

Control Line Racing

Thursday is Rat Day in Muncie! AMA Rat Race, Slow Rat Race, and Texas Quickie Rat were raced today. It was a hot, 90-plus-degree day with lots of racing.

AMA Rat

This is the third year that Rat was flown with the .15 cu. in. maximum size. It is fair to say that most are still struggling to work out their equipment. The dominant engines are the Nelson F.I.R.E AAC and the highly tuned Rossi MK 2 and 3 .15s.

Attendance was not very good this year with five entries. Because of a heavy schedule, only prelims were flown with Steve Eichenberger first at 3:20, Dave Betz at 3:25, and Tim Stone with 3:52.

Slow Rat

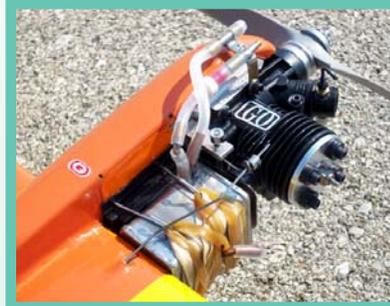
2008 had a major rule change in Slow Rat with the displacement being limited to .25 cubic inches. Everyone was anxious to see how the new setups would perform. There was quite a variety of engines used; O.S. Max, GMS, Novarossis' and several RC truck motor conversions. Al Ferarro debuted the new GO .25 that ran quite well.

There was a huge difference in airspeed between those who had worked out their equipment and those who had not. Twelve entries made for some good three-up racing. Tim Stone set the new preliminary record with Bob Oge pitting: 3:15 for 70 laps. In the finals, Russ Green won with

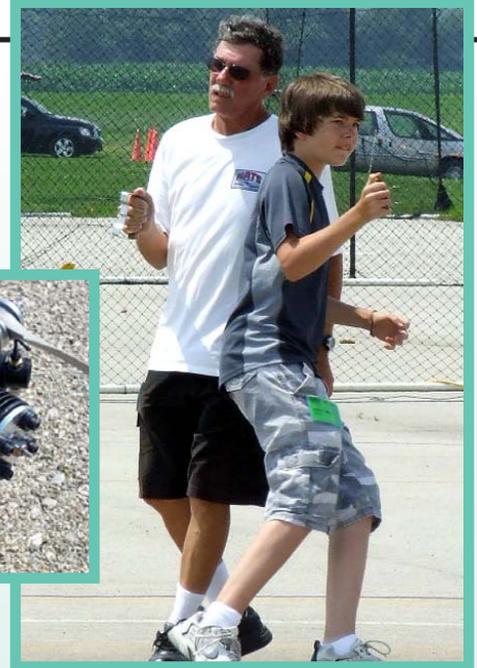
7:20 for 140 laps (a new final record) followed by John Ross/Al Ferarro (8:51). Tim Stone suffered a pit fire on his last pit that cost him the race.

Texas Quickie Rat

The competition is very tight in this event with sometimes just fractions of a second deciding the outcome of a race. There has been little innovation in this event and the playing field is pretty level. Virtually all the engines were K&B .40. Thirteen entries made for a good turnout. Most races were run three-up with



John Ross and Ron Jenkins Texas Quickie Rat.



John Ross and Ron Jenkins Texas Quickie Rat.

almost no mishaps.

Canadian Les Akre had it all together with Californian Dave 'McSlow' Hull at the controls. Their 6:23 final was a respectable time. Russ Green/Mike Greb were second and Bill Lee/Tim Stone had starting problems to finish third.

Thanks to Ritches' Brew in Houston for supplying the Contest fuel. It ran great for everyone and there were no complaints.

John Brodak graciously donated a SuperFly kit and a Brodak .25 engine as a prize for the High Point Jr/Sr entry. The winner was Ashley Wilk. Bill Lee was the

overall Nats High point winner.

—Tim Stone

Bob Oge pitting author Tim Stone's Slow Rat.





Al and Pat Ferarro with John Ross's Slow Rat.



Above: Texas Quickie Rat winners.



Left: Busy pits on Thursday.



Right: Texas Quickie Rat preliminary race.



Rick Lamb, Travis Flynn, and Gary Freeman Jr. after they presented Rick with an airplane, transmitter, and battery of his own.

Michelle Lamb, AMA staff member who works in the Competitions Department, wants to thank several members of the Pylon community. From Michelle:

“My husband, Rick Lamb, has been hanging out with Travis Flynn, Gary Freeman Jr., and the guys at the Pylon Nats this week. Rick is genuinely interested in learning how to fly and has been asking questions and talking to them about what the best thing to start flying would be.

“Thursday night Travis and Gary got Rick on a buddy box and had him fly a foamie plane. He *loved* it and I have to say he did rather well! Later in the evening, before we left for the night, Gary Freeman Jr., Travis Flynn, and Gary Freeman Sr. came up to us and gave Rick the foamie plane and set him up with the transmitter and battery.

