

NATSNEWS



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July 18



Tom Neff showing a before and after while winning Open B.



Once again, streamers were flying through the air in Muncie this year.

After getting some storms the night before, the morning started off with some clouds that later gave way to sunny skies. Once again, William Drumm III was our contest director and went over the layout and plans for the day. We again have the Civil Air Patrol Cadets to assist with judging and they also had lunches available to purchase this week. It has been great to have them these past few years, which also helps us move along faster by giving the pilots time to repair between rounds.

We started Monday morning with SSC combat, which is the most popular event being flown. We had a total of 13 pilots for the event. Most of the pilots flew using

.15-size engines, but we also had electrics flying in this class. I was able to test my two electric SSC planes, which really flew great and it was nice having an engine that was very reliable.

We were able to get through six of the 10 rounds that are to be flown for this event. In 5th place we have Bill Geipel, 4th was Heath Bartel, and Don Grissom was 3rd with 1,740 points. Second place was a big jump with 3,140 by Andy Runte, and finally in first place with 3,480 is David Ebers. Looks like it will be a fight between Andy and David for first place Tuesday. We still have four more rounds to go, which will be starting around 8 a.m.

After a really good lunch from the Civil Air Patrol on Monday, we started Open B

Combat. Open B Combat is the smallest event that we will fly at the Nats this year. There were six pilots to start the event. The last two only made it through a few rounds.

Since we were running ahead this year, we ended up getting all of this contest completed so the final results for this year for Open B is 4th place is George Pritchett with 1,636. Third place goes to Heath Bartel with 1,960 points, then there is a jump to David Ebers with 3,348, and finally in first place and winner of Open B is Tom Neff with a score of 3,784.

After we complete SSC Tuesday morning, we will be moving into Scale 2948, which is going to be great with many different types of scale planes. Hope to see you at the field. 🚁



I think Andy is happy.



Bill Geipel getting in the air.

2017 NATS - Open B Scores

Rounds Flown: 10

	Name	Total	Avg.	1	2	3	4	5	6	7	8	9	10
1	Tom Neff	3784	378.4	320	620	340	440	140	544	540	240	260	340
2	David Ebers	3348	334.8	640	360	440	260	340	360	140	260	160	388
3	Heath Bartel	1960	196.0	120	140	140	140	292	40	352	336	160	240
4	George Pritchett	1636	163.6	140	240	240	240	36	120	140	180	160	140
5	Don Grissom	420	42.0	40	240	140	0	0	0	0	0	0	0
6	Bob Loescher	0	0.0	0	0	0	0	0	0	0	0	0	0

2017 NATS - SSC Scores

Rounds Flown: 6

	Name	Total	Avg.	1	2	3	4	5	6	7	8	9	10
1	David Ebers	3480	580.0	740	500	400	460	740	640				
2	Andy Runte	3140	523.3	640	440	840	440	440	340				
3	Don Grissom	1740	290.0	448	280	160	340	240	272				
4	Heath Bartel	1584	264.0	360	140	444	140	260	240				
5	Bill Geipel	1448	241.3	140	148	540	140	340	140				
6	Bob Loescher	1384	230.7	40	340	220	320	244	220				
7	Daniel Brett	1272	212.0	144	244	240	228	172	244				
8	George Pritchett	1120	186.7	28	140	112	240	144	456				
9	Michael Delahunty	1020	170.0	40	140	160	192	240	248				
10	Brian Delahunty	888	148.0	20	144	104	240	360	20				
11	Dave Davis	664	110.7	44	380	40	40	140	20				
12	Donrad Ebers	600	100.0	52	152	160	140	76	20				
13	Richard Malone	520	86.7	140	160	0	160	40	20				



Michael and Brian Delahunty.



Dave Davis.



Here lies what was a great plane.



Bob teaching the Cadets about RC Combat.



I know I forgot something, just not sure what.



