

# NATS 2009 NEWS

July 26, 2009



Don Richmond, possibly the oldest F3J competitor at 75, has eyes like a hawk as he takes his Supra very deep downwind in strong lift.

*Bringing Modelers Together  
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MEMBERSHIP DRIVE 2009  
APRIL 1 - SEPTEMBER 14

**Sunday**  
RC Soaring

**Monday**  
Outdoor FF  
RC Electric  
RC Soaring

**Tuesday**  
Outdoor FF  
RC Electric  
RC Soaring

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## RC Soaring: F3J

After a week of glider camp at the Nats with some great soaring conditions, the weather gods planned something new for the first day of the F3J contest: wind and lots of it. The forecast called for 20-25 mph winds from the west.

We awoke to an overcast sky, drizzling rain, and yes, a chilly wind. During the night, around 4 a.m., I was awakened by my son Jamie because he could hear a storm coming and we needed to “batten down the hatches.” We have been camped at the AMA camping facility all week in an RV with our awning providing shelter for the evening parties after soaring.

Jamie and I packed up all the loose chairs and misc. stuff as lightning strikes came ever closer. The wind



**A pair of professional F3J towing pulleys in their blocks.**

be attending at the 2009 Soaring Nats.

F3J is a thermal duration contest where the aircraft are launched by man power. Using a two-man tow pulling on 200 lb monofilament via either a pulley to double the speed of the tow, or a direct tow in certain windy conditions, the sailplanes can be launched to 600 feet or more.

The contest format is MOM, with each flight group launching simultaneously at the beginning of a 10-minute working time. The entire flight must be completed within that 10-minute window, so any time spent on hook being



**A brace of Espadas being flown by Cody Remington wait for the drizzle to subside.**

was just starting to pick up as we began to close the awning. I asked Jamie to hold down the first side while I moved the stay and lowered the awning support.

At that moment the wind arrived as if cued by a conductor and I yelled for Jamie to hold on tight. I was in the middle as the wind hit and held on to the tape from the roller while Jamie was at the leading edge of what was now our sail.

After 20 seconds of being thrown around like a rag doll, we had to let go and my awning support arms bent like a banana around the stays as the wind folded the whole contraption back against the RV. Not a great start to what was to be my first day of F3J Soaring and the final contest I would



**Marc Gellart and Mario Scolari share a laugh as they wait for the fun to begin.**



excitement. My son Jamie was also very enthusiastic about the event as he has been practicing the art of throwing a molded sailplane Cody Remington style. Jamie is extremely enthusiastic about Soaring and we are extremely grateful for the time Cody and Skip (and many others) have spent with him to improve his technique in readiness for his first F3J experience.

The contest was supposed to begin around 8:30 a.m., but aside from drizzling rain there were storm cells still moving in our direction and we would

**Left: Cody Remington stretches back for a test launch of his Espada before the contest gets underway.**

**Below: Cody shows his form with a nice follow through on release of the model.**

launched is automatically deducted from the pilot's possible 10-minute max. This is because the actual flight time does not begin until the aircraft is released from the tow line.

This sets the scene for what appears to the uninitiated to be organized chaos: 10 or more pilots trying to leave terra firma and get their aircraft up and off hook as fast as possible during the same instant of time.

I had read lots about it and been told by many how much fun it was, so I looked forward to this new experience with much



**Sailplanes accelerate skyward en masse at the start of Round 1.**

not be able to fly until this weather had passed. Bill Christian, our CD, held the pilots' meeting mid morning as the skies began to clear and teams started setting up their equipment on the flightline.

Each team has two towlines set up and many teams brought more spools of line in case it was needed during the contest as in the frenzied start to each round the monofilament can be crossed sometimes with other tow lines and damaged.

It seemed like a long time but everybody was busy preparing until the first round got underway about noon. The wind was 14 mph and gusting to 18 mph as the first five-minute prep time countdown began.