“Rick and I would like to say thanks to those guys and to all of the other Pylon fliers who have taken the time to stop and answer questions.”

Thank
You!

RC Pylon

I can't believe it is Thursday already and Q-40 qualifying is half finished. I thought the A Matrix was cooking with its 1:04s yesterday, but the B Matrix showed them how it's done by Dave Norman cranking out a 1:02.92 time right away, pushing Gino into a cut on number two pylon and dropping him a point. That was a hot race. Good job, Dave.

Danny Kane Jr. took it a step further by setting the fast time of the day with a 1:02.73. Come on guys, this is just qualifying!

We lost several more airplanes today due to midairs and bad air, but that comes with the territory. Some airplanes only last a day and other last years, but sooner or later, their number is up.

The airframes varied a lot. You would see Proud Birds, Lokis, Pole Cats, Vendettas, Sweet Peas, and many others, all performing very well. At the end of the day, the A Matrix had finished qualifying. Travis Flynn was on top with a perfect score and a fast time of 1:04.13. The B Matrix was half finished with A.J. Seaholm on top with a fast time of 1:04.23. These guys worked hard and it showed.

When the racing was finished for the day everyone was more relaxed and ready for some fun. Dennis Cranfill started it off with his famous steak barbecue dinner. This is always a hit and gives everyone a chance to visit and relax.

Dennis bought the largest rib eye steaks you have ever seen. I told Dennis to watch out for Gino because he had not eaten all day—not even breakfast. When dinner was over, Gino had put away two 20 oz. steaks, two baked potatoes, two ears of corn, and more.

Hats off to Dennis and Mark for another great barbecue. After the dinner, we were back to playing with Dennis Cranfill's and Mark Parker's Control Line Combat airplanes. You have to see this to believe it. They let anyone fly who wanted to and it was hysterical to watch.

When it was getting dark, all who were left decided to throw a Frisbee that glowed in the dark. These guys are as competitive on the grass as they are on the Pylon course. After a while we all got tired and the mosquito's chased us off, so it was time to call it a day and get some rest for the big day tomorrow.

The finals start at 8 a.m. God luck everyone!

—Mike Del Ponte



Mark Parker from Texas.



Scott McAfee and Matias Salar from Los Angeles CA.



Dub Jett and Mike Hesel from Texas.



Lyle Larson from South Dakota.



Grunk and Scott.



The Duda Racing Team.

CL General

320 Navy Carrier II

1	PETER O MAZUR	O	450.2	SUGAR GROVE	IL
2	BURTON BROKAW	O	418.1	TUCSON	AZ
3	DALE E GLEASON	O	389.5	VALLEY VIEW	TX
4	ARTHUR J JOHNSON	O	295	ROCKFORD	IL
999	GARY R HULL	O	ATT	CLEVELAND	OH
999	JOHN R VLNA	O	DNF	SILVER SPRING	MD
999	RICHARD L PERRY	O	DNF	ALBUQUERQUE	NM

319 Navy Carrier I

1	PETER O MAZUR	O	476.3	SUGAR GROVE	IL
2	BURTON BROKAW	O	458	TUCSON	AZ
3	ARTHUR J JOHNSON	O	196.9	ROCKFORD	IL
4	WILLIAM CALKINS	O	83.3	SUGAR GROVE	IL
999	DALE E GLEASON	O	DNF	VALLEY VIEW	TX
999	GARY R HULL	O	ATT	CLEVELAND	OH
999	JOHN R VLNA	O	DNF	SILVER SPRING	MD
999	RICHARD L PERRY	O	DNF	ALBUQUERQUE	NM

302 A Speed

1	JERRY W ROCHA	O	186.885	NAPA	CA
2	CHRISTOPHER A MONTAGINO	O	184.41	PARMA HEIGHTS	OH
3	WILLIAM HUGHES	O	183.7	BARTLETT	IL
4	JOHN W NEWTON	O	182.796 tm	ROWLAND HEIGHTS	CA
4	JOEY MATHISON	O	182.796 tm	LAS VEGAS	NV
5	GLEN J VANSANT	O	167.915	LANGHORNE	PA
999	BARRY L TIPPETT	O	dnf	ALLOUEZ	MI

