

RC Combat Day One CL Aerobatics Begins Sunday

Day 1 is in the books. The weather was really nice with temperatures in the mid 70s to start the day and very little wind.

We started the day with five rounds of Open B. We had a total of 17 pilots. When looking at the airplanes flown, there were the common Avengers and a new airplane that has just started to show up to the contest would be the Russian-based designed flying wings. This was the aircraft of choice for the Gilkeys which really showed their speed and maneuverability. They seem to be a great model although there still seems to be some issues with launching.

As normal the Gilkeys, Brian and Eric, jumped out to a quick lead and really never looked back. After the five rounds, Brian had the lead with 1,800 points followed closely by Eric with 1,636. Next would be Don Veres with 1,220, Mike Bohlam 1204, and rounding out the top five was Kirk

Adams and Tom Neff tied at 1,200.

This was a very clean contest with just one line crossing, although I think he was trying to get

Brian Gilkey's attention.

Most of the day was spent trying to find out ways to beat the Gilkeys. There were not many options that would work. I event tried feeding them honey buns which may slow them down but I think it did the opposite effect.

We still have another day of Open B to go and hopefully the weather will not cause problems for us.

The other event for the day was 2610 for which we had eight pilots. We completed this event which included 10 rounds with one heat. This meant that everyone would be up every time but the day had moved along so that time was not much of an issue.

Bob Loescher started the day with three airplanes, which included a Great Planes 1/12-scale Cosair. This is a really nice-looking aircraft, but it is made from balsa which can make it fragile for combat. I think everyone wanted to get a picture of it when and if it did get hit. Well, even with the fragility

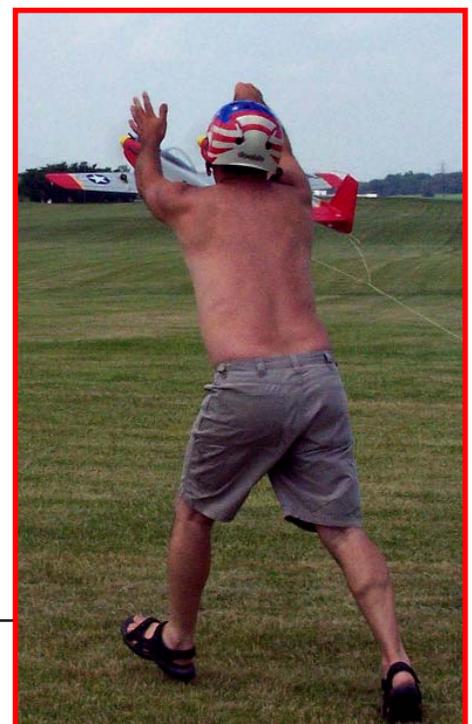
of the airplane, he still had one round with three cuts.

But when it came to the end of the day it was another Brian Gilkey win with 3,144 points. Kirk Adams came in a very close second with 3,000 points.

Saturday looks to be another busy day and hopefully the rain will pass quickly. We will start the day by finishing the five rounds of Open B.

After Open B we will start 2548 for 10 rounds. 2548 is another Scale class that has become very popular. The airplanes run a .25 cubic-inch engine with a 10 x 4 Master Airscrew propeller or a 10 x 3 APC propeller. The maximum rpms are 14,500 which help to slow down the models. This sometimes helps with the amount of damage but makes for great pursuit flying. It should be a great day!

—Don Grissom





2610 Finals

Please note: All scores are unofficial until tabulated by Nats staff.

