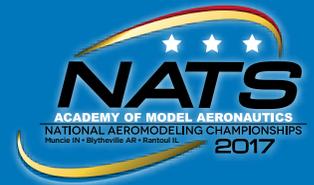


# NATSNEWS



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July 21



If you see some people riding around in a convertible with the top down, looking up at the sky while holding a transmitter, you might just be witnessing the Cross Country Soaring Nats. (Well, chances are pretty good that's what you're seeing.)

Thursday and Friday of this week are for pilots who seek the best thermals. The modelers are also determined to achieve the prestigious honor of holding a Level V goal achievement through the League of Silent Flight (LSF). This is the highest level that LSF pilots can reach.

According to an LSF perpetual plaque located in the lobby area of the National Model Aviation Museum, an RC pilot who has achieved a Level V, "... has completed Levels I through IV of the League of Silent Flight Soaring Accomplishment Program and also completed the requirements of the program's highest level, Level 5. To complete Level 5, the RC Sailplane pilot must perform the following:

- A thermal duration flight of at least 2 hours in duration.
- A slope flight at least 8 hours in duration.
- A goal and return flight of at least 10 kilometers out and back.
- Place first in 3 Soaring competitions and accumulate 12,000 LSF contest points in a minimum of 6 contests with 20 or more entries."

The pilots who have reached Level V are listed in order by the year they attained this goal. Among the names on the plaque is aeromodeling legend Walt Good (1983), as well as those pilots who have competed in the Soaring Nats for several years, such as Larry Jolly, Bob Sowder, and Gordon Buckland. Also listed are Tom Broeski (2009) and David Beach (2013). David's achievement is the last one listed on the plaque.

According to the LSF website, the first person to achieve Level V was John M. Baxter of California, who attained his goal in July of 1975. The name most recently added to the online list is Art Chmielewski of California (July 2014). More than 100 pilots have reached Level V.

Tom Broeski, who is this year's contest director (CD) for the Cross Country Nats, said he has reached Level V more than once. "I already have two Level V goal achievements," he commented Thursday morning at AMA Headquarters, before heading to Monroe Central High School in Parker City. Participating pilots are launching from this site.

The aircraft commonly used are Supra sailplanes with large wingspans because they are easier to see when they reach heights of approximately 2,000 feet, Tom stated. They can be winch launched or launched with an electric motor. The sailplanes' paths are then navigated by RC.

Cross Country Soaring pilots focus on having a flight of 10 km out and back, which is 12.4 miles. Pilots sometimes spend up to eight hours trying to find the right thermals for these flights. According to Tom, the amount of time required to travel 12.4 miles varies from pilot to pilot, depending on the availability of thermals and other weather conditions.

Wally Adaszczik met his 10 km goal on Wednesday. After three attempts, he had a successful flight that lasted 45 minutes. "He was happy," Tom said.

Four to five pilots are expected to participate in Cross Country Soaring this week, which is listed on the official Nats schedule this year for the first time in five years. Tom said the LSF is calling the event an LSF Task Day. "I'm pushing for [Nats organizers] to start the contest again. We'll see how next year goes."

The highest number of participants that Tom can remember in roughly the last 20 years is 12 to 15 pilots. He hopes to see that number again someday.

Tom said the reason why he enjoys Cross Country Soaring is because, "It's just, to me, pure Soaring. You're literally traveling across the country."

For more information about the LSF Level V program, visit [www.silentflight.org](http://www.silentflight.org). 🚀





**Speed Limit** Combat keeps the speed below 75 mph. Twenty-six fliers turned out, including eight “non-pro” fliers who generally don’t travel extensively, except for the Nats.

This year brought out an extensive range of models and engines. The list included Fora 15, LA and FP, Norvel, Brodak, ASP 25s, Fox 36, Nelson, LA 40, and probably one I missed.

Top line news: 1<sup>st</sup> Jeff Rein from Washington, 2<sup>nd</sup> Don Jensen also from Washington, 3<sup>rd</sup> Neil Simpson from Massachusetts, and 4<sup>th</sup> Henry Nelson from Pennsylvania.

Overall, there were relatively few midairs but a number of miscues. Bill Maywald’s plane was pretty fast. He came up with a novel solution. A plastic cup and some heavy twine made a little drogue that trailed just behind the elevator and slowed the plane down perfectly. Bobby Mears decided the match was over after he got the knot maybe three minutes into the match, left to get over to the flyoff circle, and earned a disqualification. Oops!