303 B Speed

1	GLEN J VANSANT	VANSANT	O	1	174.129	LANGHORNE	PA
2	CHRISTOPHER A MONTAGINO	MONTAGINO	O	2	174.474	PARMA HEIGHTS	OH
3	WILLIAM HUGHES	HUGHES	O	3	169.967	BARTLETT	IL
4	GLENN M LEE	LEE	O	4	162.243	BATAVIA	IL
5	FRED A MARGARIDO	MARGARIDO	O	5	153.052	PALM BAY	FL
6	JOHN W NEWTON	NEWTON	O	6	148.663 team	ROWLAND HEIGHTS	CA
6	JOEY MATHISON	MATHISON	O	6	148.663 team	LAS VEGAS	NV
7	SANTO S RIZZOTTO	RIZZOTTO	O	7	99.265	WESTERLY	RI
999	GARRY N ANDREWS	ANDREWS	O	999 dnf		MELBOURNE	FL
999	DAVID R MARK	MARK	O	999 dnf		FENTON	MI
999	ROBERT A TAIPALE	TAIPALE	O	999 dnf		CUYAHOGA FALLS	OH
999	CHARLES J WHITLER	WHITLER	O	999 dnf		CASTALIAN SPRINGS	TN

303 JS B Speed

ASHLEY M WILK	S	1	124.517	CRYSTAL	MN
JAMES D VANSANT	S	2	155.224	LANGHORNE	PA

312 Slow Rat

1	JOHN R GREEN	O	07:20.7	MOBILE	AL
2	JOHN ROSS	O	08:51.3	SOMERVILLE	NJ
3	TIM L STONE	O	03:15.9	MC HENRY	IL
4	ROBERT J OGE	O	03:34.9	HINCKLEY	IL
5	JAMES M GALL	O	03:49.8	GARFIELD	NJ
6	STEVE EICHENBERGER	O	04:04.9	CHANDLER	AZ
999	STEVE WILK	O	dnf	CRYSTAL	MN
999	JOHN A BRUMAN	O	dnf	CASA GRANDE	AZ
999	ASHLEY M WILK	S	dnf	CRYSTAL	MN
999	MATTHEW WALLICK	O	dnf	OCKLAWAHA	FL
999	LES AKRE	FO	dnf	EDMONTON	CAN
999	CHARLES R JOHNSON	O	dnf	OCEANSIDE	CA

311 Rat Racing

1	STEVE EICHENBERGER	O	03:20.5	CHANDLER	AZ
2	DAVID O BETZ	O	03:25.8	WARSAW	IN
3	TIM L STONE	O	03:52.0	MC HENRY	IL
999	ROBERT J OGE	O	dnf	HINCKLEY	IL
999	CHARLES R JOHNSON	O	dnf	OCEANSIDE	CA

Helicopter

Standings for Class I

2008 AMA National Helicopter Championship

Place	Pilot							Score
1	Baron Johnson							5000
Normalized	1000	1000	1000	1000	1000	1000	0	
Raw	168	180	174	175.5	173	187.5	0	
2	George Matthews							4430.372
Normalized	886.9048	863.8889	902.2989	851.8519	878.6127	898.6667	0	
Raw	149	155.5	157	149.5	152	168.5	0	

Helicopter

Standings for Scale

2008 AMA National Helicopter Championship

Place	Pilot	Score			
1	Len Mount	3000			
Normalized	1000	1000	1000	0	0
Raw	869	319	332	0	0
2	Bob Harris	2564.067			
Normalized	880.3222	846.395	837.3494	0	0
Raw	765	270	278	0	0
3	Michael Rose	2521.399			
Normalized	806.6744	868.3386	846.3856	0	0
Raw	701	277	281	0	0
4	Adam Tashjian	2228.505			
Normalized	822.7848	746.0815	659.6386	0	0
Raw	715	238	219	0	0
5	Joe Howard	2087.914			
Normalized	683.5443	711.5988	692.7711	0	0
Raw	594	227	230	0	0
6	Emile Sheriff	1931.265			
Normalized	714.6145	532.9153	683.7349	0	0
Raw	621	170	227	0	0
7	Darrell Sprayberry	1737.388			
Normalized	133.4868	730.4075	873.494	0	0
Raw	116	233	290	0	0
8	Paul Strobel	680.4284			
Normalized	319.9079	53.29154	307.2289	0	0
Raw	278	17	102	0	0
9	Stanley Kopeski	0			
Normalized	0	0	0	0	0
Raw	0	0	0	0	0

Standings for FAI F3C

2008 F3C Team Selection Finals

Place	Pilot	Score					
1	Curtis Youngblood	2000					
Normalized	1000	1000	996.1686	998.0469	1000	746.9136	
Raw	259.5	264	260	255.5	255	181.5	
2	Wayne Mann	1994.334					
Normalized	971.0983	981.0606	1000	1000	952.9412	1000	
Raw	252	259	261	256	243	243	
3	Dwight Shilling	1925.305					
Normalized	926.7822	941.2879	925.2874	949.2188	935.2941	985.5967	
Raw	240.5	248.5	241.5	243	238.5	239.5	
4	Cliff Hiatt	1755.734					
Normalized	859.3449	905.303	894.636	953.125	833.3333	837.4485	
Raw	223	239	233.5	244	212.5	203.5	
5	Gordie Meade	1670.913					
Normalized	840.077	810.6061	827.5862	849.6094	796.0784	831.2757	
Raw	218	214	216	217.5	203	202	

4 rounds of Schedule A, drop the lowest round, normalized.

