

NATSNEWS



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The Best of Show lineup at the 2017 RC Pylon EF1 Nats.



The entire EF1 bunch.

The 2017 Pylon Nats kicked off the first of three events using a triangular course with Electric Formula 1. Thirty-five brave, electron-charged, flux capacitor-equipped pilots attacked the racecourse with as much or more skill than we have seen in the past, and that was proven by the competitive heat times throughout the day. Missing from last year was the unwanted thunderstorm that delays the event and floods the field, and instead a picture-perfect weather day was the backdrop for Saturday.

Several things come with good weather and calm wind conditions, such as nice, predictable takeoffs and landings, and stagnant or incremental turbulence on each lap. A few pilots suffered the agony of flying through bad air and either took a quick off-course excursion or found their

airplanes, diving for mother Earth.

By round six, Tim Lampe looked like a top-three candidate, and then the bad air gods slammed his Proud Bird into the ground where he almost performed a “hover over,” according to one of our fellow pilots whose name will remain anonymous.

One of the nicest things to observe at the Nats is racing families, and this year we have several father and son teams represented by Bill and Dan Hiller, Rick and Cory Paine, Dan and Jack Kane, and Dean Stone with his grandson, Joshua. We wish them the best of luck through all of the events.

After seven tough rounds of racing, the skill and luck fell on the following names: defending champion Mark Parker, sixth; Dub Jett, fifth; Trey White, fourth;

Jim Nicodem, third; Daniel Troup was Best Senior and second overall; and first place belongs to the man, the myth, Travis Flynn. Travis also took fast time with a 1:09.92. Steve Baker won EF1 Best of Show.

At the end of EF1, we had our banquet and a special presentation from our AMA President Rich Hanson to induct Richard Verano into the AMA Model Aviation Hall of Fame. One would have to write a thick book to account all of the achievements Richard has had in his hobby career—from national and world championships, to numerous world records. Richard’s thank-you speech was very moving and heartfelt, and told the story of how other hobby people such as Joe Bridi, Steve Helms, Jim Shinohara, the Yamada family, and others touched his life. 🚁



Terry Frazer and Joyce Hager.



Daniel Troup, Best Senior and second overall.



High-intensity racing. Robert Huber calls for the dynamic Don Belfort.

EF1

Ordered By Points

After 7 Rounds			
EF1	Name	Low Time	Points
1	Travis Flynn	** 1:09.92	27
2	Daniel Troup	1:14.29	26
3	Jim Nikodem	1:10.69	25
4	Trey Witte	1:10.09	F4 24
5	Dub Jett	1:10.37	F3 24
6	Mark Parker	1:13.01	22
7	Tim Sparks	1:16.58	22
8	Tim Lampe	1:16.76	22
9	John Mcdermott	1:21.23	22
10	Cory Paine	1:10.34	20
11	Steve Baker	1:14.51	20
12	Jason Duda	1:15.78	20
13	Daniel Kane	1:15.95	20
14	Duane Gall	1:17.25	19
15	Joe Tropea	1:15.92	18
16	Dean Stone	1:17.57	18
17	Richard Paine	1:26.95	17
18	Robert Triggs	1:23.07	16
19	Lloyd Burnham	1:23.18	16
20	Daniel Hiller	1:27.51	16
21	William Hiller	1:18.17	15
22	Lawrence Lisowski	1:19.28	15
23	Gordon Mcwilliams	1:25.14	15
24	Don Belfort	1:33.90	15
25	M Helsel	1:13.04	14
26	Tom Melsheimer	1:27.97	13
27	Robert Huber	1:35.17	12
28	Randy Kendzior	1:30.03	9
29	Mike Masi	1:23.78	8
30	Clint Seyer	1:28.98	6
31	Peter Tani	1:40.96	5
32	James Allen	1:15.33	4
33	David Ford	C 1:48.61	1
34	Gary Schmidt	0:00.00	0
35	Dennis Cranfill	0:00.00	0



Race boss Pete Bergstrom checks for signs of life before the start.