Thanks again to the judges. The limited crew donated a whole lot of time judging. 🛩️



The semifinals match. Don used an F2D plane with a Fora and a 7/4 propeller. Neil had a beautiful built-up plane hauled by an O.S. 32.



George Cleveland launches Richard Stubblefield in the fifth match. The morning ground fog had just lifted.



The main judges: Roy Glenn, Jerry Kelley, Dave Edwards, Tom Reubenking, Bob Nelson, and Chris Gay.



The winners and pit crews: Dave Edwards, ED; Henry Nelson, 4<sup>th</sup>; Craig Campbell, his pit crew; Sam Londke, Best Junior/Senior; John Knoppi, Jeff Rein's pit crew; Jeff Rein, 1<sup>st</sup>; Jerry Kelley, judge; Don Jensen, 2<sup>nd</sup>; Brian Stas, Neil Simpson's pit crew; and Neil Simpson, 3<sup>rd</sup>.



Pete Athan's original big foamie with an LA .40.



A standard Belaiev-style F2D with a Fora.

Jeff Rein's Rip Off design with a Fora.



George Cleveland's Wakkerman-style whale tail with a Fora.



An F2D with a larger tail and an LA .25.



Ed Bryz's entirely original foamie with a Fox Mk III on a backplate mount.



Bill Maywald's Allen Plane-style foamie with a Fox Mk III.

**Thursday** was the final day of CL Racing. Although the event director gets the glory for running the events, it cannot be done without help.

Zella Betz and Sandra Lee are two ladies who come to the Nationals year after year with their husbands. You never have to ask—they just pick up a watch and lap counter, and sit in the hot sun all day just so their husbands can play.

Mark Knight, who first started coming to the Nationals a few years ago, if not flying, he was timing. Tara Degraff is our official photographer. My only mistake was showing her how to use the continuous shoot feature on the camera. Dave McDonald, who ran Team Race, knows the complexities of the event a lot better than I do.

Last but not least, I want to thank all of the contestants who when not flying, were timing.

If you haven't been able to make it out to the McCool site, but still want to watch some CL Racing, the US F2C team trials are being held this weekend. The top three teams from this weekend's event will represent the United States at the 2018 CL World Championships in Landres, France.

Clown Racing was the first event of the day. As I stated in an earlier article, Clown Racing differs from most forms of racing in that you see how many laps you can fly during a given time period. The rules require that the plane be a PDQ Clown and you can use up to an .18 cubic inch engine. A lot of the engines used are RC car engines converted for CL Racing use.

I do not know why, but one of the teams that entered had to withdraw even before the races started and the rest of them fought engine problems throughout the races. One team couldn't get through two tanks of fuel before having to change the glow plug.

The results for Clown Race are:

Contestant	7:30 Heats Laps	Final Race Laps
1. Bill Lee	148 laps	278 laps
2. Charles Barnes Sr.	73 laps	211 laps
3. Charlie Johnson	97 laps	195 laps

Team Race is different from most AMA racing events in that in an AMA Rule Book event, the pilot and/or pitman can compete on more than one team. Team Race, however, is as the name implies—a team event. After a pilot or pitman competes on one team, he or she cannot compete on any other team at that contest.

Team Race was interrupted shortly by a brief rain shower. What would be a Nationals without a little rain? After the rain quit, both officials and contestants worked to dry out the site so that flying could continue.

The results for Team Race are:

Teams	Best Time
1. Fischer/Wilks	3:27.00
2. Topunov/Peter	3:34.45
3. Lambert/Fluker	3:37.14
4. Hempel/Lee	3:44.83
5. Allen/Whitney	4:14.95
6. Brozo	5:23.22
7. Greb/Bischoff	51 Laps

I look forward to seeing all of you at next year's CL Nationals. 🏁



Adjusting the handle for neutral before the race.



Catching an F2C plane.



One flip start.



Clown Racing.



Melvin Schuette receiving the NCLRA Sportsmanship award from NCLRA President Bill Bischoff.



What did I do?



F2C Team Race winners.



Tell the CL Racers free food, and 15 minutes later ...



NCLRA Clown Race winners.

**Thursday** was A and B Speed and NASS Sport Jet. The weather report Thursday morning said we would have storms by noon or early afternoon. Knowing this, after the pilots' meeting a lot of hustle took place. Chris Montagino, Bill Hughes, and the VanSants were on the field immediately with their A Speed ships.

The rain came just before the noon lunch break and lasted until around 1:15 p.m. The field dried quickly and the heat returned with a vengeance. It wasn't long before all three were separated by .58 mph. First place went to Bill Hughes at 179.86 mph, Glen VanSant passed Chris Montagino into second place by .15 and they would remain like that until day's end.