2 rounds of Schedule C, drop the lowest round.

2 total scores.

Helicopter

Standings for FAI F3C

2008 AMA National Helicopter Championship-FAI

Place	Pilot						Score
1	Curtis Youngblood						2000
Normalized	1000	1000	996.1686	996.1014	1000	717.3913	
Raw	259.5	264	260	255.5	255	181.5	
2	Scott Gray						1984.047
Normalized	971.0983	977.2728	967.433	1000	998.0392	1000	
Raw	252	258	252.5	256.5	254.5	253	
3	Wayne Mann						1954.781
Normalized	971.0983	981.0606	1000	998.0507	952.9412	960.4743	
Raw	252	259	261	256	243	243	
4	Dwight Shilling						1886.32
Normalized	926.7822	941.2879	925.2874	947.3685	935.2941	946.6403	
Raw	240.5	248.5	241.5	243	238.5	239.5	
5	Cliff Hiatt						1751.575
Normalized	859.3449	905.303	894.636	951.2671	833.3333	804.3478	
Raw	223	239	233.5	244	212.5	203.5	
6	Gordie Meade						1638.03
Normalized	840.077	810.6061	827.5862	847.9532	796.0784	798.419	
Raw	218	214	216	217.5	203	202	
7	Tim Diperi						1495.698
Normalized	699.4219	759.4697	758.6207	766.0818	733.3334	731.2253	
Raw	181.5	200.5	198	196.5	187	185	
8	Doug Trent						1336.259
Normalized	674.3738	685.6061	689.6552	152.0468	637.2549	652.174	
Raw	175	181	180	39	162.5	165	
9	Bill Tinsley						1246.111
Normalized	649.3256	651.5151	620.6896	703.7037	533.3334	577.0751	
Raw	168.5	172	162	180.5	136	146	
10	Daniel Hiatt						1076.342
Normalized	776.4932	795.4546	739.4636	871.345	231.3725	260.8696	
Raw	201.5	210	193	223.5	59	66	
11	Mike Goza						0
Normalized	0	0	0	0	0	0	
Raw	0	0	0	0	0	0	

4 rounds of Schedule A, drop the lowest round, normalized.

2 rounds of Schedule C, drop the lowest round.

2 total scores.

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.

C/L Precision Aerobatics AMA National Championships, 2008

Event 322 (Open) Qualifications

Contestant	Tuesday, Circle 1				Wednesday, Circle 3				Total Score	Place
	Round 1		Round 2		Round 1		Round 2			
	Flight Order	Score	Flight Order	Score	Flight Order	Score	Flight Order	Score	Best score from day 1 + best score from day 2	
Brett Buck	3	562.67	6	566.67	7	561	5	565.67	1132.333333	Q
Wesley Dick	9	492.33	5	505.33	6	517.67	7	507.67	1023	29
Robert McDonald	8	530.33	4	533.67	8	541.33	8	553.33	1087	Q
Jose Modesto	7	530	9	248.33	5	517	2		1047	25
Matthew Neumann	4	559.67	1	565.67	3	555	6	564	1129.666667	Q
Larry Robertson	2	500.33	2	522.67	4	518.67	1	484.33	1041.333333	26
Howard Rush	1	552	7	556.33	1	550	9	563.67	1120	Q
Bill Rutherford	5	545.67	3	542	2	531	4	547.67	1093.333333	Q
Frank Williams	6	483.33	8	542.67	9	543.33	3	537.33	1086	24

**C/L Precision Aerobatics
AMA National Championships, 2008**

Event 322 (Open) Qualifications

Contestant	Tuesday, Circle 3				Wednesday, Circle 1				Total Score	Place
	Round 1		Round 2		Round 1		Round 2			
	Flight Order	Score	Flight Order	Score	Flight Order	Score	Flight Order	Score	Best score from day 1 + best score from day 2	
Dan Banjock	5	227.67	2	529.33	5	554.67	8	560.67	1090	Q
Gene Martine	2	511.33	8	535.33	7	534.67	4	522.33	1070	23
R Steven Moon	4	522.67	1	531.67	2	538	3	543.33	1075	Q
Randy Smith	3	536.33	7	534	6	539.67	7	551.67	1088	Q
Robert Storick	6	521.67	3	529	8	544.33	6	541	1073.333333	21
Keith Trostle	8	532	6	540	4	530.67	1	529	1070.666667	22
Kenton Tysor	7	527.33	5	538	3	552.67	5	550	1090.666667	Q
Winfred Untnowski	1	536.33	4	541	1	565.33	2	564.67	1106.333333	Q