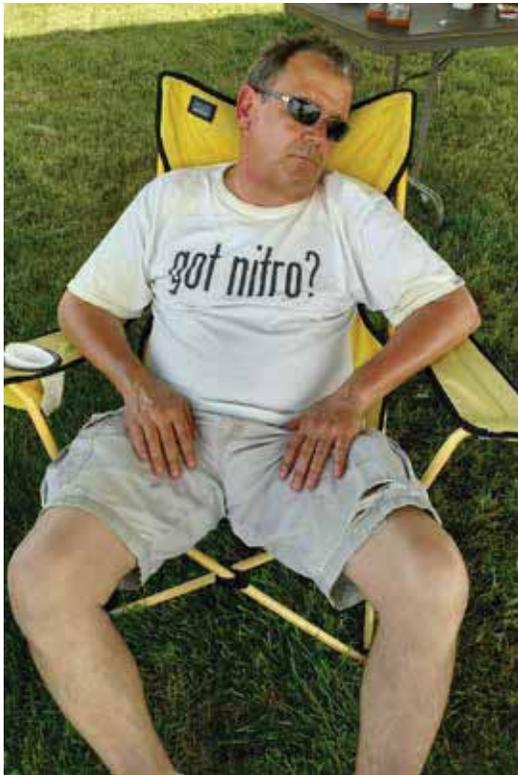
Monday started out beautiful, cool, and less sunny for F2D Combat. The flying seemed to run a bit rougher than the team trials, with more midairs and a couple of fly-aways. Just like the final rounds of the team trials, it was intense.

Thirty-three entries—one more than the weekend—was a good number and only double eliminations promised to keep the times on the field down, which they did. The first three rounds only went to 7 p.m. instead of after 8 p.m. The rest of the action follows on Tuesday.

Eddie Hein drew some real encouragement from the crowd. He settled down and flew some real Combat, adding Figure Eights and loops to the menu. 🛩️



Bill Maywald and Bob Mears get Leo Silva into the air.



Eddie Hein takes on Andy Minor with a lot of class.



Flying buddies, Dave Fisher and Jeff Johnson, watch their planes tumble down.



Mark Rudner and James McKinney cut it too close in match nine-plus.



Control Line Navy Carrier has been contested at the Nats for 65 years since being introduced by the Navy in the early 1950s, when the Nats were being flown at US Navy bases. The event has evolved, of course, but the basics remain the same: flying off of a miniature aircraft carrier with relatively small takeoff and landing areas, being scored on both highest-possible speed and flight at the slowest-possible speed, and ending with a precision arrested landing.

Navy Carrier flying begins today with the Profile Carrier events, both glow and electric, and the Navy Carrier Society's Sportsman Profile Carrier event. These models are the simpler versions of the various Navy Carrier classes with flat, profile fuselages required, minimum wing area restrictions, and engine limitations designed to keep the models a little slower. The reality is that speeds are still very close to those attained by the more complex Scale models that will be flying on Wednesday.

We are fortunate to have both new models and new modelers at the CL Navy Carrier Nats this year, as well as welcoming back some fliers who have been absent for a few years. Competition should be intense in this first event of three to decide the winner of the Eugene Ely Award as the outstanding Navy Carrier competitor at the Nats.

Come out to the Navy Carrier circles at the grass Control Line site, southeast corner, and enjoy watching Control Line flying like you won't see in any other event. 🛩️

A small subset of the 50-plus Navy Carrier models processed Monday.



Just a few of Burt Brokaw's models that were awaiting processing.



Bob Heywood (L), event director, during processing of Melvin Schuette's Profile models on Monday evening.





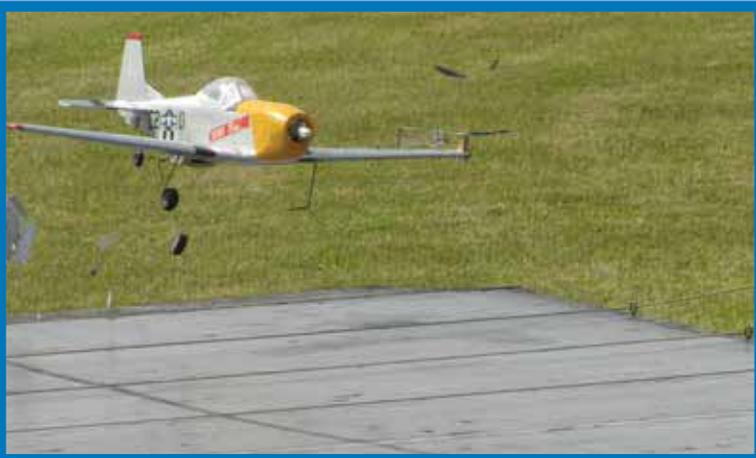
A Navy Carrier aircraft begins with a takeoff from the miniature aircraft carrier for a standing-start speed run. It's Eric Conley's electric MO-1.