In B Speed, only two of the six entrants used more than one attempt. I have been doing this reporting since 2011, and Glen

VanSant has won B Speed every year including 2017 with a fine 175 mph flight with his piped Nelson .40. Second would go to Bill Hughes with an OPS at 171.61 mph. Third would be Glen's son, James, with 168.06 mph.

NASS Sport Jet had 10 entries this year. The early ones on the field Thursday morning had great difficulty finding the right metering jet. Team NewMath found it on its third attempt and posted a fine 152.79 mph and would end up the National Champion for 2017. Butch Andrews bumped into second at 147.05 mph on his second attempt. Steve Perkins finished third at 146.88 mph.

Friday, day five, is the big block "C" and "D" and Fast Jets, and our last day of Nats 2017. 🚀



EVENT B Speed						303
CONTESTANT	1	2	3	4	BEST	
Howard Doering	ATT	145.33			145.33	5
James Van Sant	168.06				168.06	3
Bill Hughes	171.61				171.61	2
Glen Van Sant	175.00				175.00	1
NEW MATH	152.79				152.79	4
Chris Montagino	ATT					

EVENT A Speed						302
CONTESTANT	1	2	3	4	BEST	
Bill Hughes	171.71	175.68	179.86		179.86	1
Chris Montagino	179.31	ATT	175.97	178.23	179.28	3
JAMES VANSANT	173.46				173.46	5
GLEN VANSANT	163.11	168.06	178.00		178.00	2
NEW MATH	ATT	173.83	173.97	ATT	173.81	4
Howard Doering	165.33				165.33	6

EVENT Sport Jet					
CONTESTANT	1	2	3	4	BEST
NEW MATH	ATT	ATT	152.79		152.79
PATRICK HENTEL	144.01	142.01	142.01		144.01
STEVE PERKINS	ATT	146.88	ATT	146.88	146.88
JEFF GUILLET	138.16	138.29	140.54		140.54
BRENDAN ROBINSON	ATT	141.63	ATT	143.26	143.26
WARREN GREGORY	144.91	144.88			144.91
HOWARD DOERING	142.68	139.57	143.29		143.29
BUTCH ANDREWS	ATT	147.05			147.05
Mike Lanks	ATT	ATT			
Don Lynn	ATT	ATT	ATT	ATT	





The heat is still on—just not quite in the same way as Wednesday.

Pilots were greeted with cloudy skies Thursday morning, cooler temperatures, and light wind, but it was still quite humid. Unfortunately, there was a threat of rain coming in. More on that a little later.

Thursday's qualifying round has the same format as Wednesday, with two flights being flown by both Advanced and Open classes with the best of the two flights counting toward the final standings of the day. At the end of the day, the best score from Wednesday and the best score from Thursday are added together to determine the final standings to see who gets eliminated and who gets to move on.

The object of Thursday's flying is to get into the top five of your circle if you are in the Open class and the top four if you are in the Advanced class. I misquoted yesterday when I said that the top six for Advanced moved on. My mistake. I will blame it on a long, hot day.

The Advanced class does not have as many pilots as the Open class and that is why there are fewer "slots" available to move on. If you make the the top four or five, you make the cut and move on to Friday's flyoff.

On Thursday especially, there could

be some passing in the second round, especially if the weather turned bad. If you were well in like I was, you did not need to make the second flight. Some flew the second flight if conditions were favorable for an extra practice flight. However, if you were on the bubble you almost had to fly to either try and jump from sixth position to fifth or keep your fifth position.

During the morning, those of us who had smartphones were watching the radar very closely. It was determined that it looked like we were going to get hit with a doozy of a storm around noon. And the radar was correct. About 11:45, the rain hit. We were watching to the west all morning as the skies kept getting darker and darker. The wind started picking up around 11 in the morning, letting us know something was coming. About 11:30, we saw the first sign of possible lightning in the distance and at that time, Dennis Adimisin very wisely called a halt to all flying.

Anyone who was up at the time was instructed to fly level and low. If you were flying an official flight and this happened, you got to re-fly your flight after the storm. We did not want anyone waving around a 70-foot lightning rod. Not good. We also did not want to reconstruct Ben Franklin's kite experiment from so long ago. Dennis

announced that everyone needed to head for the hills, as it were, and we would reconvene at 3 in the afternoon.

The skies later cleared, the sun came out, and the temperatures rose dramatically from the morning, with the wind calming down after the storm and becoming quite tolerable for flying. I was pleased to see this because the wind in the afternoon was similar to the wind in the morning. This made the playing field even for everyone.

