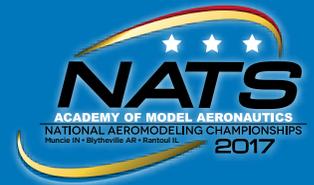


NATSNEWS



Share the Nats with friends at home! www.modelaircraft.org/natsnews

July 20



Bob Oge, Bill Bischoff, and Charles Barnes during a Super Slow Rat race.

This week was the debut of the Mockingbird in both Slow Rat and Super Slow Rat.

The Mockingbird was designed by Bill Bischoff from Garland, Texas. Bill also designed the Margaret June Sport Goodyear, published in the June 2015 issue of *Model Aviation*. Bill has designed airplanes that are used in the CL Navy Carrier events. He worked with Pat King to get the Mockingbird kitted. The kits are laser cut and available from PDK LLC in Monee, Illinois. Pat also kits the Polecat Goodyear racing plane, along with several others.

After Bill flew his Mockingbird to second place in Slow Rat, he changed the engine and fuel tank and flew it to first in Super Slow Rat. Two out of three of the aircraft flown in the finals of Super Slow Rat were Mockingbirds. It is nice to have kits available for CL Racing events.

The results for Slow Rat are:

Contestant	Best 140 Lap Race time
1. Bob Oge	6:49.09
2. Bill Bischoff	7:07.89
3. Bill Lee	7:37.54
4. Dave Betz	8:07.53

Pat King not only sponsored the Super Slow Rat event, he was there to watch the race and present the trophies.

The results for Super Slow Rat are:

Contestant	Best Heat Race Time	Final Time
1. Bill Bischoff	5:35.18	5:40.96
2. Mike Greb	5:58.69	5:49.97
3. Charlie Johnson	7:55.00	5:54.99
4. Charles Barnes Sr.	5:58.69	
5. Bill Lee	5:59.66	
6. Charles Barnes Jr.	6:10.85	
7. Bob Oge	6:11:15	
8. Dave Betz	11:01.27	
9. Ron Duley	53 laps	

Thursday morning we will be holding the Clown Race, which is how many laps you can complete in a given time instead of how fast can you complete a given number of laps. The contest will be followed by the F2C team race. 🤡

Not all planes make it to the pitman on their wheels.



The results of a hard landing. This plane was quickly repaired and finished the race.





Super Slow Rat winners with event sponsor Pat King.



Slow Rat winners.



The effects of the heat on the contestants can be seen on Bob Oge's shirt.



Three Mockingbirds built from kits designed by Bill Bischoff.

Today is the start of Cross Country Soaring (XC), which is listed on the Nats schedule as a two-day event.

Roughly five pilots are expected to participate in the contest, which requires the competitors to get their aircraft 2,000 to 3,000 feet in the air. Those who can fly their sailplanes the farthest win.

This year, the competitors are hoping to achieve some lofty goals. Wally “By Golly” Adasczik, who is helping organize the contest, stated, “So the ‘grand plan’ is to help folks get their Level 3 (1 km), Level 4 (2 km), and Level 5 (10 km) XC competed in either conventional or electric gliders. No contest here folks ... just relaxing flying! This will get you ready for Two-Meter and F3K on the weekend!”

Contest Director Tom Broeski also commented on the pilots’ goals, “Most are trying to get their LSF [League of Silent Flight] 10 km goal and return. (Basically 10 km out and 10 km back, or 12.4 miles. There will also be a couple of us going for our two-hour level V thermal flight. That’s two hours in the air with no motor.”

The start time for the contest depends on the weather. The air has to be just right to get the sailplanes high enough and to sustain flight for long enough. David Beach will be tabulating the scores for all Soaring events and will be a driver/spotter for Cross Country.

The contest will begin at Monroe Central High School, located in Parker City, which is east of AMA. The cost to participate is \$10 per day, which can be paid when competitors arrive. 🚗





It was another great day at the Navy Carrier Nats! The wind was more variable Wednesday, making for some challenging moments during a few flights or disappearing entirely on others.

Mechanical or electrical problems affected more models and fliers than on Profile day, but for most, problems were transitory, their performances were good, and flights were successful.