**C/L Precision Aerobatics
AMA National Championships, 2008**

Event 322 (Open) Qualifications

Contestant	Tuesday, Circle 4				Wednesday, Circle 2				Total Score	Place
	Round 1		Round 2		Round 1		Round 2			
	Flight Order	Score	Flight Order	Score	Flight Order	Score	Flight Order	Score	Best score from day 1 + best score from day 2	
Derek Barry	8	527.67	1	542	6	567.33	3	555.33	1109.333333	Q
Allen Brickhaus	7	471.33	5	488	1	491	2	513	1001	30
P. T. Granderson	1	521	7	520	3	526.67	4	554.33	1075.333333	Q
Alberto Haber	3	517.67	4	522.67	2	528.67	8	530	1052.666667	Q
Michael McHenry	6	409.33	8	485.67	5	527	7	524	1012.666667	28
Frank McMillan	4	517.33	3	540.67	4	560	6	551.67	1100.666667	Q
Kenny Stevens	5	515.33	2	517.67	7	554.33	5	552	1072	Q
David Triple	2	485.67	6	472.67	8	507	1	493.67	992.666667	31

**C/L Precision Aerobatics
AMA National Championships, 2008**

Event 325 (Advanced) Qualifications

Contestant	Tuesday, Circle 2				Wednesday, Circle 4				Total Score	Place
	Round 1		Round 2		Round 1		Round 2			
	Flight Order	Score	Flight Order	Score	Flight Order	Score	Flight Order	Score	Best score from day 1 + best score from day 2	
Wesley Eakin	6	469.67	3	393	4	463.67	1	462	933.3333333	26
Richard Giacobone	5	493	2	499.33	2	499.67	7	530.67	1030	Q
Dale Gleason	8	486.33	8	484.33	5	475.33	8	487	973.3333333	Q
Larry Lindburg	3	467.33	7	483	6	447.67	2	481.33	964.3333333	Q
Larry Maltman	4	349.67	4	443	7		6		443	30
Donald Ogren	7	470.67	1	413	1	472	5	477.33	948	24
Mike Schmitt	2	466.33	6	485.33	3	420.67	4	488.67	974	Q
Bud Wieder	1	485.33	5	515.67	8	519	3	513	1034.666667	Q

**C/L Precision Aerobatics
AMA National Championships, 2008**

Event 325 (Advanced) Qualifications

Contestant	Tuesday, Circle 3				Wednesday, Circle 1				Total Score	Place
	Round 1		Round 2		Round 1		Round 2			
	Flight Order	Score	Flight Order	Score	Flight Order	Score	Flight Order	Score	Best score from day 1 + best score from day 2	
Walter Brownell	8	482.33	3	480.67	3	474	2	487	969.3333333	23
Enrique Diez	2	496.67	6	497.67	1	483.67	5	514	1011.666667	Q
Adrian Dominguez	3	490.67	5	505	2	512.67	1	524	1029	Q
Darrell Harvin	5	500.33	8	509.33	6	522	8	525.67	1035	Q
Paul Lagan	6	418	4	507.33	4	525.33	7	532.67	1040	Q
Jim Rhoades	4	485.67	7	482.67	5	497	6	493.67	982.6666667	22
Eric Taylor	1	486.67	2	485.33	8	498	4	508	994.6666667	21
Roger Wildman	7	501.33	1	508	7	514	3	505.33	1022	Q

C/L PRECISION AEROBATICS - 2008 AMA NATIONAL CHAMPIONSHIPS

AMA Advanced (Event 325) FINALS

CONTESTANT	CIRCLE 1		CIRCLE 2		TOTAL SCORE	PLACE
	FLIGHT ORDER	SCORE	FLIGHT ORDER	SCORE	SUM OF 2 FLIGHTS	
RICH GIACOBONE	1	512.00	17	515.67	1027.67	3
SCOTT REYNOLDS	2	485.67	14	504.00	989.67	14
DARRELL HARVIN	3	500.33	19	516.33	1016.67	7
LOUIS RANKIN	4	503.00	12	516.67	1019.67	6
ROGER WILDMAN	5	433.67	20	317.67	751.33	20
LARRY LINDBURG	6	481.67	18	503.33	985.00	15
DENNIS VANDER KUR	7	496.67	15	517.33	1014.00	9
GERMANIO BECERRIL	8	526.00	16	531.67	1057.67	1
RYAN YOUNG	9	500.33	11	496.33	996.67	12
JOHN PARIS	10	494.00	13	515.00	1009.00	11
CRIST RIGOTTI	11	483.00	1	480.67	963.67	17
ADRIAN DOMINGUEZ	12	514.33	10	517.67	1032.00	2
PAUL LAGAN	13	525.33	7	498.00	1023.33	5
DALE GLEASON	14	497.67	3	487.00	984.67	16
LESLIE BYRD	15	464.00	2	467.00	931.00	19
RONNIE THOMPSON	16	487.00	6	469.00	956.00	18
BUD WIEDER	17	529.67	4	484.33	1014.00	9
MIKE GREB	18	502.67	8	494.00	996.67	12
ENRIGUE DIEZ	19	529.00	5	496.00	1025.00	4
MIKE SCHMITT	20	500.33	9	515.00	1015.33	8