No one could not say he or she did not make it because he or she had bad weather conditions and the other pilot did not. Fortunately, we did not have that many fliers who needed to fly—only one on one circle and three or four on another. We almost made it through the morning before the storm hit. So close, yet so far.

When all was done, we found out who made the top five in each of the four groups in the Open class for the top 20, and the top four in each of the three groups for Advanced for their top 12. On Friday, the formats change some. The top five out of 20 in Open get to move on to Saturday's coveted top five day, where the National Advanced Champion will be crowned.

Things get even harder. It will be very interesting to see what happens. As always, stay tuned and read about it Saturday. 🛩️



A preflight strategy session taking place.



Don Main mans the pull test device between circles 1 and 2.



Gene Martine checking out his stash of nose weights to make a trim adjustment.



Paul Walker puts his wonderful P-47N through its paces.



Chris Cox from Canada getting ready to give the signal to launch his plane.



Dan Banjock works on his Dynajet-powered Stunter after competing. Yes, it is a Control Line aerobatic plane powered by a Dynajet.



Jeff Traxler mans the pull testing device between circles 3 and 4.



Lanny Shorts, 81, preflights his plane. I hope I am able to fly as well as he and Wesley Dick do at their ages.



Our top-notch tabulating team: Kathleen Paterson, Priscilla Rush, Elane Brookins, and Linda Gleason putting the scores on the board.



Orestes Hernandez from Miami does an Overhead 8 during an official flight.



Our event director Dennis Adimisin getting a short break and reading what else, *NatsNews*.



The future of all model airplane events: our youth. Here, Samantha Hines puts her plane through its paces in Advanced class.

# Control Line Scores

AMA Event Scores - Control Line Gen  
EVENT: 301 1/2 A Speed

Place	AMA Number	Type	Name	City	State	Score
1	6189	0	DODGE,C	RICHMOND HEIGHTS	OH	141.7
2	170648	0	MONTAGINO,CHRISTOPHER	PARMA HEIGHTS	OH	133.78
3	51512	0	DOERING,HOWARD	GARDEN GROVE	CA	133.18
4	5907	0	LEGG,CHARLES	COUNCIL BLUFFS	IA	127.72
5	53326	0	HUGHES,WILLIAM	BARTLETT	IL	96.06

AMA Event Scores - Control Line Gen  
EVENT: 305 1/2 A Profile Proto

Place	AMA Number	Type	Name	City	State	Score
1	63221	0	VANSANT,GLEN	LANGHORNE	PA	92.30
2	13924	0	VANSANT,JAMES	LANGHORNE	PA	92.18
3	4338	0	NEWTON,JOHN	ROWLAND HEIGHTS	CA	90.58
4	170648	0	MONTAGINO,CHRISTOPHER	PARMA HEIGHTS	OH	88.52
5	56526	0	HEMPEL,PATRICK	ROCKWALL	TX	86.60
6	53326	0	HUGHES,WILLIAM	BARTLETT	IL	86.59
7	51512	0	DOERING,HOWARD	GARDEN GROVE	CA	85.90
8	6109	0	DODGE,C	RICHMOND HEIGHTS	OH	85.29
9	622504	0	LEGG,ROSS	FLORISSANT	MO	83.68
10	5907	0	LEGG,CHARLES	COUNCIL BLUFFS	IA	83.36
11	2634	0	MORRIS,JOSEPHUS	INDIANAPOLIS	IN	74.18
12	86075	0	HINES,KEVIN	WYOMING	MI	71.02

AMA Event Scores - Control Line Gen  
EVENT: 307 21 Sport Speed

Place	AMA Number	Type	Name	City	State	Score
1	170648	0	MONTAGINO,CHRISTOPHER	PARMA HEIGHTS	OH	147.65
2	53326	0	HUGHES,WILLIAM	BARTLETT	IL	145.91
3	4338	0	NEWTON,JOHN	ROWLAND HEIGHTS	CA	142.73
4	13924	0	VANSANT,JAMES	LANGHORNE	PA	143.31
5	51512	0	DOERING,HOWARD	GARDEN GROVE	CA	135.61
6	12231	0	ANDREWS,GARRY	PORT RICHEY	FL	135.02
7	6109	0	DODGE,C	RICHMOND HEIGHTS	OH	128.95

