

RC Pylon

Hi! It is Tuesday already, and the A and B qualifying is finished for Q-500. Randy Bridge qualified first in the A Matrix, and had fast time of 1:06.55. Jim Allen qualified second in the B Matrix, with Gino Del Ponte setting the fast time with a 1:08.31.

It looked like Matias Salar was going to have to be a spectator for the Q-500 finals, when at the last minute, he cranked out a 1:07.07 which put him back in the game because of the new "wild card" rule. Matti and Scott were in practically in tears. Good job Matti!

This is a new rule this year that would allow a pilot who didn't make the cut to qualify for the finals. This rule would

take the two fastest times of the non-qualifiers in each Matrix and allow them to be back in the game. This gives the pilots hope right up to the last minute, and keeps them from leaving early. Good rule!

The finals for Q-500 will start at 8 a.m. Wednesday morning. The first round of the Q-40 A Matrix qualifying is Wednesday afternoon. We all looking forward to Wednesday night when Dennis Cranfill will host his traditional steak barbecue. Dennis puts on the best barbecue partys ever with huge steaks and plenty of food and drink.

I hear there might be a little live music at the party. Maybe we can get

Dennis and Mark Parker to sing a duet together or maybe even dance?

There are some really fast Q-500s this year and even faster Q-40s. The competition is so close it would be tough to pick the winner.

When the race was finished Dennis, Mark, and Jim Booker brought out the CL Combat wings and let everyone fly. This is so comical to watch and has become another Nats Pylon tradition. These airplanes are really fast. People who never flew before tried and some did surprisingly well. Hey, Debbie! You did great!

Good luck to all. Let's go race!

—Mike Del Ponte



Important Message from AMA Headquarters

Flying is *not permitted* at the former ABB transformer plant on Cowan Road. Please remember that unless you are flying on the AMA flying site, you must obtain permission from the property owner(s) to operate your aircraft.



CL General

307 (JS) 21 Sport Speed

1	ERIK L OLSON	S	140.426	WISCONSIN RAPIDS	WI
2	JAMES D VANSANT	S	131.468	LANGHORNE	PA
3	ASHLEY M WILK	S	126.327	CRYSTAL	MN

307 21 Sport Speed

1	JERRY W ROCHA		156.011	NAPA	CA
2	ARNOLD L NELSON		155.337	NAPA	CA
3	CHRISTOPHER A MONTAGINO		151.073	PARMA HEIGHTS	OH
4	MATTHEW WALLICK		147.772	OCKLAWAHA	FL
5	ALBERT L JONES		146.521	GAINESVILLE	VA
6	ERIC L NELSON		145.537	VISALIA	CA
7	GARRY N ANDREWS		144.834	MELBOURNE	FL
8	WILLIAM HUGHES		143.106	BARTLETT	IL
9	GLENN M LEE		142.067	BATAVIA	IL
10	SANTO S RIZZOTTO		139.047	WESTERLY	RI
11	BARRY L TIPPETT		137.088	ALLOUEZ	MI
12	JOHN W NEWTON		133.875	ROWLAND HEIGHTS	CA
12	JOEY MATHISON		133.875	LAS VEGAS	NV
0	RICHARD S YATSON		ATTEMPT	CLEVELAND	OH
0	ROBERT A TAIPALE		ATTEMPT	CUYAHOGA FALLS	OH
998	A H STEGENS		DNF	OLMSTED TWP	OH
998	DAVID R MARK		DNF	FENTON	MI
998	STEVE WILK		DNF	CRYSTAL	MN

310 F2A Speed

1	WILLIAM HUGHES		288	BARTLETT	IL
2	CHRISTOPHER A MONTAGINO		282.663	PARMA HEIGHTS	OH
3	GLEN J VANSANT		273.348	LANGHORNE	PA
4	JOHN W NEWTON		272.934	ROWLAND HEIGHTS	CA
4	JOEY MATHISON		272.934	LAS VEGAS	NV
5	C L DODGE		272.871	RICHMOND HEIGHTS	OH
6	JAMES D VANSANT		258.695	LANGHORNE	PA
7	MATTHEW WALLICK		241.691	OCKLAWAHA	FL
8	STEVE WILK		239.441	CRYSTAL	MN
0	DAVID FISCHER		ATTEMPT	EDEN PRAIRIE	MN
998	J H RHOADES		DNF	SALT LAKE CITY	UT
998	ASHLEY M WILK		DNF	CRYSTAL	MN
998	ERIK L OLSON		DNF	WISCONSIN RAPIDS	WI
998	H DAVID WALLICK		DNF	OCKLAWAHA	FL



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.

