

# NATSNEWS



The father and son team of Leo and Ola Nordell.



# RC PYLON

Electric Formula 1 (EF1), the third of five RC Pylon racing events of the week, took place Sunday, with six rounds of racing under a perfect sky and mild temperatures for this part of the year.

A total of 41 pilots battled for 66 heat races to determine the best of the best in 2018. Among the pilots were newcomer father and son team, Ola and Leo Nordell, who were making headway, flying steady, and slowly gathering points. Ola, originally from Norway, now a US resident for many years, enjoys RC and raised Leo in the hobby. Leo finished third in the standard class for EF1 and was named Best Junior of the event. Not bad for his first Nats. We hope to see more of this team in Nats to come.

This year we saw some of the fastest times ever recorded in EF1, thanks to the nice weather. With 11 pilots flying 1 minute, 10 seconds, and better, the fast time award kept changing hands

every other heat—showing the caliber of pilots in the field.

In round 5, veteran Mike Helsel and youngster Daniel went toe to toe for 10 laps with both pilots finishing with a time of 1 minute, 8 seconds, with Mike having the upper hand. Later, Danny set a scorching 1:06.55, just to be outdone shortly after by Mike's 1:05.20, which was the definitive fast time for the event.

Congratulations to the Standard Class winners, Leo Norvel, 3<sup>rd</sup>; Tom Melsheimer, 2<sup>nd</sup>; and Bill Hiller, 1<sup>st</sup>; and to the overall winners, Jimmy Allen, 5<sup>th</sup>; Jim Nikodem, 4<sup>th</sup>; Danny Kane, 3<sup>rd</sup>; and Mike Helsel and Travis Flynn who had a flyoff for 1<sup>st</sup> place. After swapping the lead several times, Mike's plane experienced a sudden gravitational surge between Pylons 2 and 3, resulting in a crash and second place. Travis cruised to his first EF1 Nats win. 🏆

—Santiago Panzardi



The pilots' meeting.



Under the big tent.



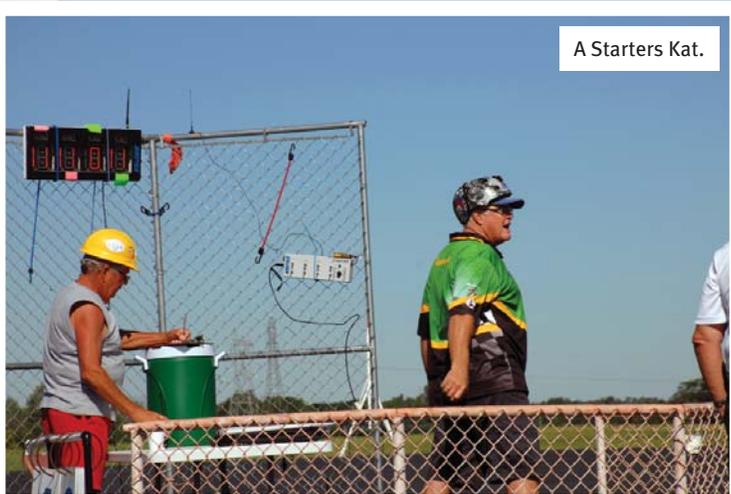
Danny Kane and Ray Brown go over the rules.



Lloyd Burnham and Peter Tani.



Roy Andrassy and Chuck Andraka with the sun on their backs.



A Starter's Kat.



Bryan Diffendaffer enjoys the visit of AMA staff friends, Mande Mikulski and her daughter, Kalli.



Ola Nordell (right) ensures that his son, Leo, has the best race settings.



Tight racing action in round 6.



Leo Nordell receives the race card from race starter Ray Brown.



The ferry car with a fresh load of pilots.