As on Profile day, Burt Brokaw dominated the internal combustion events, and Pete Mazur led the electric-powered events. In each case, Burt's scores topped Pete's, and gave Burt a commanding lead in the competition for the Eugene Ely Award as the outstanding CL Navy Carrier flier at this year's Nats. The award is named for the Glenn Curtiss Company test pilot who first took off from and landed on a naval vessel in 1911. His arresting system was ropes and sandbags, similar to the ones used in our CL Navy Carrier competition.

At the end of the day, the Carrier competitors gathered for dinner, the annual awards banquet, and a Navy Carrier Society meeting. In addition to the event trophies and the Eugene Ely Award presentation to Burt, Art Johnson presented the Carol Johnson Award to Bill Calkins. This award honors the memory of Art's wife, Carol, who tirelessly volunteered at the Nats. Bill devoted three days to serving as chief timer and center judge at the Nats, and spent most of this past year developing and implementing improvements to the Navy Carrier Society's website.

Thursday is devoted to unofficial Navy Carrier events. We'll be flying Nostalgia Carrier with models and scoring that reflect the origins and early history of our event. These contests are .15 Profile Carrier, an event for small, simple models, and Skyray Carrier, which uses a common model with limited performance that emphasizes a pilot's skills. We'll be working to get in our flights before the forecast rain halts flying, so come early and enjoy the show! 🛩️



Another traditional model. This one is a Douglas AD Skyraider by Paul Kegel, which competed in Class II.



"Any Landing you can walk away from is a good landing!" In this case, good enough to successfully complete the winning flight in Electric Class I Carrier for Pete Mazur.



Burt Brokaw's Class I MO-1 on its way to one of three championship trophies for Burt at this year's Nats.



Art Johnson's traditional Grumman Guardian on final approach to the carrier deck.



... And snagging the last arresting line for a perfect landing!



Eight Carrier models on the "ready" line, awaiting an opportunity for an official flight.



Thanks to all of the volunteers who served as officials this year. Shown here are Bob Heywood (back, L), event director; Bill Calkins (back, R), head timer; Art Johnson (front, L), timer and recorder; and Lonnie Kroeber (front, R), timer.



Mike Anderson prepares his Class I MO-1 for flight with Curt Netcott assisting.



Bob Heywood presents Bob Hawk with his trophy as the winner of the Navy Carrier Society's Sportsman Profile Carrier event.



Art Johnson (L) presents the Carol Johnson Spirit of Volunteerism Award to this year's recipient, Bill Calkins.



Burt Brokaw (R) received the Eugene Ely Award as this year's CL Navy Carrier Overall National Champion.

A nice turnout of 26 entries made for a good day of flying. The AMA Fast rules made for some quick matches. In all, 38 matches were flown and flying was finished for the day by 3:30 p.m.—a nice, early quitting time.

The weather cooperated better than expected. The heat and humidity only really hit from about 11 a.m. to 1 p.m. By the time the last few matches started, it was cooling off—still warm but not exhausting.

The quick progress can be attributed to some quick matches. About half of the matches ended within a minute or so. Andy

Mears claimed the quickest kill in roughly 11 to 12 seconds. In the final round, John Knoppi came back and got a kill on Andy in the finals in approximately 3 seconds. The fast action was thrilling for the pilots and drew applause from the spectators more than once.

There were a couple of oddities. Ed Bryzs had his usual off-the-beaten-track design. Ed likes to build super lightweight foam airplanes with homemade controls, plywood bellcranks, hollow wings, and control wires instead of a pushrod.

Bill Maywald also used foam planes, which are famous for giving a pilot a 4-foot knife to snag and break the string. But sometimes strange things happen as the picture shows. Ed Bryzs snagged the string with his leading edge, but the planes were moving sideways as the pilots were pivoting—pulling the string in a curving cut to the spar and then letting the streamer slide right through without making a cut. That is a really rare happening.

The same loyal judging crew did another fine job on Wednesday. 🚁



The winners (L-R): Rylan Ritch, Best Senior; Phil Cartier, fourth; Rick Perry, third; Andy Mears, second; and John Knoppi, first. Dave Edwards, the event director, is standing behind.



Greg Machen launches Don Jensen late in the first round. Don went on to win the match. When Greg lost out, he began pitting for just about everybody in the heat of the day. He's a generous guy.