Memorial Dr. (12th St.)

400 Ft



125 s.



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

- Sirius Chargers and accessories
- Custom Electronics Accessories
- Xtreme Link 2.4 GHz
- Castle Creations speed controls
- Velcro
- Hobby Lobby FlyCamOne 2

CL Speed

Tuesday, Day Two: As the week progresses for CL Speed competition, the top speed reached each day climbs. This year on Tuesday the top speed reached in 21 Open Sport Speed was 156.011 mph by Jerry Rocha of Napa, California.

Jerry's model for this event is the result of a design effort made by three people: Jerry Rocha (many-time Nats Speed Champion), Arnold Nelson (two-time World F2A Speed Champion), and Luke Roy (a many-



Arnold Nelson releases his 21 Sport Speed Model for a flight of 155.337 which put him in second place.

Inset: Arnold (L) fuels his 21 Sport model with the help of his son Eric Nelson (R).



James Vansant flies his 21 Sport model.

were separated by a difference of .04 mph. Third place went to Chris Montagino at 151.073 mph. Chris turned this time on his first flight and was unable to increase it during the rest of his official flights.

Fourth place went to Matthew Wallick at 147.772 mph. This was Matthew's first Nats since he has been flying Speed for less than a year. He looks very comfortable flying in the pylon!

There was a total of 71 flights Tuesday, making for a very busy day.

Erik Olson took first in Junior/Senior combined 21 Sport Speed with a time of 140.426 mph. James Vansant was second at 131.468, and Ashley Wilk came in third at 126.327 mph.

There were eleven entrants in F2A Speed. The fastest Senior flier was James Vansant at 258.695 kph. Bill Hughes took first at 288.000 kph on his second attempt. Chris Montagino placed third at 273.348 kph. Bill and Chris are both on the US F2A Team and will represent us in France in just 10 days.

Carl Dodge, the third member of the US team, flew his older homebuilt engine-powered model for the Nats. He already had his new equipment packed and ready for the trip to France next week.

—Dave Mark

time Nats and local Speed contest winner). The model produced by this talented trio is a very smooth-flying ship in both calm or windy weather. It took Jerry all three of his flights to attain this speed.

Arnold Nelson held first place for the largest part of the day with a speed of 155.337 mph. Arnold and Jerry

Right: Barry Tippett (L) waits to pilot a model made by Glenn Lee (center) with the help of Al Jones (R).



CL Combat

The first event at this year's Control Line Combat Nats is F2D. Weather was great—not much wind and the temperature was not bad. Because of the low competitor count we decided that we would fly single airplane with Slow Rules Scoring. We flew four-minute matches with one-minute start time and 75 points per cut.

We had a lot of fun and a lot of good matches. The best match of the day was between Tim Soukup and Dan Reedy. The day's competition finished before 3 p.m.

Equipment used included all store-bought airplanes from GRS, Tom Siegler, Mike Willcox, and Phil Cartier. The engines were Russians or Ukraine manufactured.

I would like to thank my two timers and cut counters: Pat Zerfas and Carl Zenifas.

Wednesday is 75-mph Combat and I'm looking for a good turnout.

—Wayne Mc Daniel



Winners in F2D: (L-R) Dan Reedy, second place; Tim Soukup, first place; and Paul Smith, third place.



Paul Smith takes a picture of the action ...



... and later chats with a contingent of Combat folks from Texas.



Above: Tim Soukup's tool box.



Right: Tim Soukup with his pit man, Fred Meijer.



Aftermath ... check out the engine.



Left: Phil Cartier and Dan Reedy are getting ready to start a match.

CL Aerobatics



Bud Wieder of Newton NJ, preps his slick-looking Stunter.

By the close of flying, nearly all had survived an easy wind day. Mike McHenry of Indianapolis ran out of fuel near the top of the cloverleaf and struggled to maintain a safe passage to the tarmac. His goal, although very noble, did not work, and he lost a nice model. Mike also took a tumble to the ground. He and his ego are both a bit bruised, but some aspirin soothed the body.