## Nats 2018 EF1

Ordered By Points

After 6 Rounds			
EF1	Name	Low Time	Points
1	Travis Flynn	1:08.69	F4 24
2	Mike Helsel	** 1:05.20	F0 24
3	Dan Kane	1:06.55	23
4	Jim Nikodem	1:05.60	F4 21
5	James Allen	1:10.10	F3 21
6	Gordon McWilliams	1:16.79	20
7	Roy Andrassy	1:08.88	19
8	Cory Paine	1:09.92	F0 18
9	Bryan Diffendaffer	1:10.50	F0 18
10	Tim Lampe	1:14.03	F0 18
11	Joe Tropea	1:07.25	F0 17
12	Daniel Troup	1:08.39	F0 17
13	Tim Sparks	1:13.59	F0 17
14	Dean Stone	1:16.02	F0 17
15	Tom Scott	1:10.66	F0 16
16	Santiago Panzardi	1:18.16	F0 16
17	Steve Baker	1:12.21	F0 15
18	Dennis Cranfill	1:12.52	F0 15
19	Terry Frazer	1:14.96	F0 15
20	Jack Kane	1:21.44	F0 15
21	Chris Nenzel	1:12.50	F0 14
22	Trey Witte	1:15.51	F0 14
23	John McDermott	1:15.86	F0 14
24	Adam Osswald	1:17.14	F0 14
25	Michael Masi	1:18.60	F0 14
26	Bill Hiller	1:24.23	13
27	Tom Melsheimer	1:22.35	F4 12



Mike Helsel and Daniel Troup after one of the fastest heats of the day in the 1:08s.



Mike Helsel and Travis Flynn race to their spots in a flyoff for first place.



EF1 winners: (kneeling) Jim Nikodem, fourth; Mike Helsel, second; Travis Flynn, first; Jim Allen, fifth; Ola Nordell, caller; (far right) Leo Nordell, Best Junior.



The Best of Show lineup.



Danny Kane earns third place, while Jack Kane receives the infamous cherry pie.

# CL COMBAT

Sunday started a bit warmer. It warmed up to roughly 90° in the afternoon, but lower humidity made it pretty comfortable in the shade.

The wind was light and variable and had no effect on matches, unlike the gusts on Saturday. It was a great day for CL Combat and we saw some great combat matches.

All pilots flying on Sunday had lots of experience and used it to put on a real show of flying CL Combat. The pilots all are highly experienced, and it showed. None of the matches were “gimmies,” and at least half went almost right to the final horn.

Almost all of the matches were filled with lots of exciting maneuvering and jockeying for positions and cuts. The F2D planes and engines are all pretty evenly matched, so it is up to

the pilots to make the difference. And they did it, with seemingly impossibly quick maneuvering and flying with a lot of skill and finesse.

Jim Ehlen picked up a win in the fourth round. Then in the fifth round, he lost to Bob Burch, putting him safely in fourth place.

In the sixth round, Bob lost to George Cleveland, putting him in third. George faced at least a three-match flyoff for first. One match was a reflly, and the judges made a mistake for another reflly. George won the third match, finally, in round 8. He put on a bit of a show with the most cuts, by far, in the contest. In all fairness, Richard Stubblefield got really worn out from his bad knee and couldn't move around much to keep up. 🚫

—Phil Cartier



Jeff Johnson launches for Richard Stubblefield and Bob Burch launches for George Cleveland in one of many matches. Dave Edwards and Roy Glenn stand by to judge. It's probably the hardest job there is. George managed several itty-bitty cuts in several matches.



The results of Jeff Rein vs. Richard Stubblefield took three tries. The first match ended in a tie, the second started in a simultaneous launch, a messy line tangle, a double kill, and a tie. In the third match, Richard got extra cuts to win. I think these planes were from that match.



Richard Stubblefield trails his streamer on George Cleveland's plane. One of many close passes between longtime foes.



The winners :(L-R) Jim Ehlen, 4<sup>th</sup>; Bob Burch, 3<sup>rd</sup>; Richard Stubblefield, 2<sup>nd</sup>; George Cleveland, 1<sup>st</sup>; Dave Edwards, Event Director and lead judge; and Roy Glenn, cut judge.



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# CL NAVY CARRIER

The Control Line Navy Carrier competition returns to Muncie for the 2018 Nats with flying beginning on Tuesday.