Ron Colombo launches for Ed Bryzs toward the end of the first round.

CL Combat Scores

AMA Event Scores - Control Line Gen						
EVENT: 331 F2D Combat						
Place	AMA Number	Type	Name	City	State	Score
1	879785	0	PROKOFIEV, ALEXANDER	SOUTH PLAINFIELD	NJ	
2	63815	0	MINOR, CARY	IOLA	KS	
3	96738	0	OWEN, DAVID	PEGRAM	TN	
4	24492	0	MINOR, ANDY	GREENWOOD	MO	
5	567525	0	NADEIN, ANDREY	SOUTHAMPTON	PA	TIE
5	508478	0	MEARS, ANDY	LUBBOCK	TX	TIE
5	52880	0	FISCHER, DAVID	OAK GROVE	MN	TIE
999	47881	0	MEARS, BOBBY	LUBBOCK	TX	No Show
999	35228	0	EHLEN, JAMES	MINNEAPOLIS	MN	No Show
999	34211	0	CLEVELAND, GEORGE	KENNER	LA	No Show
999	77897	0	REIN, JEFFREY	YUMA	AZ	No Show
999	21146	0	BURCH, ROBERT	OAK PARK	IL	No Show
999	95545	0	MCKINNEY, JAMES	METAIRIE	LA	No Show
999	15740	0	JOHNSON, JEFF	WICHITA	KS	No Show
999	125848	0	DEVEUVE, ALLEN	FORT WORTH	TX	No Show
999	174767	0	MAYWALD, BILL	IRVINE	CA	No Show
999	253528	0	MACHEN, GREGORY	BELFAIR	WA	No Show
999	278747	0	WORNELL, GREGORY	WELLESLY	MA	No Show
999	316880	0	RUDNER, MARK	COSTA MESA	CA	No Show
999	18746	0	RUDNER, CHUCK	COSTA MESA	CA	No Show
999	79512	0	SILVA, LEONARDO	KINGWOOD	TX	No Show
999	569746	0	JENSEN, DONALD	POMONA	CA	No Show
999	84928	0	HEIN, JOHN	LEES SUMMIT	MO	No Show
999	16774	0	SOPKA, DON	BROADVIEW HTS	OH	No Show
999	815294	0	DEMENTIEV, IGOR	GLENOLDEN	PA	No Show
999	68807	0	HEBESTREIT, KEVIN	PHOENIX	AZ	No Show
999	17648	0	STUBBLEFIELD, RICHARD	KINGWOOD	TX	No Show
999	914915	S	NADEIN, ALEXANDRA	SOUTHAMPTON	PA	No Show
999	949425	FO	POLIAK, VADIM	RICHMOND		No Show
999	971135	S	RITCH, RYLAN	MAGNOLIA	TX	No Show
999	997513	FO	MELNIKOV, YAROSLAV	MISSISSAUGA		No Show
999	1011815	J	MINOR, AUSTIN	GREENWOOD	MO	No Show
999	1013268	J	HEIN, EDWIN	LEES SUMMIT	MO	No Show
999	1028083	0	KNOPPI, JOHN	RENTON	WA	No Show
999	1081338	FO	SVETLAKOV, MAX	ONT		No Show



It will probably be hard to see, but from the leading edge back toward the spar, there is a fine line showing where the string cut through the foam, ending in a triangular dent. The open crack in the foam is where the impact broke the hollow foam leading edge, letting the knot slip through. If the string had cut all the way back to the spar, the knot probably would have caught there and broken the string.



Jeff Rein and Ed Bryzs head to head.

Once again the weather was about perfect for RC Combat, even though the heat was bad at times.

We started the day Wednesday with Gnat Combat, followed by Limited B Combat. The contest went smoothly this week and we had very few of the issues that we have had in the past. It also helps having the Civil Air Patrol cadets to assist with judging. They have been a great help these past few years.

The first event was Gnat Combat, which is very fun to fly because most of the planes are all the same. They did really well because we had little wind, which can affect the launching of the planes. There were a total of seven pilots for the event. In fourth place was Bill Geipel with a score of 2,216, and coming in third was Heath Bartel with a score of 2,312. Second place went to Andy Runte with a score of 2,992. First place once again went to Tom Neff with a very big score of 5,392. He was really flying well today. He also had a great pit crew with many of the cadets assisting him during the day.