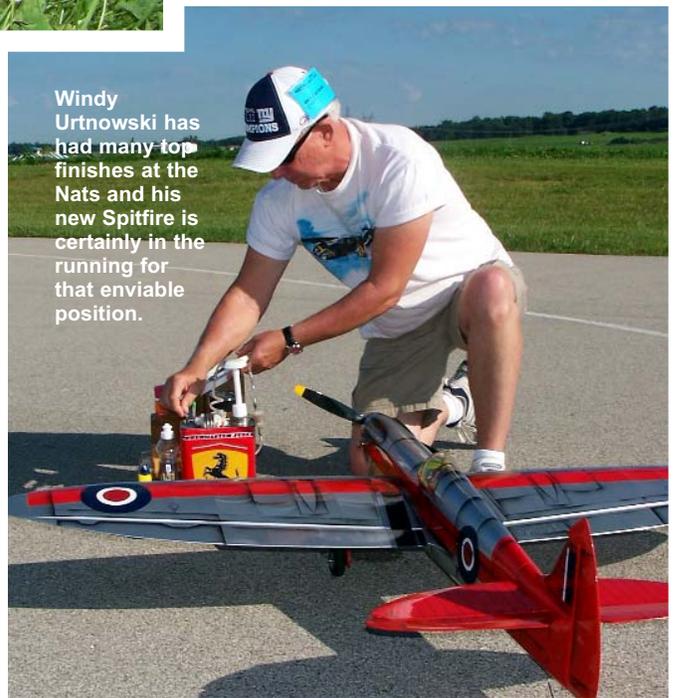
Mike brought out his last year's model, had it appearance-pointed, and readied the stunter for the second round on Tuesday afternoon. Mike still struggled with a slow needle setting but finished the Pattern to the applause of onlookers. Dan Banjock took the rudder off his very nice '30s-styled, four-stroke model. He repaired it and was

The "Indiana Wind Named Mariah" was compassionate on Tuesday's first qualifying flights. The wind directions stayed steady and didn't seem to surpass 10 mph. The other blessing was that fliers did not have to face into the sun much of the day and blue skies were used as the canvas to paint accurate patterns in the Hoosier day.

A judging clinic at 7 a.m. was a prelude to the smooth start of the qualifying flights flown on the four circles on the L pad. If you began on circle one this morning, you moved to three the next day. Circle three then moves to circle one in an opposite direction. The same happens with circles two and four. Each circle has three judges and those scores were taken to the tabulation trailer next to the pavilion on the L pad.

At press time, only the first round of scores was posted on site. Accuracy is the watch-word here, as Event Director Paul Walker did not want to backstep with any wrong calculations.

Each pilot must deal with the numbers printed on the main scoreboard. It is hard to establish a thought process with your own score or another pilot's score, which might change soon after the original post. I applaud Paul and his assistant, Warren Tiaht for the goal of continuing the accuracy of printed scores each and every day.



Windy Urtnowski has had many top finishes at the Nats and his new Spitfire is certainly in the running for that enviable position.



Everett Shoemaker of New Bern NC, flew his Brodak profile Cardinal to first in the Intermediate class on Sunday morning.



This is the slowest I have seen Jake Moon all day on Tuesday. He was a runner and literally "ran" score sheets from circles three and four to the tabulation desk.



Bill Rich has taken over the reigns of the PAMPA leadership and is continuing the paths of so many effective past presidents.



Larry Maltman of Winnipeg, Canada, traveled far to fly his Brodak Legacy in the 2008 AMA Nats.



Orestes Hernandez is readying his Shark/Legacy for an official on Tuesday afternoon. His friend Josias Delgado launches for him. Orestes is the 2007 Open Champion, recipient of the 2007 Walker Cup, and on the US FAI F2B Team.

ready for his second flight.

I will include the top two pilots in each class, on each circle, noted by the scores of the first round. Five will be going on to Finals Day on Thursday. Circle one Advanced modelers were Roger Wildman and Enrique Diez. Circle one Open flyers Randy Smith and Windy Urtnowski tied in the first round. Proceeding to circle two, the top two Advanced pilots were Richard Giacobone and Dale Gleason, and Open fliers were Orestes Hernandez and Bill Rich.

Circle three was topped by Advanced fliers Louis Rankin and Mike Greb. The top two in Open were Brett Buck and Matthew Nuemann. Circle four was a given with Germanio Becerril and Dennis Vander Kuur.