AMA Event Scores - Control Line Gen  
EVENT: 388 Formula 48

Place	AMA Number	Type	Name	City	State	Score
1	170648	0	MONTAGINO,CHRISTOPHER	PARMA HEIGHTS	OH	157.14
2	63221	0	VANSANT,GLEN	LANGHORNE	PA	153.81
3	13924	0	VANSANT,JAMES	LANGHORNE	PA	152.10
4	2887	0	LAYMAN,CARL	HOUSTON	TX	148.48

AMA Event Scores - Control Line Gen  
EVENT: 306 21 Proto Speed

Place	AMA Number	Type	Name	City	State	Score
1	51512	0	DOERING,HOWARD	GARDEN GROVE	CA	126.98

AMA Event Scores - Control Line Gen  
EVENT: 341 Electric Class 2

Place	AMA Number	Type	Name	City	State	Score
1	P1932	0	MAZUR,PETER	SUGAR GROVE	IL	422.1

AMA Event Scores - Control Line Gen  
EVENT: 329 Slow Combat

Place	AMA Number	Type	Name	City	State	Score
1	971135	S	RITCH,KYLAN	MAGNOLIA	TX	Senior
1	77897	0	REIN,JEFFREY	YUMA	AZ	
1	981339	J	LORDKE,SAMUEL	NASHVILLE	TN	Junior
2	569746	0	JERSEN,DONALD	POMONA	CA	
3	3118	0	SIMPSON,NEIL	E BROOKFIELD	MA	
4	14663	0	NELSON,HENRY	ZELTENOPLE	PA	

AMA Event Scores - Control Line Gen  
EVENT: 318 F2C Team Race

Place	AMA Number	Type	Name	City	State	Score
1	52080	0	FISCHER,DAVID	OAK GROVE	MI	3:27.00
2	683900	0	TOPUNOV,ALEKSEY	MHEELING	IL	3:34.45
3	57435	0	FLUKER,TOM	KINGWOOD	TX	3:37.14
4	20018	0	LEE,WILLIAM	CHANDLER	TX	3:44.83
5	RA0	0	WHITNEY,ROBERT	PALM BAY	FL	4:14.95
6	952797	0	BROZO,MIKHAIL	PHILADELPHIA	PA	5:23.22
7	1326	0	GREB,MIKE	SULPHUR SPRINGS	TX	5:1 Laps

# Control Line Scores

AMA Event Scores - Control Line Gen  
EVENT: 340 Electric Class 1

Place	AMA Number	Type	Name	City	State	Score
1	P1932	0	MAZUR, PETER	SUGAR GROVE	IL	429.9
2	10086	0	ANDERSON, MICHAEL	MADRID	IA	179.3
3	4536	0	VLNA, JOHN	SILVER SPRING	MD	177.6
4	1976	0	CALKINS, WILLIAM	SUGAR GROVE	IL	159.1

AMA Event Scores - Control Line Gen  
EVENT: A328 COMBAT (A)

Place	AMA Number	Type	Name	City	State	Score
1	971135	5	RITCH, RYLAN	MAGNOLIA	TX	SENIOR
1	1028083	0	KNOPPI, JOHN	RENTON	WA	
2	500478	0	MEARS, ANDY	LUBBOCK	TX	
3	569746	0	JENSEN, DONALD	POMONA	CA	
4	6249	0	CARTIER, P	HUMMELSTOWN	PA	

AMA Event Scores - Control Line Gen  
EVENT: 30515 1/2 A Profile Proto

Place	AMA Number	Type	Name	City	State	Score
1	948008	J	VALISHEV, IVAN	GENEVA	IL	70.36

AMA Event Scores - Control Line Gen  
EVENT: 319 Navy Carrier--I

Place	AMA Number	Type	Name	City	State	Score
1	L206	0	BROKAW, BURTON	TUCSON	AZ	463.8
2	P1932	0	MAZUR, PETER	SUGAR GROVE	IL	418.0
3	657	0	KEGEL, PAUL	FARGO	ND	274.2

AMA Event Scores - Control Line Gen  
EVENT: 320 Navy Carrier--II

Place	AMA Number	Type	Name	City	State	Score
1	L206	0	BROKAW, BURTON	TUCSON	AZ	460.2
2	P1932	0	MAZUR, PETER	SUGAR GROVE	IL	423.8
3	657	0	KEGEL, PAUL	FARGO	ND	302.6
4	1825	0	JOHNSON, ARTHUR	ROCKFORD	IL	290.4
5	10086	0	ANDERSON, MICHAEL	MADRID	IA	210.5