After we completed Gnat Combat, the Civil Air Patrol fixed lunch again, which has been really nice, plus it's a way for them to raise money.

We then started Limited B Combat, which had a total of nine pilots for the event. This was one of the closest events as far as scores this year. In fourth place was Heath Bartel with a score of 1,820. Third place went to David Ebers with a score of 4,124, and in second place was Andy Runte with a score of 4,380. Once again, the top pilot for this event was Tom Neff with a score of 4,580. He ended up winning all of the events that he competed in this year, but plans to get some SSC planes ready for next year.

With all of the great weather and us being able to move along at a much faster pace this year, we ended up finishing a day early. Once again, it was a great year of RC Combat and I look forward to coming back again next year. If you would like to learn about RC Combat or know where events are being held across the country, please visit rccombat.com for more information. 🚁



Tom Neff looking calm with all of the cuts he has gotten.



Heath Bartel launching his Electric Limited B plane.



I think we were trying to play lawn dart combat.



Mechanic Dwight Ebers going back to work on another plane.

2017 NATS - GNAT Scores

Rounds Flown: 10

	Name	Total	Avg.	1	2	3	4	5	6	7	8	9	10
1	Tom Neff	5392	539.2	640	840	540	532	260	340	640	440	1040	120
2	Andy Runte	2992	299.2	560	384	48	240	340	140	240	340	540	160
3	Heath Bartel	2312	231.2	340	144	164	204	372	360	252	140	180	156
4	Bill Geipel	2216	221.6	64	220	260	140	240	344	288	260	240	160
5	George Pritchett	1784	178.4	44	152	160	160	244	160	240	220	244	160
6	Don Grissom	1536	153.6	220	60	364	0	0	0	140	160	572	20
7	Bob Loescher	676	67.6	0	240	140	120	36	140	0	0	0	0

2017 NATS - Limited B Scores

Rounds Flown: 10

	Name	Total	Avg.	1	2	3	4	5	6	7	8	9	10
1	Tom Neff	4580	458.0	0	0	940	660	1240	500	540	160	440	100
2	Andy Runte	4380	438.0	340	420	440	240	640	440	540	240	240	840
3	David Ebers	4124	412.4	240	440	376	516	440	220	740	540	352	260
4	Heath Bartel	1820	182.0	244	144	240	140	340	140	176	0	140	256
5	Bob Loescher	1620	162.0	260	420	0	100	140	240	40	160	140	120
6	Dave Davis	1580	158.0	240	140	360	40	340	40	120	140	120	40
7	Donrad Ebers	1520	152.0	64	240	176	456	120	140	44	140	100	40
8	George Pritchett	1444	144.4	140	200	140	240	340	0	140	40	164	40
9	Don Grissom	192	19.2	192	0	0	0	0	0	0	0	0	0

Gnat winners.



Limited B winners.



Day three is the standing start events. This year, another event was implemented by our event director John Moll. It is called Fox 35 Speed and requires a Fox Stunt .35 engine. This, along with our regular events, promised to be a very busy day.

The very popular Perky OTS had 17 entries this year. Perky and Fox 35 have an average winner, as well as first, second, and third places. The competition in these was extremely close. There were many different engines used among the 16 entries. Two versions of OPS, two versions of Nelson, a Taipan, a Fora, a Novarossi, a Cox TD, a McCoy 15, a McCoy Spark, a MVVS diesel, and a Barbini.

Henry Nelson was first at 107.15 mph, followed by Butch Andrews in second with a very close 106.07 mph, and third went

to Carl Dodge at 99.62 mph. Bill Hughes won the average prize with a speed of 85.26 mph.

Fox 53 was also won by Henry Nelson at 105.57 mph, followed by Bill Hughes at 100.20 mph, and Carl Dodge won the average prize at 85.34 mph, which was a beautiful wooden vase. John Moll made all the of the wooden vase trophies for this event.

Formula 40 was also very close this year. Chris Montagino is again the National Champion in F-40 at 157.14 mph. Glen VanSant took second with 153.81 mph, follow by his son, James, at 152.10 mph.

The 21 Proto event had one entry, our NASS Vice President Howard Doering, with a fine 126.98 mph.