	Event	2610											
	Rounds Flown	10											
Place	Name	1	2	3	4	5	6	7	8	9	10	Total	Avg
1	Brian Gilkey	384	420	340	340	340	440	140	440	260	40	3144	314.4
2	Kirk Adams	456	140	240	240	328	340	240	300	256	460	3000	300
3	Tom Neff	340	40	140	240	252	544	40	440	240	20	2296	229.6
4	Chris Handegaard	140	140	160	0	140	336	240	240	156	40	1592	159.2
5	Nick Windsor	40	160	40	340	146	240	44	40	40	460	1550	155
6	Bob Loescher	0	156	56	320	140	0	140	160	260	160	1392	139.2
7	Don Veres	140	0	0	40	240	120	440	40	140	140	1300	130
8	Keith Jones	20	84	140	40	40	140	40	40	240	40	824	82.4
												15098	1887.25

Open B Standings After 5 Rounds

	Rounds Flown	10											
Place	Name	1	2	3	4	5	Total	Average					
1	Brian Gilkey	540	340	340	440	140	1800	180					
2	Eric Gilkey	120	260	276	540	440	1636	163.6					
3	Don Veres	340	200	140	340	200	1220	122					
4	Mike Bohlman	140	240	340	340	144	1204	120.4					
5	Kirk Adams	340	340	140	140	240	1200	120					
6	Tom Neff	140	20	260	340	440	1200	120					
7	Nick Windsor	240	160	160	140	440	1140	114					
8	Corey Stein	240	240	120	300	200	1100	110					
9	Chris Handegaard	340	140	140	240	140	1000	100					
10	Mike Fredricks	440	140	0	40	340	960	96					
11	Mark Schofield	220	220	240	140	140	960	96					
12	Craig Buttery	140	260	260	240	40	940	94					
13	Bob Loescher	140	188	140	320	140	928	92.8					
14	Keith Jones	240	160	240	40	168	848	84.8					
15	Mike Gillette	100	160	140	240	140	780	78					
16	Don Grissom	160	20	20	20	20	240	24					
17	Sean Rupp	20	160	-300	0	28	-92	-9.2					
							17064	1066.5					



2610 competitors.

Control Line Stunt

Welcome back to the 2008 Academy of Model Aeronautics' Control Line Precision Aerobatics Nationals.

All events will be flown on the National Flying Site in Muncie, Indiana, and the 600 x 600-foot grass circles will host the first two venues. Control Line Beginner and Intermediate Stunt will open on Sunday morning, July 13 at approximately 7:30 a.m. You will need to find the location by accessing a local map and the site map and finding the "L Pad." This macadam-based hard-surface site is almost in the middle of the AMA land.

From the L Pad, Look northwest toward the National Model Aviation Museum and AMA Headquarters and you will find the nine grass circles. The three northern grass circles will house the Beginner and Intermediate competition. The Beginner circle is the one closest to the museum.

Before entering any competition on site, all must go to the "farm house" or Nats Headquarters to register for their worker or participant badge. All must do this as a safety issue in the case of an accident, or a need to contact the worker or pilot.

Beginner is sponsored by the Peoria Wyreflyers, the New Albany Skyliners, and the Paducah Aero Modelers. This event is split into two age categories. AMA Junior and Senior pilots will compete against their own age groups, while the Open-aged adults—age 19 or older as of July 1 of this year—vie for their own prizes. Two traveling trophies, equal in size, are available for the two events.

A multitude of fellow modelers have donated a goodly number of prizes to be chosen by the winners of Beginner Stunt. The Junior/Senior winner will get to choose from the selection of gifts and

then the Open winner will select his or her gift.

The pilots will go through the full list of competitors, and often they are allowed to choose at least one or more times. Notes are taped to the boxes telling the fliers who donated the prize they are choosing, and ask them to send thank-you notes or letters to the generous friends of Beginner Stunt.

Intermediate Stunt is being run by Bob and Elaine Brookins. They are supported by their many friends, and the prizes are donated by John and Buzz Brodak of Brodak Manufacturing. Bob will fly the event on the top-most central and northeast corner of the same set of grass circles. Bob likes to get Appearance Points done by 8:45 a.m. and flying started at 9 a.m. He runs two circles and qualifies the top five off each set of competitors to then fill a 10-pilot matrix for the best Intermediate pilots.

The Top Intermediate pilot is always offered the opportunity to move up to the Advanced competition starting on Tuesday morning. The entrance fee will be furnished and he or she will be encouraged to make that step up to the next level.

All Advanced and Open pilots will bring their models to the One-Eighty Building located on North Broadway Avenue.



Bill Rich in inverted flight during his early morning practice flight on the L pad on July 11.