That first-round launch in F3J was an amazing experience to watch as eight sailplanes sped skyward straining to reach the highest altitude in the shortest time. Though the conditions were

# Scores and Standings Please note: Scores are unofficial until tabulation is confirmed.

July 19 - July 28

**Unlimited**

Jim Deck - Contest Director

Tom Kallevang - Soaring Event Director

## RESULTS

Place	Contestant	1100	1100	1100	1100	1100	1100	1100	1100	8,800	% Max
		Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8	Total	
	Gellart Robert	1,070	1,086	1,085	1,072	1,067	1,071	1,081	1,092	8,624	98.0%
	Goldsmith Peter	1,091	1,062	1,079	1,098	1,067	1,065	1,067	1,079	8,608	97.8%
	Glaab Josh	1070	1086	1081	1072	1053	1083	1053	1087	8,585	97.6%
	Walter Jeffrey	1055	1074	1056	1082	1080	1069	1067	1090	8,573	97.4%
	Verzuh Mike	1,090	1,093	1,090	1,012	1,043	1,068	1,098	1,079	8,573	97.4%
	Miller Skip	1082	1063	1082	1085	1064	1075	1030	1057	8,538	97.0%
	Fox Charles	1071	1088	1073	1041	1030	1079	1061	1071	8,514	96.8%
	Frickey Jim	1,066	1,025	1,080	1,064	1,075	1,082	1,050	1,063	8,505	96.6%
	Chastain Blayne	1,092	1,087	1,000	1,029	1,093	1,080	1,082	1,028	8,491	96.5%
	Pike Doug	1047	1004	1081	1054	1049	1079	1070	1055	8,439	95.9%
	Glover Robert	1064	1046	1065	977	1076	1020	1057	1090	8,395	95.4%
	Wilson Edwin	998	1,084	1,083	1,050	1,000	1,084	1,062	998	8,359	95.0%
	Huffman Neal	1,080	1,087	1,077	1,004	985	998	1,072	1,050	8,353	94.9%
	Stohr Steven	1069	1059	1035	898	1080	1059	1073	1069	8,342	94.8%
	Thomas Jim	1068	1096	1072	1064	1069	887	998	1073	8,327	94.6%
	McCarthy James	1,068	1,021	995	1,002	1,001	1,072	1,096	1,068	8,323	94.6%
	Bustamante Luis	1072	997	998	1069	1044	1059	992	1083	8,314	94.5%
	Burnoski Richard	1086	1091	1079	1025	1067	1084	1092	790	8,314	94.5%
	Strother Bernard	1,053	1,014	1,072	1,000	1,063	1,000	983	1,064	8,249	93.7%
	Diniz John	1,083	1,061	773	1,093	1,073	1,085	1,067	998	8,233	93.6%
	Clerx Ben	1,069	1,068	1,081	1,094	683	1,083	1,078	1,055	8,211	93.3%
	Crosby Patrick	1,030	1,082	1,079	1,075	1,009	1,060	763	1,095	8,193	93.1%
	Monaco Jim	1,084	1,075	1,090	1,075	1,069	1,048	1,063	654	8,158	92.7%
	Lago Glauco	1070	1014	1066	806	1025	1064	1045	1029	8,119	92.3%
	Mackenzie Patrick	824	1,042	1,089	982	1,030	1,052	1,065	992	8,076	91.8%
	Berlin Johnny	1082	1077	582	1003	1073	1037	1073	1090	8,017	91.1%
	Scolari Mario	1,075	549	1,085	1,088	1,081	1,026	1,041	1,070	8,015	91.1%
	Wrinkle David	1047	1070	697	1030	1037	1021	1058	1039	7,999	90.9%
	Trussell Gavin	1082	1067	1071	927	1022	1084	1065	635	7,953	90.4%
	Kukral Ronald	1,015	1,090	997	997	703	1,060	993	1,055	7,910	89.9%
	Padilla Jon	1,062	1,028	904	1,080	1,072	1,061	624	1,043	7,874	89.5%
	Miller Karl	1,069	1,075	1,085	940	1,067	1,084	478	1,067	7,865	89.4%
	Kallevang Tom	1,046	1,000	604	898	1,050	1,079	1,088	1,061	7,826	88.9%
	Lucke Steve	1,050	1,063	589	982	1,080	1,057	1,031	932	7,784	88.5%
	Campbell David	760	1,061	973	1,074	1,023	1,012	807	1,047	7,757	88.1%
	Edmonds Terry	1076	1027	611	868	1053	1019	1027	1067	7,748	88.0%
	Scully Tom	1045	571	993	845	1082	1064	1055	1058	7,713	87.6%
	Jolly Larry	212	1,090	1,051	1,030	1,057	1,085	1,074	1,079	7,678	87.3%
	Remington Cody	1075	1086	0	1091	1053	1070	1092	1083	7,550	85.8%
	Stump Mike	1,037	1,027	1,068	892	1,088	1,076	367	995	7,550	85.8%
	Lee Chris	512	614	1083	1077	1041	1090	1054	1074	7,545	85.7%
	Atchison Lee	1,038	998	1,039	527	1,073	983	1,073	781	7,512	85.4%
	Carr Jeff	1036	1069	1068	995	1021	1084	801	412	7,486	85.1%
	Broeski Tom	1022	997	1057	787	1044	1063	484	1004	7,458	84.8%
	Mong Ron	1,059	1,076	1,069	998	1,084	1,029	0	1,072	7,387	83.9%
	Herider Bruce	1033	990	983	643	614	1020	1057	1039	7,379	83.9%
	Burson Robert	782	1015	995	1011	1033	983	480	1056	7,355	83.6%
	Bothell Rick	624	1054	1062	1006	963	564	1030	1037	7,340	83.4%
	Cleveland Don	664	430	1,058	998	1,075	1,056	1,045	1,006	7,332	83.3%