AMA Event Scores - Control Line Gen  
EVENT: 302 A Speed

Place	AMA Number	Type	Name	City	State	Score
1	53326	0	HUGHES, WILLIAM	BARTLETT	IL	179.86
2	63221	0	VANSANT, GLEN	LANGHORNE	PA	179.43
3	170648	0	MONTAGINO, CHRISTOPHER	PARMA HEIGHTS	OH	179.28
4	9806	0	MATHISON, JOEY	LAS VEGAS	NV	173.89
5	13924	0	VANSANT, JAMES	LANGHORNE	PA	173.46
6	51512	0	DOERING, HOWARD	GARDEN GROVE	CA	165.33

AMA Event Scores - Control Line Gen  
EVENT: 312 Slow Rat

Place	AMA Number	Type	Name	City	State	Score
1	93108	0	OGE, ROBERT	HINCKLEY	IL	6:49.09
2	53549	0	BISCHOFF, BILL	GARLAND	TX	7:07.89
3	20018	0	LEE, WILLIAM	CHANDLER	TX	7:37.54
4	510841	0	BETZ, DAVID	WARSAW	IN	8:07.53

AMA Event Scores - Control Line Gen  
EVENT: 310 F2A Speed

Place	AMA Number	Type	Name	City	State	Score
1	816156	0	VALISHEV, ALEXANDER	GENEVA	IL	292.9
2	53326	0	HUGHES, WILLIAM	BARTLETT	IL	289.3
3	170648	0	MONTAGINO, CHRISTOPHER	PARMA HEIGHTS	OH	285.8
4	63221	0	VANSANT, GLEN	LANGHORNE	PA	278.5
5	6109	0	DODGE, C	RICHMOND HEIGHTS	OH	216.7

Place	AMA Number	Type	Name	City	State	Score
1	63221	0	VANSANT, GLEN	LANGHORNE	PA	175.00
2	53326	0	HUGHES, WILLIAM	BARTLETT	IL	171.67
3	13924	0	VANSANT, JAMES	LANGHORNE	PA	168.06
4	4338	0	NEWTON, JOHN	ROWLAND HEIGHTS	CA	154.67
5	51512	0	DOERING, HOWARD	GARDEN GROVE	CA	1:45.93

**The weather** Thursday was again nice for flying. It started with rain in the morning, so the humidity was a bit high outside, but inside of the hangar it stayed at 82° F and around 77% humidity all day. It was humid but tolerable. Going outside, then stepping back inside, it almost seemed like air conditioning.

Today is the day I like, as a lot of the oddities come out—mesmerizing aircraft such as autogyros and ornithopters. I always think that someday I want to build one, but so far have not gotten to the point of making one.

Larry Coslick, Joshua Finn, and Bill Silin all had their flappers going. Bill was telling me that if you wind one way, it turns left, but if you wind it the other way, it turns right. I am not quite sure if he was pulling my leg or not.

Bill Silin also brought a scratch-built, self-designed RC ornithopter and allowed me to fly it around. It was easy enough to control,

with the throttle controlling the wing flap rate (thrust), which also acted as a sort of crude elevator. An almost hidden propeller controlled left or right turns. It was quite fun to fly.

Joshua Finn came to Rantoul knowing that Don Slusarczyk set the Category 2 Autogyro record here last year. He was gunning to take it away. Josh tried time and again and was just having problem after problem. Don's model was fixed-pitch, whereas Josh's model used a VP propeller.

Many of the problems were with the VP not working correctly—like the preload spring popping out of the screw. It wouldn't climb. It would climb and break the rotor. It climbed too much and got hung up. I retrieved it with the lift. Josh would try it again.

Finally, he had a flight that still didn't climb that high, but hung on to within spitting distance of the record. His last attempt finally bested Don's record. I

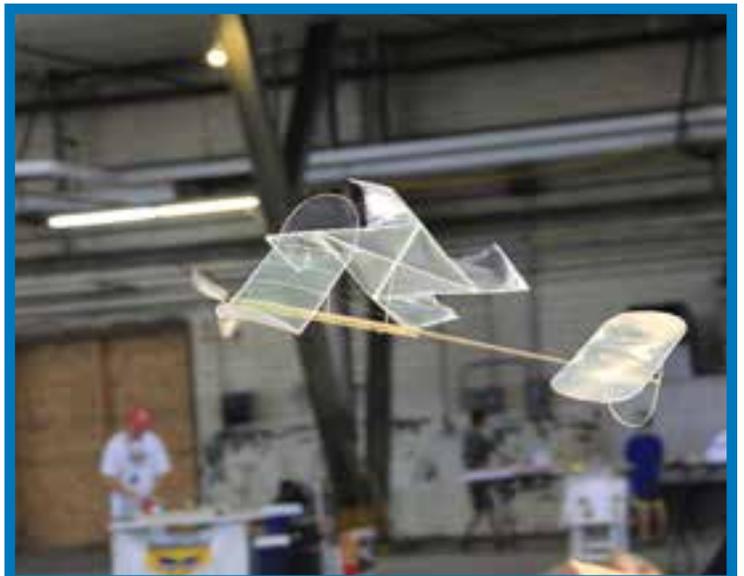
let Don know. Don texted me back soon thereafter saying that he would be attending our October contest in Rantoul, had already booked a hotel, and would be taking back his record.