Father and son teams: Hiller (L) vs. Paine (center); McWilliam and Gall on the right.



Steve Baker telling stories about his scratch-built racer.



Steve Baker's EF1 Best of Show.



Racing generations; Joshua Helms, Dean Stone's grandson, at his first Nats.



AMA President Rich Hanson inducts Richard Verano into the AMA Model Aviation Hall of Fame.



Cory Paine presents his Little Toni.



Dean Stone weight checks after win.



No time for lunch; Andra, Helsel, and Triggs dash for Q-500 practice.



Tight racing.



EF1 winners.



Allen Goff landing his Profile Scale Brewster F2A Buffalo.



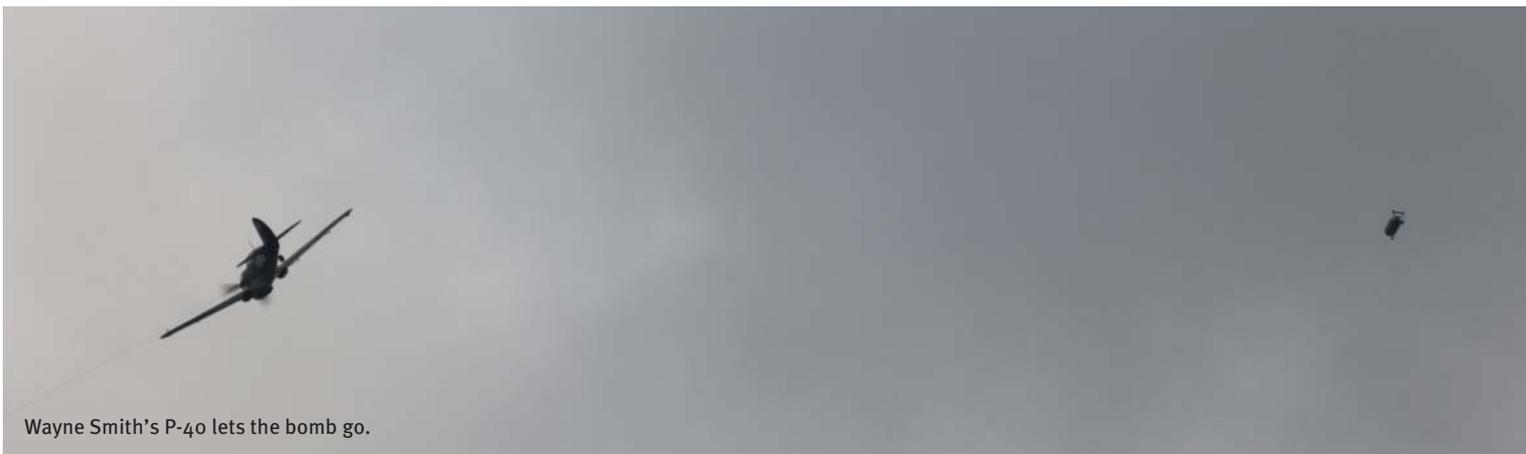
Great Lakes Biplane during the inverted flight. Notice the text on the fuselage.



Chuck Snyder's Hawker Typhoon during the 10 level laps.



Fred Cronenwett flying the B-29 in Profile Scale.



Wayne Smith's P-40 lets the bomb go.

The first day of flying is when the art of building a model has to be combined with the art of making a model fly correctly so that you get a complete flight in. Today was no exception to this rule in that several pilots had technical problems, including motors that did not want to start and other problems. There was one hard landing with the gear retracted, so we had our share of problems. We will see who recovers from these problems to get a complete flight in on Sunday.

We had our banquet on Saturday night, where the top Static awards were presented. All of the final standings will be in the Monday, July 17, edition of *NatsNews*.