McGowan Michael	657	1000	745	820	907	1076	1074	1044	7,323	83.2%
Buckland Gordon	688	1,056	1,042	1,072	1,056	1,070	390	945	7,319	83.2%
Nikola Greg	1077	821	716	1062	992	852	1076	802	7,198	81.8%
Meyer Steven	992	1,032	932	784	257	1,044	1,035	1,082	7,158	81.3%
Shape Jerry	992	1,060	0	835	1,076	1,040	1,071	1,000	7,074	80.4%
Schneider Steven	872	913	1000	1031	605	897	701	993	7,012	79.7%
Wallner Jack	1056	852	494	827	980	983	990	1027	7,009	79.6%
Berg-Sonne Anker	1,077	987	1,000	885	1,049	1,031	0	973	7,002	79.6%
Marcicki James	125	1,037	516	1,002	1,083	1,065	1,081	1,068	6,977	79.3%
Schlitzkus Peter	1,063	1,066	395	851	1,067	1,060	332	1,044	6,918	78.6%
Lueke John	481	1,010	950	783	1,057	998	1,033	562	6,884	78.2%
Gross Jerry	782	987	571	1013	1034	386	998	1081	6,852	77.9%
Baumeler Peter	1000	571	998	718	997	1037	313	1033	6,667	75.8%
Hass Chris	1074	883	378	602	850	959	1080	997	6,621	75.2%
Massmenn Robert	995	993	679	752	899	1055	551	696	6,620	75.2%
Beach David	820	1,075	0	1,048	1,009	994	476	1,025	6,447	73.3%
Bates Ken	662	1,062	376	1,076	1,047	1,044	621	545	6,433	73.1%
Giesekeing Philip	547	983	793	651	1,073	228	1,059	1,066	6,400	72.7%
Ruble Larry	1,000	993	801	679	449	990	1,038	413	6,363	72.3%
Swanson Steward	547	978	1000	755	993	997	778	281	6,329	71.9%
Nelson John	988	993	740	1040	1030	0	1064	400	6,255	71.1%
Whitney Bob	345	1036	765	993	995	0	993	1076	6,203	70.5%
Robinson Robert	0	1,049	997	1,033	28	1,032	1,078	982	6,199	70.4%
Hayes Joseph	712	691	701	0	983	995	1,017	1,048	6,147	69.9%
Bruzual Jose	1044	1042	1071	0	998	990	427	506	6,068	69.0%
Wade Mike	652	753	708	1,061	852	458	827	755	6,066	68.9%
Smith David	1,000	586	503	772	998	651	489	1,040	6,039	68.6%
Samuels Robert	628	829	588	812	623	998	465	1081	6,024	68.5%
Winstanley John	564	1039	990	363	1048	1019	482	504	6,009	68.3%
Coleman Bernard	0	750	1056	575	1026	1000	292	1071	5,770	65.6%
Mackenzie Ivan	710	1013	516	922	908	510	0	1034	5,613	63.8%
Jeffery Larry	487	382	992	731	475	990	403	873	5,333	60.6%
Terry Robert	1,036	469	720	331	1,000	753	1,005	0	5,314	60.4%
Marcicki Gerry	977	502	983	415	602	835	381	598	5,293	60.1%
McCann Charles	547	666	807	610	1,061	827	292	449	5,259	59.8%
Hutchings Wilbert	1,031	394	583	696	0	888	550	1,058	5,200	59.1%
Cunningham William	448	659	975	577	667	536	350	892	5,104	58.0%
Richmond Don	532	592	696	901	0	376	593	1,059	4,749	54.0%
Nguyen Hogan				607	947	1002	814	978	4,348	49.4%
Schwerin Alan	0	0	0	537	850	933	975	1000	4,295	48.8%
Haskins David	302	408	988	581	600	128	0	1037	4,044	46.0%
Glaab Josh Jr.	403	413	488	445	668	498	742	304	3,961	45.0%
***Carlton Jim	1050	505	447	560					2,562	29.1%
Glaab Luke	0	0		402	215	249	554	1000	2,420	27.5%
Lindsey John	459	763	622	0		0	0	0	1,844	21.0%
***Leach David	0	1,007							1,007	11.4%
***Nguyen Hogan	655	0							655	7.4%



