

# NATS NEWS



Some of the pit action between circles 3 and 4 at CL Aerobatics.



# CL AEROBATICS

**W**ednesday was the start of qualifying for the Open and Advanced classes.

How this works is the Open class is divided into four groups, while the Advanced class, being the smaller class, is divided into three groups. Each group flies two flights on Wednesday and two flights on Thursday. The best of the two flights from each day are added together, with the top five from each of the Open classes moving on to Friday's top 20 qualifications. The top three from each of the three Advanced class groups move on to the final nine on Friday.

Wednesday started out cool with a little wind. It was perfect weather. As the day went on, the wind also started to pick up. It was not terribly bad, but just enough to make things a little interesting at times.

There is a corn field right next to the circles, however, and the wind was coming in over the top of the corn. Now the old saying, "knee high by the 4<sup>th</sup> of July," does not apply any longer. The corn is much higher! I took a picture of a set of judges, with one of the judges, Mark Overmeir, who is 6 feet, 4 inches tall. The corn is as tall as he is.

With the wind coming in over the top of the corn like it was, it made for some real interesting turbulence. As pilots flew level at 5 feet, their planes would bounce and wobble all the way around the circle. It made it hard to get a good score in level flight.

Most maneuvers are done with the top around 45°, measured by the angle of the flying lines. These were not too bad to get through. What got you, however, were the maneuvers or part of the maneuvers, that were above 45°. The wind was unpredictable that high up speed-wise. I got a little surprised myself on my second flight by this. It was think-fast-on-your-feet time.

I am happy to state that there was only one minor accident Wednesday. Allen Goff got a little low on an outside loop and hit his rudder and propeller on the ground. The plane had enough momentum that he was able to keep it under control and was actually able to flip it right side up and land it normal. Fortunately, only his rudder, prop, and pride were hurt. The plane is easily repairable and will likely be flying again tomorrow.

The other small accident of the day was Vince Bode, who had a gust of wind come up and get under his tail while he was taking off. This resulted in the tail getting picked up, which caused the nose to go down and the propeller to hit the asphalt. This resulted in a buzz saw effect that shortened his prop way too much.

Other than those two accidents, it was a relatively easy day for the contestants—a very enjoyable day of flying and fellowship. It was not terribly hot, and the humidity was down. It was certainly a blessing.

Thursday is when a bit more pressure starts to build. Except for bragging rights, it is not necessary to be first in your circle to advance to the next level on Friday. You just have to be in either the top five in the Open class or top three in Advanced. However, if you are on the bubble in either of those categories, then you usually wind up sweating a bit.

Sometimes when the wind comes up on Thursday, you may see some pilots pass on their second flights if they are well in the top. Only those who must fly are the ones who do. So, the pilots have to be on their toes to make sure that they are not late for their flights.

The fun continues tomorrow. What will happen? Well, tune in and find out. 🚁

—Matt Neumann



Careful everyone, a high-powered strategy meeting is happening.



Circle 2 judges are Doug Patterson (L) and Mark Hughes (R).

Dave Tribble getting ready for a practice flight.



Chris Cox signals for his second official flight.



Circle 3 judges Ryan Young (L), Mark Overmeir (center and notice the corn compared with his 6-foot, 4-inch frame), and Walker Hicks (R).



The pit boss between circles 1 and 2 is Ty Marcucci.



Dan Banjock readies for an official flight.



Circle 4 judges, Dale Berry (L) and Joan Cox (R).



Derek Berry needles his engine, while his father, Dale, holds the plane for launching.



Jeff Traxler doing his duties as pull tester for circles 3 and 4.



Judges on circle 1 are John Simpson (R) and Frank Williams (L).



Mike McHenry signals the judges for his second official flight of the day.

Our tabulators, Kathleen Patterson (L) and Elaine Brookins (R).



Our head honcho, Darrell Harvin.

# CL AEROBATICS BEGINNER STUNT

This year, Control Line Beginner Stunt was able to move down to a better circle, thanks to Robert Brookins. The contestants enjoyed a better pit area and the judges enjoyed not having the Combat matches right behind them.

Control Line Beginner Stunt had nine entries on Sunday, July 8. Four were Juniors and five were in the Open class. Here are the results:

- Junior/Senior: 1<sup>st</sup>, Sam Londke; 2<sup>nd</sup>, Jeffrey Scott; 3<sup>rd</sup>, Bryce Scott; and Kaitlyn Scott came in 4<sup>th</sup>.
- Open: 1<sup>st</sup>, Richard Speer; 2<sup>nd</sup>, Robert Maxwell; 3<sup>rd</sup>, Bill Gray; 4<sup>th</sup>, Saramarie Huff; and 5<sup>th</sup>, John Park.

Unfortunately, the Schrodgers and Trevinos could not join us this year because of health issues.

We were lucky that Kathy Patterson and Priscilla Scott filled in and did a great job of signing in and tabulating. We had Mark Overmier, Wes Eakin, and Eric Taylor judging. Kenny Stevens and Dale Josephson helped the contestants with critique and coaching. Doug Patterson was everywhere, helping with weigh-ins, photos, pull tests, and was a runner. I really appreciate all of their great help, as did the contestants.

