

## RC Combat: Rainy Day Two

Well, another day in the books. It looked as though there was not going to be any Combat with heavy rain in the morning and a weather prediction of rain throughout the day. Luckily the rain ended around noon so that we could get started.

We decided that since we all wanted to get in some

rounds and had five more to complete. The contest at the halfway point had Brian Gilkey with his brother Eric in a close second.

We started the

rounds of 2548 that we would start with five rounds of 2548 instead of 10 and then finish the Open B later in the afternoon which still had five rounds to complete.

Thirteen contestants started the event. The airplane of choice seems to still be the Hattrick Zero. This has been a really good flying aircraft for many years. It is simple to build and fly. Other airplanes included the Oscar, designed by Chris Handegard, the Hattrick P-51, and a really nice Corsair.

When we start a 2548 contest, all the airplanes are judged for accuracy with the shape and colors. 2548 is a limited class with weight and engine limits as well as a limit of 14,500 rpms.

It looks as though we are having one of those Gilkey years again with Brian Gilkey once again winning the contest with a score of 2,068. Kirk Adams came in second at 1,216, which was more than 800 points difference from first place.

It was a great contest with very little problems. It is really nice to see a Scale contest that everyone seems to really like and makes it easier for new pilots to get into the sport.

We started Open B Friday with five

first three rounds with three heats per round because of the number of pilots who were still flying. After the first three rounds we had already lost a few competitors, which meant that we needed to go to two heats per round. That really helped us complete the contest before the weather got bad again.

I personally had some of the great crashes of the day with what could only be called the javelin maneuver when I lost my wing and the fuselage went flying through the air. We also had a nine-cut round by Mark Schofield.

At the end of the day it looks so far as though the sweep is still in the works. Brain Gilkey came in first with 3,484, but a close second was his brother Eric Gilkey with less than one difference. Rounding out the top 5 were Kirk Adams, Mark Schofield, and Don Veres.

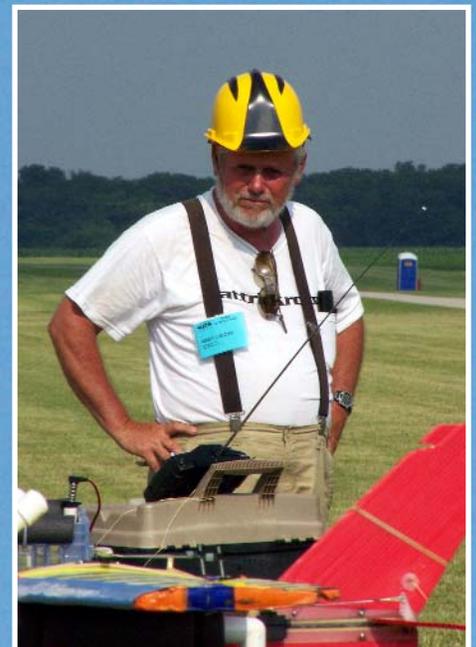
Sunday we will be starting with SSC which is currently the most-flown RC Combat in the country. This should be a great event with more than 20 pilots. SSC, which stands for Slow and Survivable Combat, was designed to slow down the speeds by using a .15 cubic-inch engine with an 8 x 3 Master Airscrew propeller running 17,500 maximum rpms.

The other contest for the day is Limited B, which uses much the same design as Open B but has a maximum

rpm of 14,500 using a special propeller and you must have a stock muffler.

Hope to see you at the event today.

—Don Grissom





I don't think bird repellent will keep a Combat bird away, but it does make for a sticky wing.



Above: Brian Gilkey's Red Mustang coming in for a landing.



Our version of a Combat squadron.



Mike Fredricks with the Hattrick Zero he designs. You will see a lot of Zeros in the air.



Left: Brian Gilkey shows off his cutting ability.



Left: Hey, Chris! The sun was not that bad.

# RC Combat 2548 Finals

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

1	BRIAN GILKEY	2068
2	KIRK ADAMS	1216
3	CHRIS HANDEGAARD	1138
4	VIAT GAIDAMAKOV	1120
5	MIKE FREDRICKS	1112
6	DON VERES	852
7	MARK SCHOFIELD	668
8	NICK WINDSOR	660
9	CRAIG BUTERY	580
10	TOM NEFF	580
11	BOB LOESCHER	360
12	DON GRISSOM	360
13	DON FOURSON	240



Damage on the flying site in the aftermath of a Saturday evening storm looks eerie in the gathering twilight.



# Open Combat Finals

1	BRIAN T GILKEY	SHELBY TWP	MI	3484
2	ERIC T GILKEY	SHELBY TWP	MI	3428
3	KIRK M ADAMS	LAUREL	MD	3024
4	MARK R SCHOFIELD	NOBLESVILLE	IN	2560
5	DON M VERES	ST CLAIR SHORES	MI	2540
6	NICHOLAS T WINDSOR	NAPLES	FL	2440
7	J CHRIS HANDEGARD	W PALM BEACH	FL	2300
8	MICHAEL W FREDRICKS	BEAVER DAM	WI	2260
9	THOMAS H NEFF	AURORA	CO	2020
10	ROBERT F LOESCHER	CRIDERSVILLE	OH	1780
11	MICHAEL S GILLETTE	ROSEVILLE	MI	1780
12	KEITH D JONES	WASHINGTON	MI	1768
13	MICHAEL BOHLMANN	BROWN DEER	WI	1764
14	CRAIG B BUTTERY	LOXAHATCHEE	FL	1640
15	COREY STEIN	MONTPELIER	OH	1380
16	DONLD W GRISSOM	CONYERS	GA	540
17	SEAN G RUPP	HOLIDAY CITY	OH	-92
999	WILLIAM C DRUMM III	DE PERE	WI	DNF
999	DIRK OOSTING	DAVENPORT	IA	DNF