9200 W Jackson St  
Open 7 Days a Week  
11 a.m.-9:30 p.m.



July 19 - July 28

F3J



Bill Christian - Contest Director

Tom Kallevang - Soaring Event Director

## RESULTS

Place	Contestant							Total	LSF Contest Points
		Round 1	Round 2	Round 3	Round 4	Round 5	Round 6		
1	Mike Verzuh	1,000	997	1,000				2,997	4,600
2	Blayne Chastain	1,000	1,000	991				2,991	4,491
3	Jon Padilla	997	994	1,000				2,991	4,391
4	Skip Miller	1,000	989	1,000				2,989	4,289
5	Mario Scolari	988	993	1,000				2,981	4,178
6	Peter Goldsmith	848	1,000	996				2,844	3,891
7	James McCarthy	827	999	996				2,822	3,766
8	Larry Jolly	999	749	1,000				2,748	3,576
9	Ben Clerx	745	1,000	1,000				2,745	3,480
10	Jim Thomas	774	1,000	970				2,744	3,388
11	John Diniz	991	897	839				2,727	3,276
12	Richard Burnoski	988	988	746				2,722	3,179
13	Josh Glaab	991	1,000	685				2,676	3,036
14	Tom Kallevang	993	771	858				2,622	2,887
15	Jeff Carr	695	997	853				2,545	2,717
16	Chris Lee	750	868	872				2,490	2,576
17	Ronald Kukral	695	821	962				2,478	2,480
18	Glauco Lago	978	437	997				2,412	2,334
19	Ivan Mackenzie	493	949	958				2,400	2,242
20	Don Richmond	984	592	819				2,395	2,158
21	Luis Bustamante	715	965	713				2,393	2,076
22	Peter Baumeler	860	520	987				2,367	1,974
23	Robert Gellart	925	911	522				2,358	1,888
24	David Campbell	962	924	431				2,317	1,778
25	Doug Pike	996	689	590				2,275	1,670
26	Karl Miller	1,000	994	239				2,233	1,565
27	Robert Glover	937	968	254				2,159	1,441
28	Gordon Buckland	983	779	315				2,077	1,317
29	Cody Remington	1,000	981	0				1,981	1,190
30	Bernard Strother	990	987	0				1,977	1,121
31	Jeffrey Walter	990	0	654				1,644	878
32	Steve Lucke	987	0	635				1,622	812
33	Jim Monaco	981	599	0				1,580	738
34	Robin Meek	622	889	0				1,511	655
35	Patrick Mackenzie	0	746	374				1,120	448
36	Steven Meyer	0	586	529				1,115	409
37	Steven Schneider	663	0	372				1,035	345
38	*** Adam Lawicki							0	0
39	*** Anker Berg-Sonne							0	0
40	*** Bob Whitney							0	0
41	*** David Beach							0	0
42	*** Harry De Boer							0	0
43	*** Hogan Nguyen							0	0
44	*** Jose Bruzual							0	0
45	*** Troy Lawicki							0	0
46	Neal Huffman	0	0	0				0	0



experience was one I will never forget. Round 1 moved along very smoothly as each flight group jumped on the ride downwind and returned home for the mass F3J-style landings at the end of the working time.