Profile models being flown today are simpler than their scale counterparts, but that doesn't mean they can't be detailed. Ted Snow's Curtiss F6C Hawk.



The second phase of the flight consists of a half mile flown as slow as possible—usually with the model hanging on the propeller. Eric Conley's Profile Corsair.



A short landing earns a zero score and can damage more than a pilot's ego!



The final phase is a precision arrested landing back on the aircraft carrier with the landing area only 20 feet long. Bob Hawk's prototype Guardian snags a cable for a successful landing.

Monday was the start of CL Racing at this year's Nationals. Because the CL Team Race team trials are being held the weekend after the CL Nationals, it was decided to change the schedule and put Team Race on the last day of racing instead of having it start at the first of the week.

The first event of the day was Scale Race. Scale Race uses semiscale Profile versions of actual Goodyear racing planes. Scale Racing is flown with two pilots competing at the same time. Because we had an odd number of contestants, it was decided to fly the event in round robin-style. Each contestant was given two opportunities to fly a 140-lap race, and his or her best time would determine his or her final placing.

Because we have a limited number of pilots, most of them fly not only their own entries, but also for their fellow competitors.

The results of Scale Race are:

Contestant	Best Time
1. Bill Bischoff	6:33.69
2. Bill Lee	7:03.57
3. Bob Oge	7:42.39
4. Dave Betz	8:03.37
5. Mike Greb	9:55.32

After lunch, Sport Goodyear was held. This event has increased in popularity across the country since its introduction at last year's Nats. Sport Goodyear will more than likely have the largest number of entrants in this year's CL Racing events.

I do not know if the popularity of the event is because of the realistic look of the aircraft, the ease of building one and flying one, or the relative low cost of getting into the event. The number of contestants allowed us to have both three-up heat races and a three-up final race. The results will show just how evenly matched the planes were—with the difference often being how fast the aircraft got in and out of the pits.

The results for Sport Goodyear are:

Contestant	Best Heat Race Time	Final Time
1. Bill Lee	4:07.33	8:29.60
2. Mike Greb	4:18.24	8:43.85
3. Bill Bischoff	4:20.98	9:16.91
4. Charles Barnes	4:26.96	
5. Charles Barnes	4:28.61	
6. Bob Hedgewood	4:30.25	
7. Bob Oge	4:33.19	
8. Patrick Hempel	4:35.17	
9. Ron Duley	4:37.41	
10. Charlie Johnson	4:37.98	
11. Dave Betz	4:45.60	
12. Mark Knight	78 laps	

By the time you read this, Mouse 1, the second most popular CL Racing event, will be underway or finished. You should still have time to stop down at the McCool site and catch some of the Quickie Rat races. 🏁



Sport Goodyear contestants with their planes.



Bill Lee and Mike Greb working to get a fast pit.



Bob, Bill, and Charles having fun during three-up.



Timers and the pitmen watching the race.



Processing the airplanes before the race.



Scale Race winners.



Sport Goodyear winners.

Monday was the actual start of the official events for Control Line (CL) Aerobatics. In the morning, many fliers headed out to the field for some morning practice. However, around lunch time they took a break and headed back to their motels to clean up their planes for the appearance judging that took place in the afternoon at the Oneighty building here in Muncie.

In Advance and Open categories, each of the flight scores has 0 to 20 appearance points added to the pilots' scores. This also doubles as the time that every flier presents his or her airplane for a weigh in. This is necessary with the current rules for a safety pull test that must be given before each official flight. This pull test is used to test the strength of each plane's control system to make sure it does not break during flight. The pull test is 10 times the weight of the plane. So having a light plane not only is good for flight characteristics, but is much easier on the pull test.

There is also some friendly bantering for those who have planes that are a little "porky," and bragging rights for those who have lightweight aircraft.

After the weigh in, the fliers' planes are then taken to a gymnasium for appearance judging. When all of the aircraft are in the gymnasium, the pilots are "thrown out" and the judges go to work behind closed doors.

The judges are then tasked with assigning the appearance points to each of the planes.

This is not an easy task. The models are getting better and better looking each year. This year was no different.

The judges arrange the planes in rows with the front row being the highest points awarded, the next row being the second most, and so on. It is always a real honor to get into the front row because that means your model was awarded the most appearance points.

This year, we had a real rarity. Kaz Minato from Japan got a perfect 20 score for his meticulously done F6F Hellcat. Way to go Kaz. There have only been a handful of pilots throughout the years to ever achieve this.