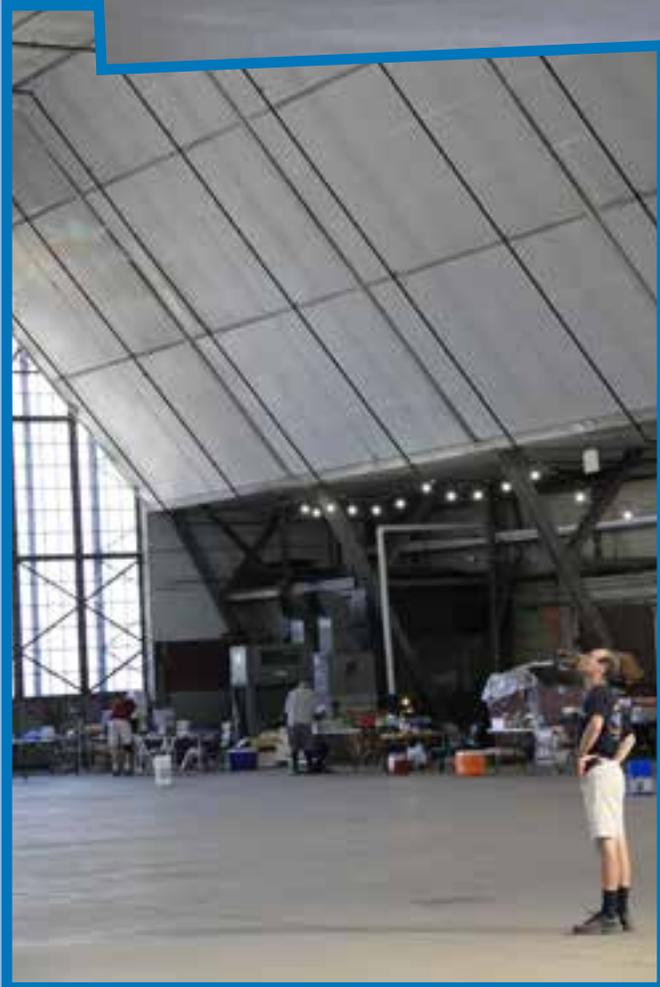
Great work, Josh, on the record, and good luck to Don this fall!

I also want to give a shoutout to some of our other competitors. Dale Frost has an EZB that he has been flying and it looks really great in the air. Tim Stone has this great-flying ministick that just seems to get stuck on the ceiling during every flight. (Yes, Tim, I'll get it down for you again!). Larry Coslick with his F1L, which has its stabilizer offset at 25%/75%. It looks weird, but flies nice.

Thank you to Bill Gowen for running a tight scoring ship. (Seriously, thank you!) Also thank you to Hope Finn. Juggling a husband and a toddler while simultaneously timing two airplanes deserves a trophy.

On Friday, both the glider battle and the LPP battle will commence! 🚁





**Warbird racing** is a fairly new event to the Nats, where scalelike models race over a 700-foot long, two-pole course flown from the side, much like Club 40. The models must be post-1937 World War II aircraft, military trainers of the era, or Reno Air Race Unlimited entries.

The model aircraft must resemble the full-scale counterpart's outlines. Other than a weighted engine and wing area requirements, there are very rules—allowing the competitors to use a vast number of combinations and even inexpensive models to race.

We managed to stay rain free for the entire RC Pylon Nats until Thursday, when a big thunderstorm kicked in around noon and baptized the first day of Warbird racing.

The races are divided into Bronze, Silver, and Gold classes. After a model is entered in one class, it cannot be switched. There are breakout times for each class and pilots or callers are not allowed to have any timing devices with them.

The breakout times are as follows:

Bronze Class: 2 minutes, 30 seconds

Silver Class: 2 minutes, 0 seconds

Gold Class: 1 minute, 30 seconds

Let's hope the rain stays away for Friday's event! 🏁



Tom Scott's custom-finished Mustang.