Thursday is A and B Speed and NASS Sport Jet. 🚀

EVENT 21 Proto					
CONTESTANT	1	2	3	4	BEST
HOWARD DOERING	126.98	126.61	113.51	---	126.98

EVENT Perky Sheet # Avg Speed: 87.63					
CONTESTANT	1	2	3	4	BEST
CARL DODGE, MVVS 15	84.73	---	---	---	84.73 16
BILL HUGHES, Barbini B-40	83.75	---	---	---	83.75 18
PAUL SMITH, Nelson RE	89.78	89.47	81.75	---	91.75 2
HENRY NELSON, Nelson 15 RE	107.15	ATT	99.03	ATT	107.15 1
CARL DODGE, McCoy 15 Spark	53.17	---	---	---	53.17 15
BILL HUGHES, OPS SE	ATT	94.58	86.37	97.23	97.23 4
PATRICK RENDLE, OPS RE	81.55	ATT	86.07	ATT	85.07 9
BOB WHITNEY, Resni	81.15	---	---	---	97.15 5
BRENDAN ROBINSON, Big Wig 15	72.10	74.73	89.40	---	89.40 10
JOHN MOLL, OPS SE	54.86	---	---	---	84.86 10
Carl Dodge, McCoy 15	69.16	---	---	---	69.16 15
PAUL SMITH, FORA 15	---	92.60	ATT	---	92.60 6

EVENT Form 40					
CONTESTANT	1	2	3	4	BEST
Montagino	157.14	---	---	---	157.14 1
GLEN VANSANT	153.81	---	---	---	153.81 2
JAMES VANSANT	146.48	152.10	144.17	---	152.10 3
CARL LAYMAN	156.66	156.66	148.38	---	156.66 4
John Moll	ATT	---	---	---	---

EVENT Perky Sheet 2					
CONTESTANT	1	2	3	4	BEST
Bob Whitney, Nelson RE	ATT	---	---	---	---
Carl Dodge, Cox TD	79.67	---	---	---	79.67 16
Butch Andrews	106.07	106.20	106.13	---	106.07 2
CARL DODGE, TAIPAN	99.62	---	---	---	99.62 3
Bill Hughes, OPS RE	85.26	---	---	---	85.26 8

EVENT Fox 35 *AVG SPEED: 86.95*					
CONTESTANT	1	2	3	4	BEST
John Moll yellow	64.86	72.52	---	---	72.52 7
HENRY NELSON	104.50	105.57	---	---	105.57 1
Bill Hughes I	91.99	100.20	---	---	91.99 4
Alex Velishev	78.38	77.52	81.65	---	81.65 6
Bob Whitney	ATT	---	---	---	---
Carl Dodge No Ace	61.07	---	---	---	61.07 8
JOHN MOLL, ORANGE	ATT	97.31	---	---	97.31 3
Bill Hughes II	100.2	---	---	---	100.20 2
Carl Dodge Fox Rocket	85.34	---	---	---	85.34 5







We are in the final stretch for Q-40. The seventh and eighth round results were posted, with Travis Flynn and Terry Frazer leading their perspective matrix, but we had changes behind the top 12.

As I predicted, Marcus Blanchard posted a fast heat with a 1:02.19, earning him a spot in the finals, and now Rich Beers with a 1:02.40, grabbing the other wildcard spot. On Matrix A, Jim Allen and Robert Holik climbed into the top 12, opening the door for Kurt Bozarth and Bryan Blanchard as wildcards for the finals.

The Finals

All qualifying rounds are complete and the top 28 finalists are cast in stone. Heat one started the fireworks with Burnham, Kane, Parker, and Tropea. Kane won with Burnham second, and the others double cut. As the rounds progressed, Gary Schmidt emerged as the lone leader, followed by last year's champion, Travis Flynn, and Dub Jett and Marcus Blanchard tied for second.

Heat 34 became the perfect storm for three: Schmidt, Flynn, Jett, with Mike Masi. Schmidt took the lead as he did all day, but he had Travis right on his heels and inching closer as the laps wound down. Jett and Masi were seconds behind—10 on lap nine. Both Schmidt and Flynn kept pushing hard. Flynn cut out on lap 10, and Schmidt managed to lap Masi. By Dub Jett winning that heat, he was now tied with Gary for first, requiring a flyoff.