After all of the planes are presented for appearance points, the pilots have some downtime so that is when the pilots' meeting is held. It is run by the event director, who this year is Dennis Adimisin. He is assisted by John Paris. During this meeting, he gives the traditional greeting and goes over anything new that is being done this year.

Rollcall is also taken to make sure those who entered are actually here. This year we have 41 Open fliers, with 24 Advanced class fliers. Seeding is then awarded to each of the fliers present, so that way the top fliers will be divided equally into four groups. Flight orders are then assigned.

Last year, Dennis started using a computer to randomly assign the flight order. It was well received by the majority of the fliers

last year, so he is doing it again this year.

After the judging is finished, the pilots are let back into the gymnasium to find out how well they placed. The last thing on the official agenda is for the pilots to vote for the Concour d'Elegance award. This award is given to the modeler who has the aircraft that looks the best from the pilots' point of view. It may not necessarily be the plane that was awarded the most appearance points by the judges. It is a model that just strikes the fancy of the pilots. It is one of the most prestigious awards that is given in the Control Line Aerobatics world. This year's well-deserved winner is Derek Barry.

The day was very enjoyable overall. I look forward to this day because it is a much more relaxed atmosphere. Most of us consider each other extended family and this is the only time that we get to see each other. So in many senses, it is a family reunion.

With this reunion, it is nice to be able to catch up with each other's lives. Although CL Aerobatics is the tie that binds all of us, many of us also have other interests in common. So, this is a good day for all of us to catch up on those.

On Tuesday, there are no official events going on, however there is Old-Time Stunt, Classic Stunt, and new for this year, Nostalgia 30. All are unofficial events. You will have to wait until Wednesday to "read all about it." 🛩️



A very attentive group as Dennis Adimisin leads the pilots' meeting.



Hard at work weighing the planes: John Paris, Mark Overmeir, Gene Martine, and Leonard Neumann.



Planes that were awarded 19 points. Near to far, Masaru Hiki, Frank McMillan, Paul Walker, Derek Barry, Kenny Stevens, and Chris Cox.



Bob McDonald's Apogee.



Derek Barry's Concours d'Elegance award-winning plane.



Frank McMillan's 19-point plane.



Kaz Minato's 20-point F6F Hellcat.



Kenny Steven's plane.



Paul Walker's wonderful P-47N.



The man that helps run the show behind the scenes, John Paris.



The third appearance point judge, Jim Lynch, gives a plane careful consideration.



Two of the three appearance judges: Wil Hinton (L) and Charlie Reeves (R).

This year marks the second year for the Indoor Nats at Rantoul, Illinois. In celebration, a new banner was printed and installed to welcome us back.

What I like most about the Nats is being able to get together with old friends. Almost as much fun is making new ones. We enjoy talking about the new things we've tried, and hearing about what others have been up to.

The weather today was quite pleasant, averaging in the mid to upper 70s with reasonable humidity levels inside of the hangar—a welcome departure from last year's scorcher. Setup went smoothly, with many volunteers helping set up tables and chairs.

The big news reflects the changes to the site. Many lights at the top were removed, greatly improving flying conditions. Many LED lights were installed to help illuminate the ceiling, and several light strings were installed to help brighten up the areas where most of us set up.

Yours truly was happy to see that the foam installed to seal the gaps at the top of the hangar doors survived mostly intact. Only two pieces were blown out and they were easily replaced. And while I was up there, the final section was done. Hopefully, it will hold throughout the rest of the year.

A wide variety of planes were tested—from Hand Launch Stick to Hand Launch Gliders; to Ministick and Coconut Scale; and to Peanut Scale and F1D. It was a joy to watch from below, and sometimes from the lift above.

The second-biggest news making its way around the hangar was that the AMA is pursuing a dedicated indoor flying facility. Rantoul has one of the larger floors of any US flying sites at 200 x 250 feet. Word is that the design that AMA is looking at is actually larger. Wow! Let's hope we can see this happen!