The Precision Aerobatics Model Pilots Association (PAMPA) will host its annual executive council meeting at the AMA Headquarters in the upstairs boardroom at 6 p.m. The general membership meeting and nomination of officers will be held at 7:30 p.m.

—Allen Brickhaus

Thoughts from a “Modeling” Wife

I woke up this Sunday morning thinking, “Ahhh, a good day to go to the flying field.” Now you know I don’t fly, but when I saw another rainy day in the Northwest, I was disappointed. It made me think of all the times I’ve been asked by other modelers’ wives, “Why do you go out there? Do you really like this stuff? Don’t you get angry at the time it takes and the money spent?” I thought perhaps you’d like a story told by this modeler’s wife.

When Darrol and I met 14 years ago I had not had the opportunity to go to restaurants, stay in motels, or travel much at all. When he asked me if I’d like to go to Denver for a Pattern contest, I thought, “humm, 12-hour drive, his undivided attention all the way there and all the way back, eating out, staying in a motel ... no brainer. SURE!” When I got there, an added bonus. GREAT PEOPLE! And at the next contest many of the same people were there and some new ones. And as the years passed, many contests, lots of memories have been made on the field, off the field, in the restaurants, and yes, as if it’s any of your business, in the motels with Darrol. A vastly expanded travel log is now mine. Which brings me to present day.

As many of you know my father died four months ago. At his funeral I walked up to an altar filled with many flowers. So breathtaking, I had to stop and compose myself. When I read each and every card it was becoming obvious that the majority of the flowers were from friends in the modeling community. To say the very least, I was speechless and moved beyond expression.

When I think of modeling I don’t think of the time consumption, the expense, and the long weekends away from home. I think of the opportunity to make new friends and nurture long-standing relationships. I think of how we’ve made so many wonderful memories. I think of how comforted I felt looking at those flowers. I feel ... blessed.

I thank Darrol for giving me the opportunity to accompany him and sharing this side of him with me. I thank God for giving me the wisdom to allow the experience to happen.

Thank all of you for being you,
Rhonda Cady

CL Racing

Tuesday July 15: Preliminary races continued today for Goodyear, F2C, Clown Racing. The top-placing teams in each of these events will advance to final races Wednesday.

F2C had one team drop out and most others were beginning to show signs of wearing out. The times posted were much slower than Monday's times. After two days, the ranking teams going to a 200-lap final were Oge/Ricketts (3:27), Lee/Green (3:29), and Wallick/Wallick (3:50).

Goodyear

After a shaky start on Monday, most entries were starting to get in some good races and finally dial in their equipment. Three of the top four times were recorded on Tuesday. Races were flown two-up and there were no mentionable mishaps. Four teams will go to the finals: Stone/Oge (2:58), Ricketts Sr. and Jr. (3:04), Lee/Green (3:07), and Betz/Fisher (3:09).

Clown Racing

The Quad elimination format continued late into the day with more outstanding times. Once again, the New Jersey team of Al and Pat Ferarro with John Ross made an excellent



Bob Oge pitting a Goodyear.



Jim Ricketts, Ron Jenkins, and Matthew Wallick in an F2C Prelim.



F2C Preliminary race.



Dave Hull, Matthew Wallick, John Ross Clown racing.

showing. They were short of the record 165 laps that Al had set on Monday but still shared the top time (160 laps) with Les Akre. They along with Dave Hull made the cut for Wednesday's final.

—Tim Stone

—photos courtesy of Brenda Jenkins



Scott Jenkins pits an F2C.

Hungry? Vendors at different sites and their schedules are listed for your dining pleasure.

Tuesday July 15

Site 1
 Boy Scouts–Full Breakfast menu 7am-10am and Full Lunch 10-?

Site 2
 Mark Carter’s Nearly World Famous Hot Dogs

Site 3
 AMA Staff - Lois
 Baskin Robbins

Wednesday July 16

Site 1
 Boy Scouts–Full Breakfast menu 7am-10am and Full Lunch 10-?