Grant Heistand donated a Great Planes Gee Bee profile model that he acquired from a friend and it was raffled off to the registered pilots. Jeff Jensen won the model, which only needed a 2.4 GHz transmitter to complete the package. The aircraft even came with a glow engine, receiver, and the servos all ready to fly in a Fun Scale event.

The rules require that the pilot figures out what options to call

out during the flight portion. It is not common for Scale models to perform aerobatics, but the Great Lakes Biplane flown by Burt Brokaw performed loops and inverted flight with a three-line handle. Victor Lichtenberg and Burt entered this model in Team Scale.

Some of the engines in 1/2A Scale made it difficult to get a flight in when they did not want to start. Christopher DeGroff got his flights in with his 1/2A Scale aircraft, with Peter Bauer out there in the circle with him as a safety backup during the flight.

The Me 163 flown by James Smith in Fun Scale had smoke on takeoff and a jet assist after he got airborne, to climb up to the high flight position just like the full-scale aircraft would have done. The dolly was attached to the model for takeoff and then ejected once he was airborne. The model landed on its skid, just like the full-size aircraft.

Sunday is when the last two rounds are flown and the final results are determined. The standings will, and can, change from Saturday and Sunday after the Sunday flights are completed. 🛩️



The pit area was busy on Saturday with everyone getting ready for flight.



Pilots' meeting on Saturday morning before we got some flights in.



James Smith's Me 163 getting ready to take off with the smoke going.



Jeff Traxler's P-61 Black Widow is very stable during flight.



Chuck Snyder's Hawker Typhoon getting ready for a flight.



Wayne's Smith P-40 with the bomb attached and gear retracted during level flight.



Leonid Derbarmdiker working on his engine.



Chuck Snyder taking off with his Henschel Hs 129.



Jeff Jensen's Super Chipmunk that was flown in Fun Scale.



Scale flight judges.



With the gear retracted, the Hs 129 flies the level laps.



Christopher DeGroff flying his model while Peter Bauer is ready as a safety backup.



Ron Duly getting help from two other pilots to get the five motors on the He 111Z going.



Allen Goff's Waco flown in Authentic Scale.



Charlie Bauer's P-82 Twin Mustang flown in 1/2A Scale.

The 2017 Team Trials for the 2018 World Champs started out with great weather and great flying.

Thirty-two fliers from across the country started flying at 8:30 a.m. Saturday and went until 8 at night, completing nearly 60 matches, plus roughly 10 rematches. The flying went halfway through the fourth round to get a headstart on the remaining 40 matches and possible rematches.

The first three rounds had some dynamite matches. At least six matches flew nearly the whole duration, with four matches nonstop for roughly four minutes. Half-a-dozen more were stopped when they ran out of streamer to chase (the rules allow the match to be ended once both fliers are down to strings or one flier has only a string left and his or her opponent thinks he or she doesn't need another cut to win).

Barnburners:

Mark Rudner and Andrew Nadein
 Andy Minor and Mark Rudner
 Josh Elliso and Andy Mears
 Andrey Nadin and Chuck Rudner

The pilots were all competent. The wild matches that lasted a while were often between two very evenly matched fliers who weren't making many mistakes and the cut counts were low. When neither pilot has a marked edge, the cuts are often 1-2 and the airtime nearly the full four minutes. Getting multiple cuts is very hard and a delight for the spectators to cheer for.

One of the most-watched flights was between Eddie Hein and Jeff Johnson. Eddie is the youngest flier, at age nine, but handled himself like a pro. He doesn't have a lot of experience and was flying against much taller pilots, but he still was looking over his shoulder for the other flier and lining up to do a wingover. Eddie is a young flier who can go as far as he wants. At the end of the match, the two pilots got a nice round of applause. 🎉



A match between Lester Haurly and Dave Fisher.



Eddie Hein going head-to-head with Jeff Johnson. Eddie's dad, John, (L) stands close to capture the match on camera.



Bob Burch and Sasha Nadein

Don Jenson and Pete Athens.







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Victor and Burt getting the Great Lakes Biplane ready for flight.