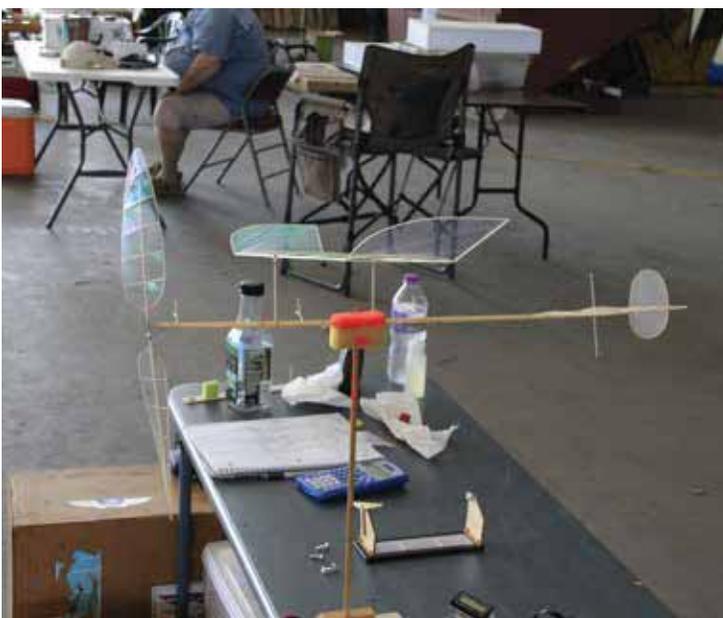
I hope to see everyone Tuesday! 🚀



The new banner!



Bill Silin's HLS and F1D aircraft.



Jeff Annis' Intermediate Stick aircraft.



Dale Frost's EZB.



Bill Silin's HLS in flight.



Larry Coslick making an adjustment to his model.



Kurt Krempetz's glider is just a blur!



Bill Silin's Ornithopter.





The Q-500 finals took place on Monday afternoon after the top 28 were selected from Matrix A and B. Five additional rounds were flown to determine the winners.

None of the top contenders were safe and many others raised up their game and speeds. Typical of the finals, the racing is very close—too close for many as they became involved in midairs or were victims of flying through someone’s turbulence and crashing. Mike Helsel and Dan Coe collided as they were passing the starter’s cage, giving us an up-close big scare. Others, such as former champion Jim Allen, T-boned Pylon Two, similar to how I did two springs ago.

There were a number of tied scores

at the end of the five heats, requiring flyoffs. Parker, Verano, Helsel, and Witte squared off to settle sixth through ninth places. Mark Parker was the eventual winner.

On the subject of pilots who raised their game at this Nats, and we have to mention Joanne Coffey and caller Rich Beers. Joanne’s flying and speed were exceptional and earned her her first top-10 finish. Beers did not do too shabby either.

Congratulations to our top 10, (ascending order) John McDermott, Trey Witte, Mike Helsel, Richard Verano, Mark Parker, Joanne Coffey, Jason Duda, Craig Korsen, and the new AMA 426 National Champion, Richard Beers. 🏆



Joanne Coffey earned her first top 10 at the Nats.



Jim Allen shares what went wrong.



Finals racehorse start.



A discussion about who has the most pieces after Dan Coe and Mike Helsel midair.



Dub Jett insists on wearing head protection when inspecting his own motors.



Richard Verano and Chuck Andraka.



Marcus and Bryan Blanchard.



Duane Hulen ready to launch for Rich Beers.



Craig Korsen and Lloyd Burnham.



Richard Beers (caller) switching positions with Joanne Coffey.



Racehorse start during finals.



Teammates Lloyd Burn and Craig Korsen in a flyoff.



Flyoff.



Flyoff for sixth through 10th places.



Parker leads Verano and Helsel.



Mark Parker wins the flyoff.



Ken Nagy presents recognition to K&B for excellence in the hobby.



Richard Beers, Q-500 Nats Champion.



Winners of AMA 426.



