the pilots. It was also extremely hot and humid and that had an effect on engine and airplane efficiency. As Tom Morris once so eloquently said, "Stunt is ... hard." 🐛



Warren Tiaht launches Kenny Stevens' 19-point SV-22 on its ill-fated first Open qualification flight. Moments later, it hit some turbulence and crashed hard into the asphalt. It was a sad end for a beautiful model.



Jordan Segal based this model on the Commodore that appeared many years ago in *Aeromodeller* magazine. Jordan built this one as an electric-powered ship and it uses a Cobra 3515-14 motor.



Here's our defending National Champion, Paul Walker, with his original-design Predator. Paul's aircraft is powered by a Plettenburg 1522 motor and uses a Thunder Power 6S 2,700 mAh battery pack.



James Mills reprised his departed friend, Allen Brickhaus' design, the Triumph, as a tribute. The model is powered by a Cobra 3520-12 motor and a Zippy 4S 4,000 mAh battery pack.



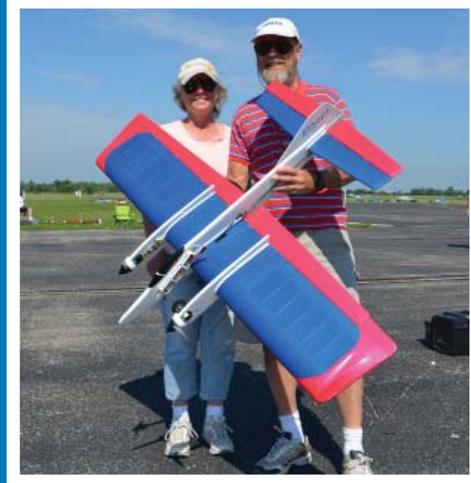
John Hill displays his original-design Texan that was based on a Crossfire wing. John's models are always beautiful and lightweight. This one is powered by a cast-case Jett 61, and it sports an Oliver pipe.



Joe and Colleen Gilbert take a moment to pose with Joe's well-traveled Sea Hawk original. The aircraft is powered by a Rojett 67 that is fitted with a Rich Oliver carbon-fiber tuned pipe. This is a fun couple!



Bill Rutherford brought along his grandson, Will Dirks, to this year's Nats, and the word is that Will is starting to get the bug to fly! Bill is holding his rendition of Bill Werwage's P-47 design. It's powered by an E-flite 32.



Rick and Saramarie Huff give us a look at Rick's electric-powered profile Pathfinder twin. This model features rotating retracts. Rick is also a first-time Nats competitor and flies in Advanced.



Jim Lee has been campaigning his original-design Gee Bee Model Y for the past couple of years. It is always a hit when it takes to the sky because of its near-scale appearance. Jim uses an Evolution .60 to power this beauty.



Long Island's own Joe Daly is competing at his first Nats with his original-design High Voltage. The model is based on an SV-22 wing and it sports a new design control system that was developed by Joe and Bob Hunt. Joe is flying in Advanced.



Mike Waldron gives us a look at his E-flite 32-powered SV-11. He uses a Brodak 4S 3,300 LiPo battery pack and a Hubin 2SR timer. Mike is competing in Advanced.



Dave Tribble has been refining his Desperado design for several years, and it appears to be a very competitive design. Dave prefers a Rojett 76 engine and a Smith/Werwage pipe.



Muncie's own Allen Goff is competing with his original-design Petra, which is based on an SV-22 wing. Allen's ship is powered by a PA 75 that is fitted with a header muffler.



Josias Delgado is flying his Shark in Open this year. The electric model is powered by a RimFire 32 and a Thunder Power 5S 2,700 pack.

A record 20 fliers showed up to fly 1/2A this year. Apparently, the word is getting out that Combat at the Nats, with a superb site, is a good contest destination.

A new generation of very good fliers is coming along. Many people contributed to this development including Wayne McDaniels, Phil Cartier, James Mears, Riley Wooten, Bobby Mears, and Arlene Pyles, who developed the site layout and procedures for F2D and the Team Trials. Also, Chris Gay spent tireless hours in the sun and the paved center circles, and Dave Edwards has organized and run the events for the last several years.

The 1/2A event showed a nice variety of planes, with about half of them being F2D-style built-up planes and several variations of foam planes. Engines appeared to be mostly Foras, with some Profi and old Cylon 049s showing up. The

Foras had an edge by being readily available and new, but the performance of the others was very good, too.

Of course, the wind picked up just for the smaller, lighter planes. It didn't seem to make a huge difference though. The little planes flew pretty much anywhere they wanted, but the wind made precision flying chancy. Only about three to four kills were scored in some 25 matches.

The contest used a "losers" round, so half of the fliers got a second chance of getting into the single-elimination pyramid. Thanks to a lot of cross-pitting and everyone pitching in, plus surprisingly few wrecked planes, everything went quickly and smoothly.

Congratulations go to Chuck Rudner for his second Nats win. In all of the years he's been flying, it's been a long dry spell for a win. 🏆



Winners and judges Wednesday for 1/2A 2016: (B-F, L-R) Bob Nelson (IA); Dave Edwards (PA), event director; Chuck Rudner (CA), first; Greg Hill (CA), second; Brian Stas (MA), third; Rod Christie (KS), fourth; and Tom Reubenking.



In the semifinals, Chuck Rudner got a kill on Rod Christie. It was a rough road to fourth place for Rod, but a good showing for his first Nats.



Greg Hill's plane falls in the semifinals after a bump from Brian Stas. It was kind of an up and down match, but Greg advanced to the finals at the end.



This close-up of Rod Christie's plane shows the unique cutouts that his daughter designed for him. They lighten the plane and, just maybe, entice her to fly.

Above: Mike Evans and Rick Perry had this dramatic round-and-round crash in the first round. Both planes were okay and Mike went on to win, sending Rick to the losers' round.

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Fairly late in the match, Brian Stas got a kill against Rod Christie, settling himself into third place. This is the second or third lap during which Rod had to watch it fall.