Again, this year there were several interesting contestants on Sunday. Sam Londke's father, Mike, was both his pitman and competed in Intermediate Stunt right next door. Interestingly, Sam won first place at the Junior level, while Mike won first place in Intermediate Stunt on the next circle. Congratulations to both of you, as well as all of the other contestants. Several other competitors from Intermediate came over to help pit for their friends.

As was started as a tradition by the late Allen Brickhaus many years ago, modelers donated items to help Beginner Stunt pilots continue to improve. Kathy Brickhaus donated a Legacy 40 kit in Allen's name. Dale Josephson brought two RTF Stunt models, including engines. Doug Patterson brought a kit, an engine, and a bag full of handles. Jeff Traxler came through with a pair of engines. Darrel Harvin also donated a kit. Wes Eakin brought two kits. Dick Imhoff came through with two RTF models with engines.

Several others also donated items, allowing each contestant to get a good Stunt kit or RTF model with a modern stunt engine. I really appreciate all of the donations and help. It is always good to see contestants come out flying a model they won last year or flying in Intermediate.

Thanks for the help and I look forward to seeing all of you next year. 🛩️

—Mike Stinson



The winners (L-R): (kneeling) Richard Speer and Kenny Stevens; (standing) Kaitlyn Scott, Priscilla Scott, Bryce Scott, Mike Scott, Jeffery Scott, Bill Gray, Sam Londke, Robert Maxwell, Mike Stinson, Saramarie Huff, Wes Eakin, John Park, Kathy Patterson, Mark Overmier, Doug Patterson, Eric Taylor, Jeff Traxler, and Dale Josephson.



Junior/Senior contestants: Kaitlyn, Bryce, and Jeffery Scott with Sam Londke.



Sam Londke winning First Place Junior/Senior 2018.



Mike Londke is presented the first-place award in Intermediate Stunt by Bob Brookins. (Photo by Dick Imhoff.)

CONTROL LINE BEGINNER AEROBATICS Open/Adult						
FLYERS NAME	1st Round Order	2nd Round Order	1st Round Score	2nd Round Score	Best Score	Place
Robert Maxwell	5	5	225	234	234	2
John Park	6	6	Pass	Pass	—	—
Richard Speer	7	7	208	235	235	1
Bill Gray	8	8	138	187	187	3
Sara marie Huff	9	9	136	147	147	4

CONTROL LINE BEGINNER AEROBATICS JUNIOR / SENIOR						
FLYERS NAME	1st Round Order	2nd Round Order	1st Round Score	2nd Round Score	Best Score	Place
Sam Londke	1	1	227	221	227	1
Jeffrey Scott	2	3	80	136	136	2
Bryce Scott	3	2	71	72	72	3
Kaitlyn Scott	4	4	68	71	71	4

Beginner Scores (photo by Mike Stinson).

INTERMEDIATE STUNT				
NAME	1st. FLIGHT	2nd. FLIGHT	SCORE	
Bill Durr	475	420	475	
LeRoy Polk	478.5	497	497	5
Steven Daly	195	—	195	
Dow Sopka	462.5	—	462.5	
Tim Redelman	510.5	462	510.5	2
Rick Bollinger	440	443.5	443.5	
Dow maro	508.5	489.5	508.5	3
Joseph Daly	71.5	—	71.5	
mike Londke	523	527	527	1
Bob Fisher	427	483	483	
Ed Wallace	507.5	496.5	507.5	4
Matthew Brown	476.5	438.5	476.5	
Pat Imhoff	450.5	493.5	493.5	

Intermediate Scores (photo by Dick Imhoff).



Dale Josephson, Eric Taylor, Mark Overmier, and Wes Eakin watch Beginner flights.



The flightline, with Kenny Stevens critiquing Sam Londke. The Scotts are on the right waiting for their flights.



Kaitlyn Scott, flier; Mike Scott (her grandpa) starting, Jeffery Scott holding; and Bryce Scott supervising. Rick and Saramarie Huff are in the background.

# RC PYLON

**W**ednesday was the beginning of Quarter Midget 40 (QM40), and instead of using the usual dual matrixes for qualifying, a more traditional, all-inclusive matrix was set up this year with positive results and feedback from most, if not all of, the contestants. Eight rounds are scheduled between Wednesday and Thursday morning, followed by a five to six-round final.

After six rounds Wednesday, the group of 52 pilots is led by FAI World Champion Randy Bridge, followed by James Allen and Travis Flynn, both former winners of this event.

We will have the conclusion of QM40 on Thursday, which is also the end of the RC Pylon Racing Nats for 2018.

Please remember to check out the AMA Flickr page for all of the photos from the event at [www.flickr.com/modelaircraft](http://www.flickr.com/modelaircraft).

—Santiago Panzardi

See more Nats event photos on AMA's Flickr page: [www.flickr.com/modelaircraft](http://www.flickr.com/modelaircraft)



Your NatsNews author's El Burro Mustang.

A Too Sweet Mustang waits for its heat race.



Mike Mazi deep in racing strategy.