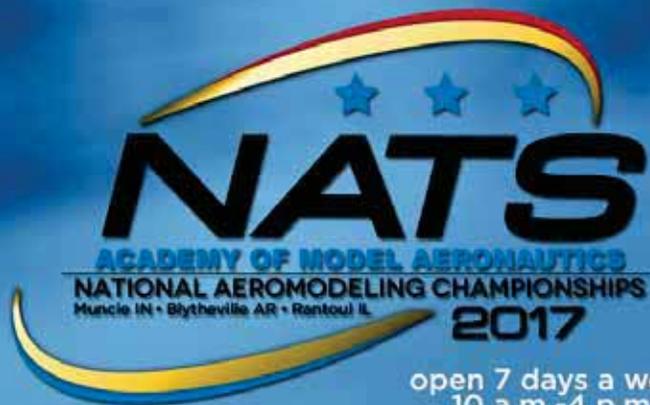
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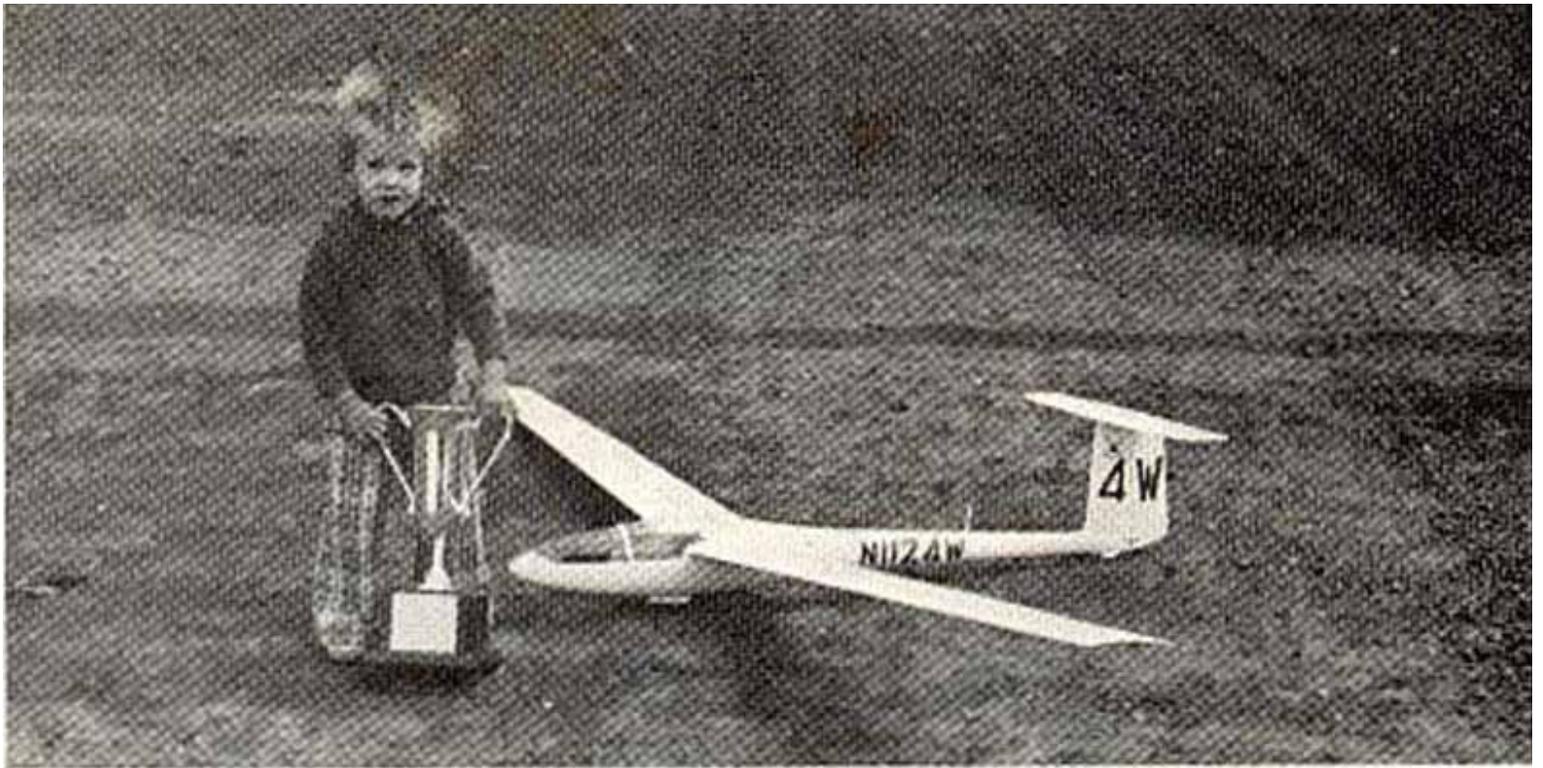
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Jason Duda hefts the 1st Place in Scale trophy that his dad won at the 1974 Soaring Championships in Lockport, Ill. Jim added a lot of scale features to the stock kit from Midwest Model.



Jason Duda at the 2017 RC Pylon Nats with his current racer and his dad, Jim's, winning Soaring aircraft from 1974.