Site 2
 Mark Carter’s Nearly World Famous Hot Dogs

Site 3
 AMA Staff - Lois
 Baskin Robbins

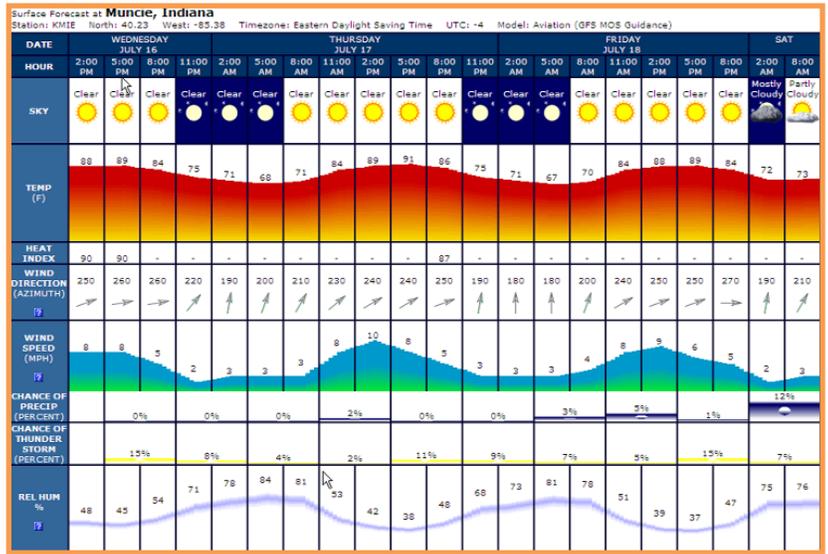
Site 4 –
 AMA Staff - Colleen

Thursday July 17

Site 1
 Boy Scouts–Full Breakfast menu 7am-10am Full Lunch 10-?

Site 2
 AMA Staff - Lois

Site 3
 AMA Staff - Colleen
 Baskin Robbins



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

Site 4
 Mark Carter’s Nearly World Famous Hot Dogs

Friday July 18
 Site 1
 Boy Scouts–Full Breakfast menu 7am-10am Full Lunch 10-?

Site 3
 AMA Staff - Lois
 Baskin Robbins

Site 4
 AMA Staff-Colleen

Site 5
 Mark Carter’s Nearly World Famous Hot Dogs

Saturday July 19
 Site 4
 AMA Staff - Lois



Big tails are for precision helicopter flying.



Cliff Hiatt's Caliber 90.



Wayne Mann's Caliber 90 Staysee.

2008 RC Helicopter Nationals

It's July, it's *hot*—hmmmmmm, must be time for the Helicopter Nats. Yep, we're back, in search of fame, glory, and riches ... okay, maybe just glory for awhile.

This year's Nats' contest looks to be a good one, not as much for the quantity of competitors, but the quality is certainly here. I don't know what's causing it, if it's the cost of travel or something else, but our numbers are down from last year.

With that said, we have folks who traveled from Canada and Great Britain to join us so it should be an enjoyable time for all.

Curtis Youngblood is here, presumably back to regain his national title. Last year Curtis and other US Team members opted out of attending the Nats because the event was held so close to the World Championships. The way I remember it, all of their primary machines were shipped overseas long before



the Nats, so they didn't have anything to fly. Seems like a legitimate excuse to me!

Curtis has gone over to the Watt side; his JR Vibe machines are electric powered and from watching the practice flights it seems he's not wanting for power either. Maybe we'll bring details of his set-up in the next issue.

Only one other pilot appears to be flying electric, and that's Barron Johnson returning to Class One hoping to take better than second.

In addition to Nats competition, we will be running the F3C Team Selection final to decide who will represent the US at the 2009 F3C World Champs to be held here in Muncie in August 2009.

Only one flightline is running on the aerobatic side of the helicopter event. Tomorrow we should see the Scale flightline start to act up. We welcome Peter Wales again as our CD. Eleven pilots at this point are scheduled to fly in Scale, including the two-year past champion Len Mount. We're told that his Scout has some surprising upgrades and enhancements. We'll try to squelch out the noise about that machine, and some other cool stuff we've found, when more is known. Stay tuned!

—Craig Bradley and Michael Ramsey

If you think 3-D is a challenge, you should see what these contenders are doing!



Above: Surprise, surprise! Len Mount has returned to compete in the Scale competition. Can he take the national title for third time?

Curtis Youngblood's Vibe machines are all electric this year.



Scott Gray throws a practice round in F3C with his JR Vibe dressed up with a Stysee full body.