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C/L PRECISION AEROBATICS - 2008 AMA NATIONAL CHAMPIONSHIPS

AMA Open (Event 322) SEMI-FINALS

CONTESTANT	CIRCLE 3		CIRCLE 4		TOTAL SCORE	PLACE
	FLIGHT ORDER	SCORE	FLIGHT ORDER	SCORE	SUM OF 2 FLIGHTS	
HOWARD RUSH	1	550.67	15	562.00	1112.67	QF
BILL RUTHERFORD	2	522.33	14	544.33	1066.67	17
BILL RICH	3	548.00	13	567.67	1115.67	QF
JOSIAS DELGADO	4	521.00	16	537.67	1058.67	19
KENNY STEVENS	5	537.00	20	561.33	1098.33	10
MATT NEUMANN	6	555.67	19	540.00	1095.67	11
ALBERTO HABER	7	526.33	12	543.33	1069.67	16
KENT TYSOR	8	545.33	11	559.00	1104.33	9
MIKE PALKO	9	549.67	18	555.00	1104.67	8
STEVE MOON	10	536.33	17	545.00	1081.33	13
BRETT BUCK	11	554.33	7	573.67	1128.00	QF
BOB McDONALD	12	540.67	5	536.67	1077.33	15
RANDY SMITH	13	532.00	6	547.33	1079.33	14
WINDY URTNOWSKI	14	556.67	10	556.67	1113.33	QF
ALLEN GOFF	15	538.00	9	526.33	1064.33	18
FRANK McMILLAN	16	542.33	2	545.33	1087.67	12
PHIL GRANDERSON	17	543.33	4	487.33	1030.67	20
DEREK BARRY	18	551.67	3	561.00	1112.67	QF
ORESTES HERNANDEZ	19	560.33	1	557.67	1118.00	QF
DAN BANJOCK	20	556.67	8	548.33	1105.00	7

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CL Speed



Robert Bolton of New Zealand stopped by the Nats on his way to the Control Line World Championships in France. He just happened to have a Sport Jet model with him and placed second at 151.761 mph.



Andrew Robinson (L) holds a Sport Jet flown by his brother Brendan (Center). Both are from New Zealand. Patrick Hempel fuels the model.

James proudly displays the model he flew to place first in Senior Formula 40 at 135.984 mph. The model was built around 1970 and flown by his late grandfather Jim Vansant. Note the shape of the wing tips. During that period it was thought that this shape wing would help the model during the all-important first lap in the Form 40 event.

Day Three: On Wednesday, the standing-start events for CL Speed are flown: Formula 40, 21 Proto, and this year Perky Speed.

In 21 Proto there were four entrants and all made official flights. First place again went to Glenn Lee. Glenn has dominated this event since its start. He holds the record and won Wednesday with a speed of 134.777 mph.

Senior Erick Olson placed second at 123.309. Erik's model also won the best in appearance of all of the models entered. Bill Hughes took third at 120.825 mph. Bill's model used an inverted-engine design.

Barry Tippett took first at 158.946 mph flying a model of his own design. He needed only one of his four attempts to turn this speed. Second went to Glenn Lee at 155.963 mph. Glenn used all four of his attempts to turn this time, battling various fuel problems that held his speed back by about 15 mph. Dave Mark took third at 154.822 mph.

This year was the first time that Perky Speed was flown during the day along with the official AMA events. Since the first time Perky has been flown at speed contests, Carl Dodge had the fastest model. Today he lost that title to Butch Andrews who flew his beautifully finished model to a time of 103.704 mph for first place by speed attained. He beat Carl's time by .089 mph so second place went to Carl at 103.615 mph. Third place went to Senior Ashley Wilk at 87.311 mph.

In the Perky event, the overall winner is the person who places a time that is the closest to the average of all flights flown in Perky that day. The average for the day was 87.659 mph. Ashley Wilk's time of 87.311 put her the closest to the average, so she took home two awards for one event.

Day Four: Thursday was the most active day of competition in Speed so far. There were 81 attempts on the board at the end of the day.