They must bring their airplanes to the Appearance Points in the early afternoon of the 13. To find the building, drive east on McGalliard until crossing the railroad tracks, turn left or north on Broadway, and drive one mile until passing the GMC dealer on the right. You will then find the One-Eighty Building on the right or east side of Broadway.

While the Appearance Points are being assigned, the pilot's meeting will be attended by all competitors, judges, and workers. You must be on time for this. Find a map from the farm house and note times for the meeting on Sunday afternoon.

We all hope you enjoy the week, as this is always a gathering of skilled and focused model pilots.

—Allen Brickhaus



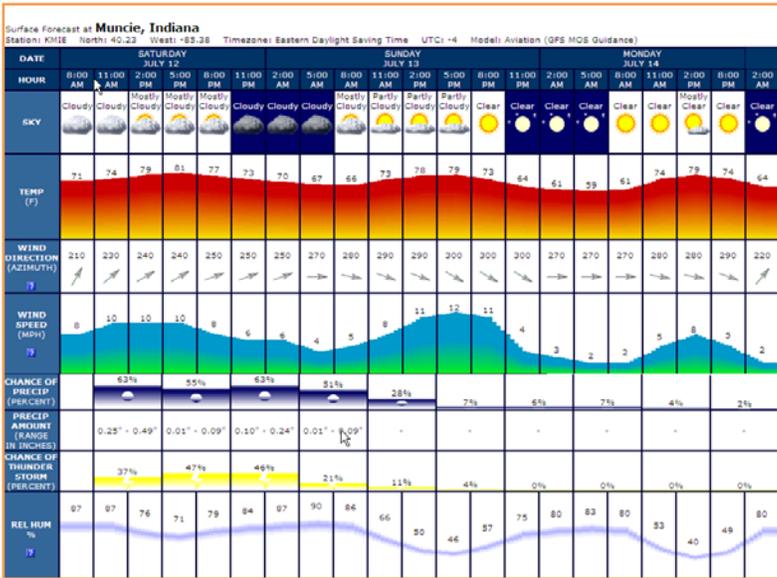
Gene Martine of Jacksonville FL launches for Bill Rich of Tampa. Bill is flying a Randy Smith SV-11 with a piped PA-65 for power.



Randy Smith preps his own design Katana, and his PA-51 for motivation at an early practice time. Randy is from Dacula GA.



Richard Giacobone is holding for John D'Ottavio on another practice circle. Rich and John are New York-based fliers.



Surface Condition Weather Forecasting for Air Sports Aviators - general Muncie area - from www.usairnet.com.



Bill Rich of Tampa ponders the launch procedures of Randy Smith and awaits the request to hold the Katana for engine-ignition.



Richard Giacobone takes time to get his Stuka ready for flight. Rich always brings a slick model to the Nats. This Stuka is only one of Richard's works of art.

Lost *and* Found



Lost in the vicinity of the AMA National Flying Site, Nats RC Director Wayne Yeager was last seen driving a golf cart aimlessly through the field, stopping frequently to stare intently at the grass. If you see this man, please escort him to Nats Headquarters where he will be fed and cared for by the many Nats staff members and volunteers.



Richard Giacobone is intent on a level inverted flight. Although only the two middle laps are judged, it takes a great amount of concentration to hold his Stuka at a five-foot altitude for a full six laps.



Muncie Model & Hobby

400 E.
Memorial Dr. (12th St.)
125 S.

Mon.-Thurs. 9 a.m. - 7 p.m.
 Friday 9 a.m. - 6 p.m.
 Saturday 9 a.m. - 5 p.m.
 Sunday 10 a.m. - 3 p.m.



AMA
Muncie Model



Nick Windsor and his father flying RC Combat.



If we could only come up with a solution for Brian Gilkey ...



Coming prepared or just over prepared? Kirk Adams.



Break something? Fix it fast. Visit Peak Electronics, Inc. located at Site 3. Here to support your needs during the Nats.

- Sirius Chargers and accessories
- Custom Electronics Accessories
- Xtreme Link 2.4 GHz
- Castle Creations speed controls
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