Navy Carrier events have been contested at the Nationals for 66 years since the U.S. Navy sponsored the first event decades ago. The details of the competition have changed throughout the years, but the basic concept remains the same: take off from a simulated aircraft carrier deck, fly as fast as possible, then fly as slow as possible, and end it all with a precision arrested landing back on the deck.

There will be three days of flying as follows:

- Tuesday—Profile Navy Carrier events (gas and electric) plus Sportsman
- Wednesday—Class I and Class II (Scale) Navy Carrier (gas and electric)
- Thursday—unofficial events (.15 Profile Navy Carrier, Nostalgia Navy Carrier, Skyray Navy Carrier)

Aircraft processing will be conducted at the Claude McCullough Education Facility, adjacent to the AMA museum, Monday evening. The Navy Carrier Society Annual Meeting and Awards Banquet will take place at the MCL Restaurant and Bakery on Wednesday evening. Stop by the Carrier event tent for details. 🚁

—Dick Perry



Landing can be a challenge when the touchdown area is only 20 feet long. The tailhook engages one of the arresting cables, bringing the model to an abrupt halt. This is Paul Kegel's Grumman Guardian about to make a perfect arrested landing.



Profile Navy Carrier is flown with simpler models with profile fuselages and restricted fuel systems. This is the most popular Navy Carrier event. Shown is Bob Hawk's F8F Bearcat.



Electric motors are also used in Carrier. This is John Vlna's Consolidated XBY-1 experimental Navy light bomber from the 1930s.



Mike Anderson flying Profile Navy Carrier at the 2017 Nats.



Class I and Class II models are scale representations of full-scale Navy carrier models. The Glenn Martin MO-1 is very popular. This example belongs to Burt Brokaw.

The Nostalgia Carrier events are for models designed more than 40 years ago and flown by the original scoring rules that favored high-speed performance. This is Burt Brokaw's model of a Frank Snow-designed Supermarine Seafire.



Class II models have engines with up to a .65 cubic inch displacement. This is Art Johnson's model of the Grumman Guardian from the 1950s.

The .15 Carrier event is for small, very simple models with either electric motors or internal combustion engines. This model is by Rod Christie.



## CL SCALE CLOSING

The second day of flying is where you have to figure out what didn't work out that great on the first day and see if you can make up some points to raise your standing. It is possible to be in first place on Saturday afternoon and then be bumped to second place because a better flight score has been posted by another pilot on day 2. You have to keep an eye out for any changes to determine if you need to fly again to regain your scoring position.

The only models that crashed during the contest were two 1/2A-powered aircraft. These smaller aircraft are more easily affected by the wind. The other thing that we have to remember is to get the power set to full rpm before they are launched. If the power is too low, they may not get enough speed to fly correctly and that can cause some problems.

The weather was fantastic on Sunday. It was maybe a little bit warm later in the day, but the wind was light and allowed for pilots to get all of their flights in.

I finally flew a Missed Approach option on my B-29 that I was satisfied with. The Missed Approach option is tricky to do right.

You start to come in for a touch-and-go and get very low to the ground, change your mind, and stay very low. You cannot touch your wheels on the ground and must climb out again.

One of the things I find interesting is the wide variety of handles and throttle control systems used during the contest. The 2.4 GHz is becoming more popular, but Pete Klepsic still uses the Clancy Arnold down-the-line electronic controls (insulated lines) in combination with a three-line handle. Three-line is still being used and for good reason (because it still works).

Ed Mason earned the Grand Champion award flying his Constellation to a first-place finish in Sport Scale. Every time I see that Connie fly, it looks great and very graceful. Ed has the model trimmed out well so that he can put in the good flights with it. Peter Bauer took home the Bob Lirette Flight Achievement Award.

Christopher DeGroff got the Best Junior 1/2A Scale award, along with a T-shirt. The T-shirt may not fit him for a while. He will have to grow into it. Keep in mind that this kid is only 6 years old and doing very well considering his age. 🛩️

—Fred Cronenwett



Ed Mason earned the overall Grand Champion award.