Let me also give a shoutout to Dub Jett for sponsoring the trophies and Ritch's Brew for the racing fuel.

The Flyoffs

Dan Coe, Lloyd Burnham, and Dan Kane flew off for fifth through seventh places, with Coe earning the victory in his first AMA Nats. In the big shootout, Gary and Dub went at it with Gary leading by scant two plane lengths, and sloooooowly pulling away. Dub had

to resort to the "Mother of All Miracles Lap" and cut Pylon One, but Gary did not flinch as he crossed the finish line. Gary turned another 1:01 time to put an exclamation point on his dominating performance for this Nats, taking the win and fast time with a 59.63.

The rest of the top 10 in descending order are Dub Jett second, Marcus Blanchard, Craig Korsen, Daniel Coe, Lloyd Burnham, Dan Kane, Travis Flynn, Bryan Blanchard, and Jim Allen 10th.

By virtue of his second place in Quickie and fourth in Q-40, Craig Korsen became the new Nats Grand Champion. Congratulations to all of the winners.

After the event, a group of us gathered in downtown Muncie at Vera Mae's Bistro, where we fellowshiped and enjoyed the best food in this city. One highlight was sharing stories about our racing friends. Craig Korsen took the time to thank everyone involved in his racing journey. 🍷



Danny Kane and Tom Scott.



Mike Helsel looking up to Dub Jett.



Burnham holds for Korsen.



Dennis Cranfill pinches for Randy Ritch's engine.



Holik and Flynn.



Andraka and Verano.



Trey Witte runs to his flying spot.



Rich Oliver, behind the hat, still under the witness protection program, with Dub Jett.



Joe Tropea and his caller.



Formation start.



A racehorse start for all of the heats in the finals.



A perfect even start.



Seconds before the launch.



Gary Schmidt and Jim Allen displaying the Q-40 first place and fast time trophies.



Seconds before a midair.



A big thanks to Tom Scott for all of his help to the sport.



Once again, Ritch's Brew is the RC Pylon Nats fuel sponsor.



Allen, Oliver, and Holik square off in the finals.



Gary Schmidt receives his trophies and the traditional ice tub.



Craig Korsen, Pylon Grand Champion, with caller, Lloyd Burnham.

RC Pylon Scores

2017 Nats Q40 A

After 8 Rounds			
Q40	Name	Low Time	Points
1	Craig Korsen	1:03.32	29
2	Travis Flynn	1:01.79	28
3	Richard Oliver	1:04.51	27
4	Gary Schmidt	** 1:00.42	23
5	Richard Verano	1:03.37	23
6	Daniel Coe	1:03.49	23
7	Randy Ritch	1:05.66	22
8	Daniel Kane	1:00.52	21
9	Dub Jett	1:02.87	21
10	Mark Parker	1:05.17	21
11	Mike Masi	1:09.09	21
12	Michael Spencer	1:06.99	20
13	Marcus Blanchard	1:02.19	19
14	Tim Lampe	1:06.81	19
15	Gordon Mewilliams	1:09.89	17
16	Joanne Coffey	1:05.56	16
17	Steve Baker	1:07.88	16
18	Richard Beers	1:02.40	15
19	Patrick Galarneault	1:09.05	15
20	Jason Duda	1:03.82	14
21	Bryan Batch	C 1:13.32	14
22	Joseph Delateur	1:07.10	12
23	Richard Tucker	1:11.15	12
24	Dean Stone	1:04.22	10
25	Bernard Vanderleest	1:13.20	8
26	Jesse Platt	1:10.75	6
27	Alan Green	0:00.00	0