It has been several years since the first three places in B Speed were bunched at the speeds hit Thursday. This event took a heavy hit when

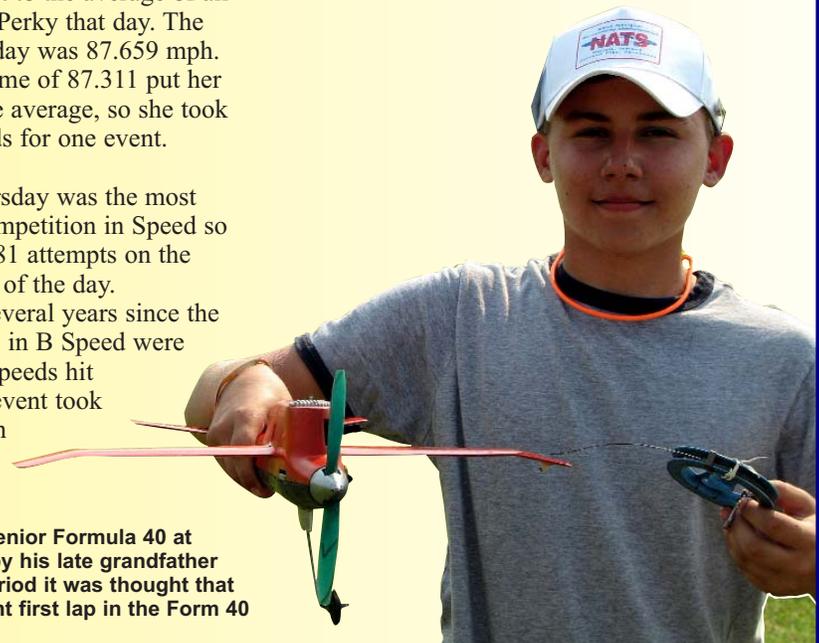
the fuel nitro methane content was cut to 10% and the wire diameter was increased.

William Hughes placed third at 169.967 mph. Bill's model was powered with a OPS 29. Second went to Chris Montagino at 171.474 mpg with his Nelson 29-powered model.

Glen Vansant placed first at 174.129 mph with his Nelson 29-powered model. Glen has taken first several times in the



Senior-class flier James Vansant with the models he used to set two records during Thursday's flying. Both models use monoline control. The white model used for the B Speed record used a minipipe on the exhaust instead of a tuned pipe as the rules allow. Although this lowers the possible top speed of the model, it improves the reliability of each engine run.



past. His model is an asymmetrical design that uses a full-length Darp Formula 40 pan.

In the senior division James Vansant set a new record with his asymmetrical-design, Nelson-powered model that was equipped with a minipipe. His speed was 155.244 mph.

In Open A Speed, the top three places were within 3 mph of each other. A few years ago the line length for this event was increased to 65 feet from 60 feet in an attempt to slow the models and lower the rotation rate for the pilots. The slowing of the models did not last long as can be seen by the speeds that were hit Thursday.

Third place went to Bill Hughes at 183.700 mph. Second went to Chris Montagino at 184.410 mph. Chris set a new record earlier this year for this event.

It took him all four of his attempts to hit this speed.

First went to Jerry Rocha at 186.885 mph. Jerry has a consistent record in this event. He has taken first in A Speed at several nationals and held the record many times.

In Senior A Speed James Vansant set a new record at 135.174 mph. This gave James two records at one contest.

In NASS Sport Jet the difference between first to third was only 1.5 mph. Third place went to Jim Rhoades flying a TARFU-design model. His speed was 150.567 mph. Second went to Robert Bolton from New Zealand at 151.761 mph. And at just two-tenths of a mph faster, first place was taken by Bill Capinjola at 151.966 mph.

Bill's model is also a TARFU design.

—Dave Mark



Chris Montagino starts a Perky model flown by Bill Hughes.

CL Aerobatics

Top 20 day is over. The weather this year has been extraordinary with moderate winds, no rain delays, and not-too-hot temperatures. The Advanced finals culminated with the list of winners.

Germanico Becerril of Carolina, Puerto Rico, won Advanced Class with 1057.67 points. Germanico and a multitude of modelers are using the Yatsenko Ukrainian stunter, purchased in a kit-form and painted to please the eye of the owner. Germanico has been competing in this class and certainly deserves the win this year. The top 10 include the following fliers listed with both of their scores added together.

First	Germanico Becerril	1057.67
Second	Adrian Dominguez	1032.00
Third	Richard Giacobone	1027.67
Fourth	Enrique Diez	1025.00
Fifth	Paul Lagan	1023.33
Sixth	Louis Rankin	1019.67
Seventh	Darrell Harvin	1016.67
Eighth	Mike Schmitt	1015.33
Ninth (tie)	Bud Wieder	1014.00
Ninth (tie)	Dennis Vander Kuur	1014.00

The top 20 in Open has now been slimmed to six. We ended with a tie and six will vie for the Open winner Friday morning. Our electric Miss Bardahl P-51 pilot, Mike Palko, won the Rookie of the Year with his eighth-place finish. The award is determined by the best finish by a new pilot in the top 20. The top 10 are listed with their Thursday afternoon scores.