The Round 1 group winners with 1000 points were Blayne Chastain, Cody Remington, Karl Miller, Mike Verzuh, and Skip Miller.

F3J is an exciting format as things have to be done on time or there is a penalty. For example, the landing must be completed and the aircraft come to rest before the completion of the 10-

**Jim "JT" Thomas takes care of timing duties as "Bubba" (Rob Glover) concentrates on flying in very tricky air.**

extremely trying for soaring, most flight groups in the first round caught a good ride downwind to make their 10 minutes, though some fliers used a second or third thermal on the way home to ensure their height.

I had the great tutelage of Jim "JT" Thomas to help settle down the butterflies and soar my Espada for 10 minutes. By the end of my first F3J flight I had scored a 9:47 time and a 93 landing and the

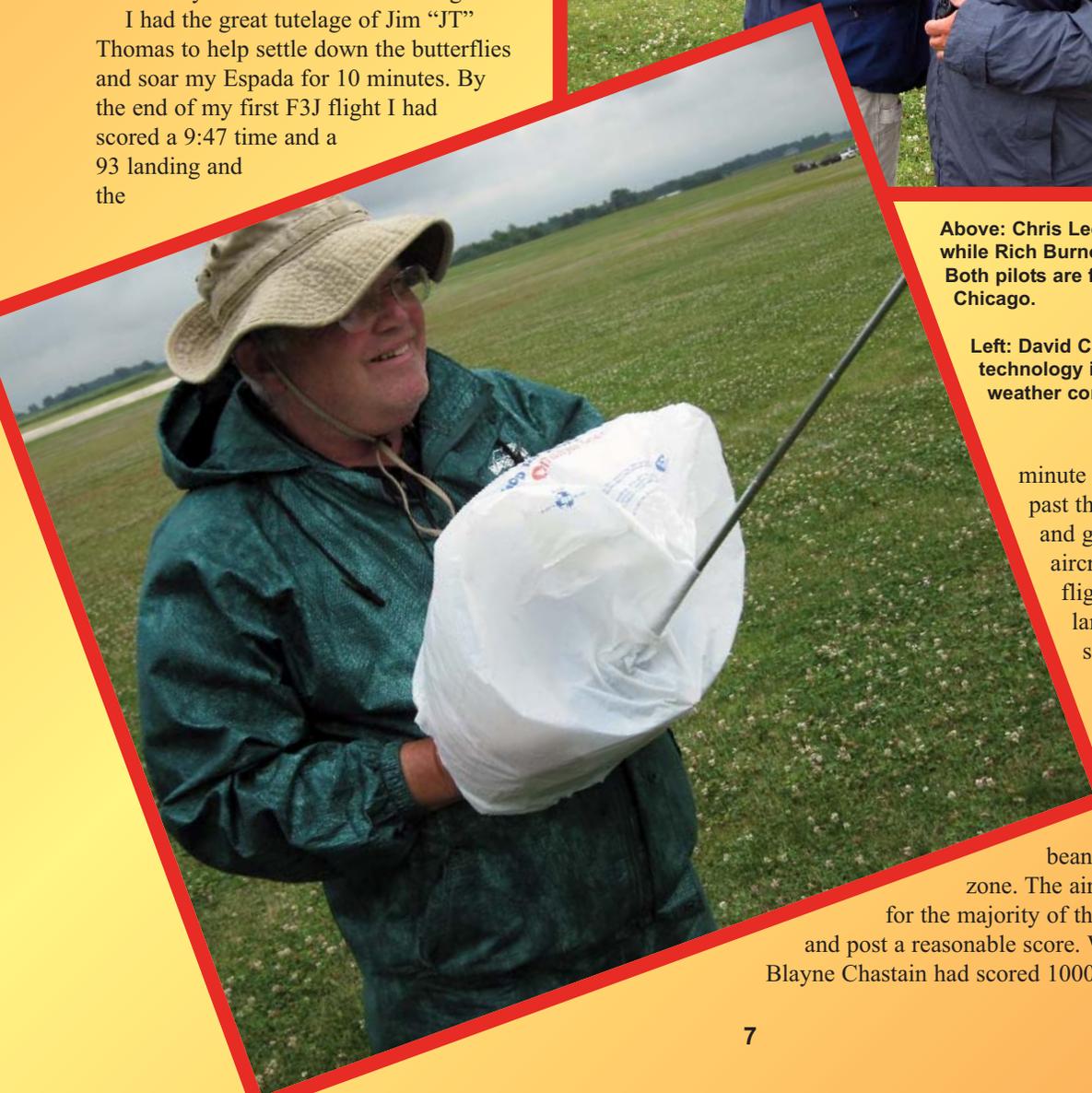


**Above: Chris Lee is a picture of concentration while Rich Burnoski calls the air around him. Both pilots are from the S.O.A.R. club in Chicago.**

**Left: David Campbell demonstrates the latest technology in transmitter covers for all weather conditions.**

minute working time. If a pilot goes past the time he is penalized 30 points and gets zero landing points. An aircraft also must conclude the flight within 75 meters of the landing spot or the flight is scored a zero, so out landings can be costly.

At times during the second round, strong winds and less-than-favorable air on the return trip home caught a few fliers grounded in the beans or well short of the landing zone. The air was still working well enough for the majority of the field to achieve their times and post a reasonable score. With two rounds complete, Blayne Chastain had scored 1000 for both his flights and



remained atop the scoresheet. Mike Verzuh was right behind in second with 1997 points, and Karl Miller, who buried his group in Round 1 with a great solo effort, was third. Fourth and fifth places were occupied by Jon Padilla and Josh Glaab.

Flying conditions had become much more ragged by the time the third round began. Lift was still there but the cycles were farther apart and the lift much weaker so pilots in many cases needed to use many thermals to get their 10 minutes. Peter Goldsmith was one such pilot who rode eight different thermals on his way to a max.