2017 Nats Q40 B

After 8 Rounds			
Q40	Name	Low Time	Points
1	M Helsel	1:03.39	28
2	Terry Frazer	1:03.07	27
3	Lloyd Burnham	1:04.87	25
4	L Kent Nagy	1:05.45	25
5	Jeffrey shawn Robinson	1:07.09	25
6	Dennis Cranfill	1:01.65	24
7	Chuck Andracka	1:03.34	24
8	Robert Holik	** 1:01.17	22
9	Duane Hulen	1:05.10	22
10	Trey Witte	1:05.14	22
11	Joseph Tropea	1:04.22	21
12	James Allen	1:02.97	20
13	Kurt Bozarth	1:04.38	20
14	Scott Farnsworth	1:07.53	19
15	Michael Eden	1:07.86	19
16	R Brogden	1:08.35	17
17	Thomas Scott	1:04.51	16
18	John Modermott	1:05.26	14
19	Bill Johanson	1:06.74	14
20	Matt Russell	1:07.12	14
21	Martin Flood	1:08.62	12
22	William Hiller	1:18.16	12
23	Bryan Blanchard	1:04.44	10
24	Duane Gall	C 1:12.49	9
25	Lee Lavalley	1:10.12	6
26	Robert Triggs	1:09.18	5
27	Ronald Gage	0:00.00	0

2017 Nats Q40 Finals

After 5 Rounds			
Q40	Name	Low Time	Points
1	Gary Schmidt	** 0:59.63	F4 19
2	Dub Jett	1:03.12	F3 19
3	Marcus Blanchard	1:03.24	18
4	Craig Korsen	1:04.41	17
5	Daniel Coe	1:02.29	F4 16
6	Lloyd Burnham	1:04.23	F3 16
7	Daniel Kane	1:01.97	F0 16
8	Travis Flynn	1:02.10	F0 15
9	Bryan Blanchard	1:05.42	F0 15
10	James Allen	1:01.58	14
11	Duane Hulen	1:03.30	14
12	Robert Holik	1:03.66	14
13	Trey Witte	1:05.55	14
14	L Kent Nagy	1:07.26	13
15	Richard Beers	1:03.31	12
16	Joseph Tropea	1:03.53	11
17	Richard Oliver	1:02.67	10
18	Terry Frazer	1:03.62	10
19	Randy Ritch	1:08.46	9
20	M Helsel	1:03.85	8
21	Mike Masi	1:06.18	8
22	Chuck Andracka	1:02.60	6
23	Michael Spencer	1:10.89	6
24	Jeffrey shawn Robinson	1:05.50	5
25	Kurt Bozarth	C 1:11.95	4
26	Mark Parker	1:08.62	2
27	Dennis Cranfill	C 1:16.41	2
28	Richard Verano	0:00.00	0



Winners.

The consensus Wednesday was that last year's weather scared a lot of people away. Today was forecast to be the hottest day of the contest.

Inside the hangar, it was a comfortable 82°, although fairly muggy at around 70% humidity. Compared with last year, it was much more comfortable.

With Rantoul being an active aviation site, we often hear and see different aircraft coming in. The most common are general aviation aircraft such as Cessna 172s. Given that this is a rural area—farm country as they say—we also see (or hear) various crop dusters, like a bright yellow Grumman Ag Cat turbine that came in several times during the day. But once in a while, we

saw things that we wouldn't normally see. Today we got to see a Stearman and an AT-6 Texan, which we understand were on their way to Oshkosh, Wisconsin.

Earlier this year, when we opened up the hangar we found a Vanguard P-18. We have no idea where it came from. It was sitting on the floor and it wasn't there when we left last year.

This P-18 was immaculately built—with just the right amount of wash-in on the wings that it could handle a full-torque launch. It easily climbed to just below the ceiling and cruised in lazy circles, with no trim required. And if you put on a long enough motor and wound it hard enough, it would do two minutes easily. It is a great-

flying airplane. Just copy this and you are sure to be able to do the same!

The Phantom Flash Mass Launch was won readily by Hope Finn. I have no pictures, unfortunately, but she handily beat all.

Josh Finn's 31-inch wingspan unbraced HLS model did 32 minutes, while Dmytro Silin struggled to get his beautiful braced model to climb. When he finally sorted that out, it unfortunately climbed too aggressively and the wing folded after a bad bump.

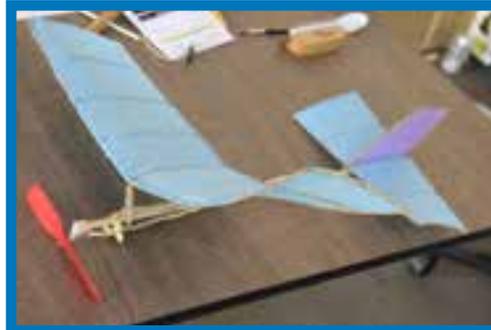
The 35 cm battles raged on throughout the day, and lots of F1D flights were put up. As I left, Kang Lee was going to attempt a record. Good luck, Kang! 🍀



Mike Kirda retrieves an errant EZB.