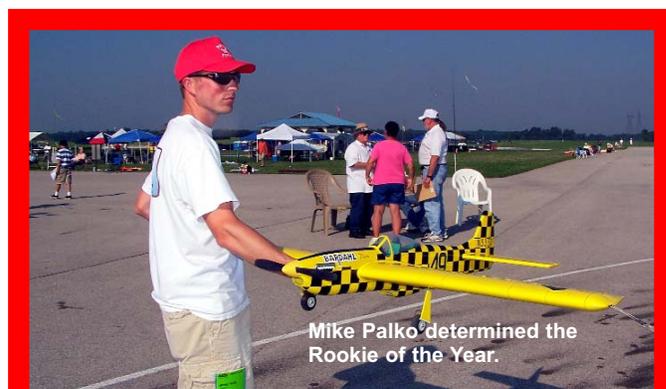
First	Brett Buck	1128.00
Second	Orestes Hernandez	1118.00
Third	Bill Rich	1115.67
Fourth	Windy Urtnowski	1113.33
Fifth (tie)	Derek Barry	1112.67
Fifth (tie)	Howard Rush	1112.67
Seventh	Dan Banjock	1105.00
Eighth	Mike Palko	1104.67
Ninth	Kent Tysor	1104.33
Tenth	Kenny Stevens	1098.33

The request for numbers has kept my phone busy for several days. I am including the printouts of all Open and Advanced qualifying rounds, plus the hand-written top 20 for both events. The class captions are listed at the top of all score board copies. I will submit the Friday morning Junior, Senior and Open Finals plus the Walker Cup Fly-Off that follows those events on Friday afternoon.

—Allen Brickhaus



Germanico Becerril wins the Advanced Championship on Thursday morning.



Mike Palko determined the Rookie of the Year.

CL Combat

Today was 1/2A Combat High Performance rules, which means 42 line length and starters allowed. The best match of the day was between Tim Soupka and Wayne Mc Daniel. At the end of the day Paul Smith was the champion.

The reason he won, in my opinion, he flew the steadies with the fewest mistakes and in most cases he was the first airplane up.

We had a great day, finished early, and we all went up and ate at the Boy Scouts Open Air Restaurant.

I would like to thank Phil Cartier for running the event today, which allowed me to fly in at least one event in the Nats.

Have I mentioned that the weather has been great? It's been a little warm in the afternoon and wind has not been a factor.

I'm looking forward to tomorrow; it will be the last day of the Nats for this year. Tomorrow is 328 Combat, which is what most people call Fast Combat.

—Wayne Mc Daniel



Above: Winners Tim Soupka, third place; Paul Smith, first place; and Dan Reedy, second place.



(L-R) Paul Smith, Tim Soupka, and Phil Cartier.

Below: Paul Smith's airplane has a Tee dee on it.



Two of the judges: Phil Cartier (L) and Don Sopka.



Dan Reedy is getting ready for a match with his pit man Tim Soupka.



GRS Barracuda.

Helicopter

The helicopter folks handled the second day of competition with sportsmanship and grace. And if you believe that, I've got a bridge to sell you. Ha, only kidding, but that's the kind of crew we are.

Everyone flies their heart out, helps a fellow classmate to keep their machine running, then rags on each other because beating the air into submission has taught every one of us that flying helicopter is an insane amount of fun.

The AMA classes, though small on numbers of pilots, are still long on competition. There are no real "gimees" here. If you want a good score, you have to fly well and earn it, and the scores reflect it.

In FAI, the entire class is having a great contest—not just the leaders—but the entire field. We finished the last round of Schedule A and moved on to Schedule C, which basically started a new contest.

Now it gets down to the real nitty-gritty. If you haven't looked at the new schedule, then it's difficult to appreciate

just how challenged our pilots are. For instance there is a double-outside loop that's even making the former World Champs pilots sweat. The hovering portion is just plain mean with so much dwell time that judges can easily lose count of the half point errors. The flight portion requires massive amounts of forward momentum, especially on the four-point roll to look right. Maybe the sleek bodied models have an advantage after all?

Doug Trent and Curtis Youngblood both had problems with their machines, but nothing that can't be fixed to get them flying again.

The Scale folks started the morning with Static judging. To say these are truly beautiful machines would be an understatement, and trying to describe them would take much more space than we have here. You really need to see them in person to understand.

Len Mount's Scout had a tremendous amount of detail last year and he added even more this year. Other helicopters

that were here are back again, freshly rebuilt with loads of more detail. Most that had power system complication last year are back with poise and confidence; they're now flying with electric power systems.



The Team Final pretty much reflects the FAI portion of the contest as Curtis, Wayne, and Dwight continue to lead. Dave Youngblood (Curtis' father) has been shocking the heli scene with his experiments in flybarless rotor systems. He's got one developed for the 450-class machines that is really turning heads. Pity that flybarless rotor systems aren't legal for FAI competition—the mechanics are so much more simple!

One more round tomorrow, then we're done. We'll report to you later.

— Craig Bradley and Michael Ramsey



Wow! Hot day and great flying!