Gary Fisher and his Strega.



Formation texting.



Brindos' P-38 flashes by.



Richard Verano and Tetsuo Yamada of YS Engines.



Trey Witte's redneck racing Strega.



Randy Rich.



Pilots on the 120-second clock.



Tom Scott's Mustang is about to break out early in a heat race in Silver.



Rich Tucker's Spitfire gets airborne.



Another \$10 landing for Richard Tucker.



Richard Culver's Spitfire on final approach.

# RC Pylon Scores



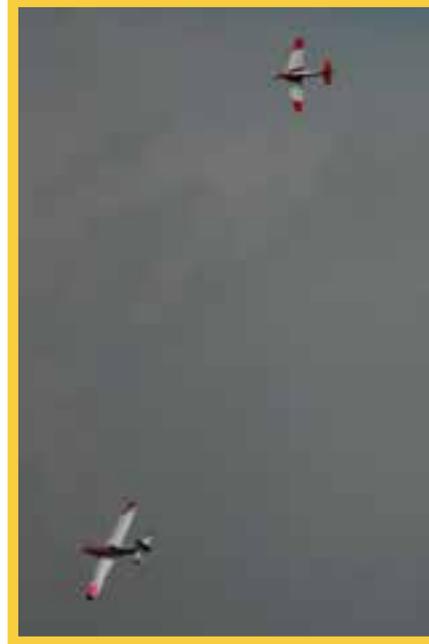
Richard Culver and his caller, Mark Sumich, after winning a heat race.



Notice the water-covered runway.



Witte, Tucker, and Verano get ready.



Close battle between two Vendettas.



Pete Bergstrom launches.



Robert Petrinec's Miss Ashley in the foreground and Ray Brindos's P-28 in the back.



Marty Flood about to launch for Randy Ritch.

## 2017 Warbird NATS

Ordered By Points Within Class

After 2 Rounds			
Bronze	Name	Low Time	Points
1	Ray Brindos	2:36.77	6
2	Matt Campi	** 2:36.71	5
3	Jeff Robinson	2:43.85	5
4	Robert Petrinec	0:00.00	0
5	Gary Fisher	0:00.00	0

## 2017 Warbird NATS

Ordered By Points Within Class

After 2 Rounds			
Gold	Name	Low Time	Points
1	Marty Flood	1:33.93	8
2	Jeff Robinson	** 1:31.82	7
3	Robert Holik	1:35.06	7
4	Tom Scott	1:40.49	6
5	Randy Ritch	1:40.49	6
6	Richard Tucker	1:52.62	5
7	Jim Allen	1:49.45	4
8	Richard Verano	1:32.50	3
9	Mark Sumich	1:43.96	3
10	Ray Brindos	1:45.03	2
11	Gary Fisher	1:54.98	2
12	Tetsuo Yamada	2:04.40	2

## 2017 Warbird NATS

Ordered By Points Within Class

After 2 Rounds			
Silver	Name	Low Time	Points
1	Trey Witte	2:02.02	7
2	Rick Culver	2:04.05	7
3	Tetsuo Yamada	2:06.98	7
4	Robert Holik	2:01.71	6
5	Matt Campi	2:08.40	5
6	Jim Allen	2:09.90	5
7	Richard Verano	B 1:56.94	4
8	Terry Frazer	B 1:57.27	4
9	Jeff Robinson	B 1:59.64	4
10	Ray Brindos	2:09.79	2
11	Gary Fisher	2:10.32	2
12	Richard Tucker	2:21.52	2
13	Chuck Andraka	B 1:54.39	1
14	Tom Scott	B** 1:53.13	0



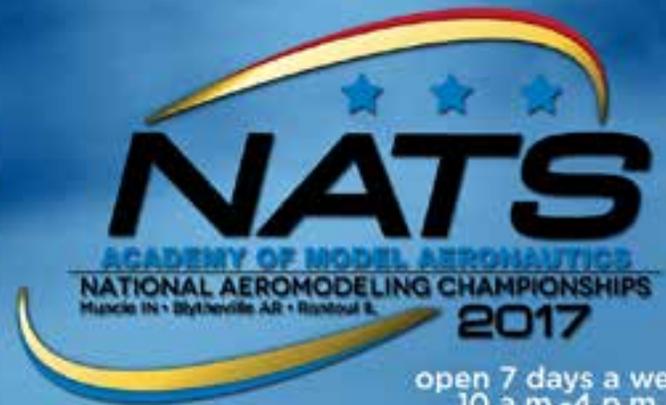
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