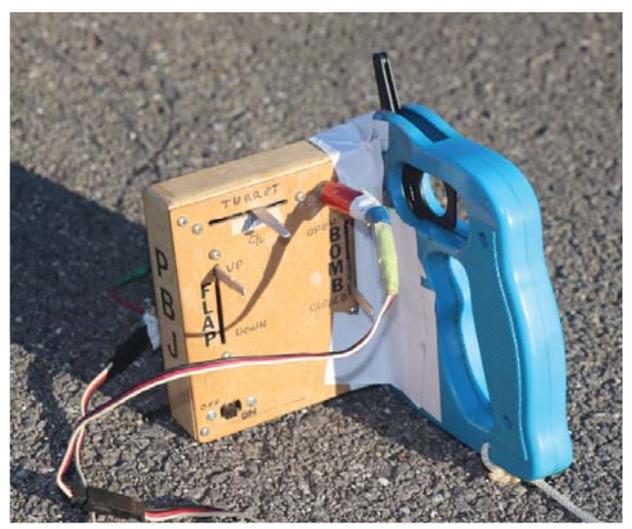
Peter Bauer received the NASA Bob Lirette Flight Achievement Award.



The flying site just after the sunrise before everyone arrived. The east circle is pictured here.



Not everyone flew again on Sunday, but the weather was fantastic with light wind, unlike Saturday afternoon.



Pete Klepsic uses a three-line system for the throttle on his Profile B-25, but also has Clancy Arnold down-the-line electronic controls for the flaps, turret, and bomb drop.



Frank Olivito (L) looks on as his engine is tuned on his Zero to improve his flight scores.



Frank Olivito preparing to put up a flight on Sunday after tuning the engine.



An Extra 300S that was built by Allen Goff and flown by Mike McHenry won Team Scale by .675 points. The competition is that close.



Ed Mason coming in for a landing with the Connie. He took first place in Sport Scale and also got the Grand Champion award.

# CL SCALE SCORES

EVENT: 529 CL 1/2A Scale				
Place	Name	City	State	Score
1	GOFF, ALLEN	MUNCIE	IN	122.875
2	SCHNEIDER, RICHARD	BALL GROUND	GA	116
3	BETZ, DAVID	WARSAW	IN	113

EVENT: 509 CL Sport Scale				
Place	Name	City	State	Score
1	MASON, EDWARD	MELBOURNE	FL	195.20
2	BAUER, PETER	CHICAGO	IL	189.50

EVENT: 521 CL Profile Scale				
Place	Name	City	State	Score
1	CRONENWETT, FRED	MANCHESTER	MO	195.50
2	KLEPSIC, PETER	EIGHTY FOUR	PA	190.125
3	JENSEN, JEFFREY	CHICAGO	IL	170.875

EVENT: 526 Control Line Fun Scale				
Place	Name	City	State	Score
1	BROKAW, BURTON	TUCSON	AZ	109.35
2	MCHENRY, MICHAEL	SPEEDWAY	IN	107.075
3	SCHNEIDER, RICHARD	BALL GROUND	GA	106.40

EVENT: 527 CL Team Scale				
Place	Name	City	State	Score
1	MCHENRY, MICHAEL	SPEEDWAY	IN	193.25
1	GOFF, ALLEN	MUNCIE	IN	193.25
2	BROKAW, BURTON	TUCSON	AZ	192.575
2	LICHTENBERG, VICTOR	TACOMA	WA	192.575
3	JENSEN, JEFFREY	CHICAGO	IL	154.75
3	JENSEN, JAMES	NORWOOD PARK	IL	154.75

EVENT: 528 Authentic Scale				
Place	Name	City	State	Score
1	GOFF, ALLEN	MUNCIE	IN	196.575
2	MASON, EDWARD	MELBOURNE	FL	143.625

Allen Goff flying his 1/2A-powered B-25 to a first-place finish in 1/2A Scale.



Christopher DeGroff received the Best Junior 1/2A Scale award.



Fred Cronenwett coming in for a landing with his B-29. (Eric Schaefer photo.)



The front of the winner shirts say, "2018 National Aeromodeling Champion." It will be a few years before Christopher can fill out this T-shirt.

With lighter wind, the 1/2A models had a much easier time flying on Sunday. Christopher DeGroff is seen here during one of his flights on Sunday.



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