Some flight groups found themselves launching between the lift cycles and relaunches were often required as the first launches into unfavorable air found some sailplanes on the ground in less than two minutes. It seemed like a mad scramble sometimes with as many as five or six pilots returning to launch again to try to find a better patch of air.



Above: The landing area is a busy place during the last 10 seconds of the working time as all planes that are still airborne try to be last to land before the time is up.

Left: The constant morning drizzle had sailplanes covered for much of the time with tarps.



Throwers launch all the aircraft on the buzzer so as many as 10 aircraft leave together in a mad rush to get up and off.



Left: The leg kick tells the towers to run as the pilot waits for the count to reach start of working time.

Below: Two professional towers (football players) waiting to pull the next sailplane up for the Airtronics team. Size and strength are very important to ensure the best launch possible with a two-man tow.



One flight group in these conditions was one with a five-minute max. Such is the nature of F3J (with the opportunity for one re-launch), that decision making plays a big part. Many pilots landed out also as the strong winds denied them a complete return to the landing area.

The many low and zero scores that resulted moved many pilots drastically down the score sheet. By the conclusion of Round 3, the clear winner for the day was Mike Verzuh as he won his flight group and finished on 2997 points. Blayne Chastain continues to fly with precision and his second place with 2991 is only 6 points back.

It was tight at the top with Jon Padilla matching Blayne's score for third followed by Skip Miller in fourth with 2989. Mario Scolari flew three solid rounds to fill fifth place with 2981 points.

It was shortly after 6 p.m. when we called it a day and began packing up the equipment. There is no doubt tomorrow will bring better weather conditions for the final day of F3J and scores will need to be high for one of these best pilots in the country to win the contest.

—Gordon Buckland

Peter Goldsmith and Larry Jolly pair up in the JR Team for another great round. Peter demonstrated a lot of patience in this flight as he hopped for thermal to thermal to reach the max.



Jim "JT" Thomas and Rich Burnoski in the background show their different grips on a sailplane during the launch phase.