I believe I can fly!



Immaculately built Vanguard P-18. Copy this to have a winner!



Some full-scale action happening at the Indoor Free Flight event in Rantoul IL.



Joshua Finn's unbraced HLS launching.



Joshua Finn's Cabin model rising off the ground, then coming around low for a photo opportunity.



The heat is on! In more ways than one.

Wednesday was the first day of qualifying for Control Line (CL) Aerobatics. And the temperature out at the field was very hot. Everyone practically melted. I really felt bad for the judges who volunteered and wound up having to stand out there all day.

We have what we call runners who go out to the judges after every flight and pick up their score sheets and bring them to the tabulators. They also served as a “bucket brigade” for the judges. They would bring water to the judges and on the return trip, bring the score sheets back. That way we made sure the judges stayed hydrated.

With that stated, water and sports drinks were the beverages of the day. Everyone kept an eye out for everyone else to make sure we did this safely. And if you had a shade tent, you were a very popular person.

As for the competition, this was the first day that the “rubber meets the road,” so to speak. Pilots knew the assigned flight order from Monday’s pilots’ meeting. The group of 85 pilots was divided into four groups. Both Advanced and Open fly on the same circles, with the Advanced group and Open group alternating flights, with Advanced going first.

Wednesday’s format was two flights being flown by each contestant, and the best of the two flights counting toward the final positions at the end of the day. The objective of this day was to get into the top five for Open and the top eight for Advanced.

Because only one flight counts, some pilots decided to take a pass on their second flights if they knew that their first flights put them well into the top five or eight. They wisely got out of the heat. No one is eliminated after Wednesday. That comes after Thursday.

Wednesday’s weather started out hot, with it getting hotter as the day went on. The wind started out quite light and varied directions slightly at first. However, during the afternoon the thermals started to pick up which made placing maneuvers quite challenging.

Your intrepid reporter got caught in some rather interesting wind conditions during his second flight. I had the wind shift 180°, 90°, then 180°, and everywhere in between throughout the whole flight. I don’t think I did one maneuver in the same location during the whole flight. I really felt bad for the judges whom I made travel around the outside of the circle to get the best vantage point—all in this heat.

However, it did give my fellow pilots some chuckles as they watched me “dance” around in the center of the circle. Too bad I could not have charged ticket prices for the show. I could have made a fortune.

Thursday we use the same format as Wednesday, with again the best of two flights counting. The best score from Wednesday and the best score from Thursday are then added together to determine the top five or eight from each group, depending upon the class they are competing in. These are the fliers who move on to fly on Friday.

What will happen? Well, guess what. You will again have to wait until Thursday to find out. The rubber hits the road even more Thursday. It should be interesting, as usual. 🛩️



Circle 1 judges (L-R): Mike Eber, Doug Moon, and his brother Steve.



Circle 2 judges (L-R): Joan Cox and Doug Patterson.



Jordan Segal during an official flight. He had some interesting “fun” with thermal activity.



Circle 3 judges (L-R): John Simpson, head judge Mark Overmeir, and Craig Gunder.

Circle 4 judges (L-R): Dale Barry, Wes Eakan, and Steven Smith.



Another way to protect the plane from the sun and heat is to cover it with a reflective cover.

David Henzman setting the needle for an official flight.

On a day like today, the most popular people around were those with shade.



Paul Walker pull testing his plane.

Joe Gilbert does some preflight practicing.

Frank McMillian mentally preparing for an official flight.



Ritch's Brew is a proud fuel sponsor for Pylon, CL Racing, and CL Combat.



To find a dealer near you, call (713) 661-5458.

GET YOUR NATS GEAR!

Visit the Cloud 9 Museum Store for shirts, hats, aeromodeling souvenirs, and more!



open 7 days a week
10 a.m.-4 p.m.

THE 2017 NATS IS SPONSORED BY



Wesley Dick, age 85 soon to be 86, gets ready to start his plane for an official flight.