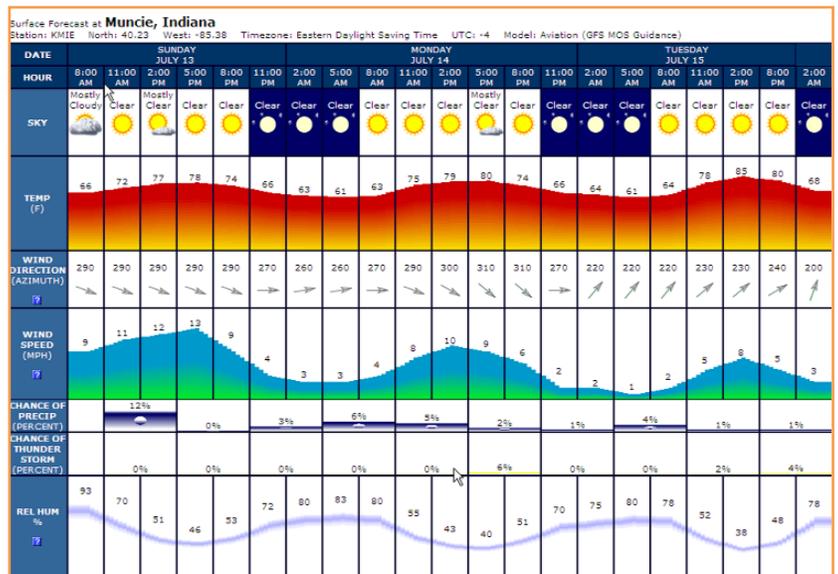


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Memorial Dr. (12th St.) **400 E**  
**AMA** **125 S.**  
**Nuncie Model**

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.



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



## CL Racing

Control Line Racing still has a small but dedicated following that makes the annual trip to Muncie, Indiana, for the National Championships. Competitors come from across the US and a few from Canada to participate in this unique event. In past years there have even been some international entries from France, Great Britain, Portugal, Australia, and New Zealand.

Control Line Racing was hugely popular in the US during the 1960s and the Nats attracted hundreds of competitors. Currently there are roughly 100 active CL racers in the US and the governing body for them is the National Control Line Racing Association (NCLRA).

Each entry in CL Racing consists of a pilot and at least one pitman. The AMA rules permit up to two pitmen per entry. Races are run with two or three pilots in the circle concurrently. For most events the durations of the race are either 70-lap

preliminary races (five miles) or 140-lap finals (10 miles).

Races have a countdown start “3-2-1-go!” then the stopwatches are clicked and the pitmen start the engines as quickly as possible and let the airplanes go. From there on it is a drag race, with the entry completing the necessary laps first being the winner.

Piloting can become quite physical during a race. Passing and jockeying around to stay clear of the other airplanes makes a race interesting for spectators.

During the course of most races a pit stop is required. The engine is stopped, the airplanes glide in for a landing and are scooped up by the pitman who refuels and restarts the engine. Superior airspeed alone is not enough to win; in fact most races are won in the pits.

There are six CL Racing events recognized by the AMA

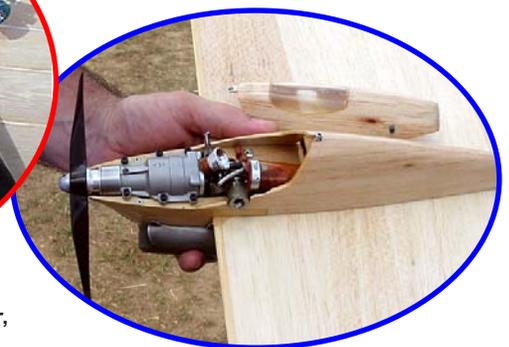
as “official” events and six other “unofficial NCLRA: events that are raced in the US. The difference in these events has to do with engine and aircraft specifications. There are events that are cheap and easy such as Mouse Racing where a beginner can start with a budget of less than \$100.

On the high end there is F2C Team Racing where a single airplane and engine may cost several thousand dollars. Engines used in CL Racing range from .049 up to .40 cubic inch maximum size. There is an event for almost every budget and skill level in CL Racing.

The 2008 Nats schedule has changed from previous years’ competition. The goals are to groom more fliers in the FAI class and eliminate some of the low-entry events. Look for close competition in the NCLRA Clown and Texas Quickie Rat events.

This year the engine size for Slow Rat has been dropped from .36 to .25 in the interest of getting back to three-up racing instead of two teams per race. At this point, most teams are sorting out the engine/airplane/propeller combinations that will run the best with this change. Slow Rat will be one of the most closely watched events at the 2008 Nats.

—Tim Stone



From the left: Mouse Racer, Slow Rat Racer, and Team Racer.