US FAI Team member Rocket Ray Brown prepares a racing engine.



Tony Seymore with his Strega.



Leo, Ola, and Peter Tani sharing racing experiences.



Pylon 2 workers.



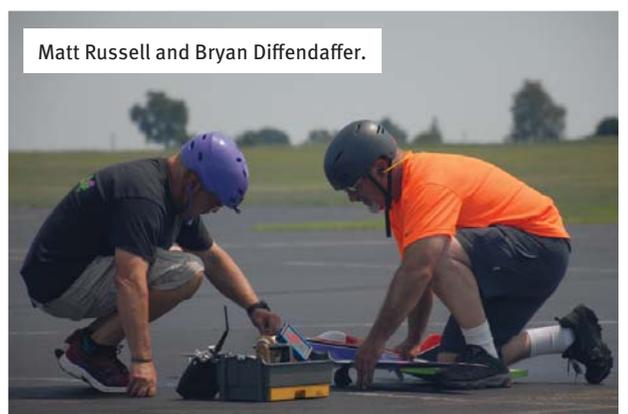
Steve Baker's angry Mustang.



Ritch's Brew station—nothing but the best.



Ron Gage and Pat Galarneault.



Matt Russell and Bryan Diffendaffer.



AJ Seaholm and Travis Flynn.



Travis Flynn and Danny Kane.

# RC PYLON SCORES

## Nats 2018 Q40A

After 6 Rounds			
Q40	Name	Low Time	Points
1	Randy Bridge	** 0:59.83	24
2	James Allen	1:02.95	24
3	Travis Flynn	1:01.52	23
4	Dan Kane	1:04.75	21
5	Gary Freeman	1:04.19	20
6	Tom Scott	1:04.72	20
7	JoAnne Coffey	1:07.10	20
8	Gary Schmidt	1:02.45	19
9	Joe Delateur	1:04.69	19
10	Dub Jett	1:05.20	19
11	Tim Yousey	1:05.99	19
12	Kent Nogy	1:06.40	19
13	Tim Lampe	1:08.53	19
14	Aaron Seaholm	1:03.07	18
15	Matt Fehling	1:04.32	18
16	Roy Andrassy	1:04.00	16
17	Joe Tropea	1:05.47	16
18	Bill Johanson	1:07.28	16
19	Mario Travieso	1:07.92	16
20	Terry Frazer	1:03.49	15
21	Mark Parker	1:03.84	15
22	Lloyd Burnham	1:07.92	15
23	Craig Korsen	1:07.06	14
24	Robert Triggs	1:11.29	14
25	Mike Helsel	1:06.14	13
26	Bruce Coffey	1:07.10	13

Callers run toward the pilots right after launching the aircraft.



The battlegrounds.



Pylon 1 workers.



Matt and Jack Fehling.



John McDermott and his new Hot Stuff Q-40.



Tom Scott with his immaculate CMAD Miss Dara.

# RC COMBAT

In all of my years of attending the Nationals, this has been one of the best as far as weather. We once again had nice weather with little wind, which looks to continue for the next few days.

We started the morning Wednesday with SSC Combat since we still had three more rounds to complete. We ended up having some high-scoring rounds to end the event with some four and five-cut rounds. This ended up moving some of the positions from Tuesday, and had the following results. In third place was Bill Geipel with a score of 2,760. In second place with some very good flying (his wife makes sure that he gets his streamer lengths correct), is Mike Edwards with a score of 2,812. Finally, in first place with some really great flying, was Andy Runte with a score of 3,812, which was 1,000 points ahead of second place.

The next event was Scale 2948, which is a lot of fun to fly but the planes are more difficult to build, which makes for less participation. We had a total of four pilots for this event this year. One of the big differences from other types of combat is that it is more of a pursuit-style combat, since most of these planes do not turn and maneuver like other combat planes.

Mike Edwards ended up pulling out after one round because he only had one plane and knocked the engine off in the first round. After doing some repairs, he was able to return in the fourth round, only to have the engine knocked off again. After Bob Loescher was knocked out, we ended up calling the event after five rounds.

Bob Loescher ended up in second place with a score of 596. The winner of scale 2948 was Michael LaPacz, with a score of 1,200.

The last event of the day was E-1000, which is a demonstration event that has not officially been added to the rulebooks. This event is an all-electric contest with the battery being a maximum of 1,000 mAh. The airplanes can be any design as well, and you can use any propeller and get any rpm. Due to the size of the battery, it keeps most of the planes flying around the same speed or close to it.

I had not flown this event before and did not have any planes, so Mike Edwards ended up loaning Dirk and me one of his planes, so we could get an opportunity to fly this event. This was one of the most fun events and would be a great way to get people started in combat.

I had some issues, though, with the plane I was flying. For some reason, it wanted to hit Mike's plane, which happened a total of three times in the five rounds we flew. After five rounds, in second place was William Drumm III with a score of 1,320, and in first was Michael LaPacz with a score of 1,492.

We will be starting at 8 a.m. again Thursday, this time to fly GNat Combat followed by Limited B Combat. Hope you get a chance to come by and see some great combat in the air over Muncie. 🛩️

—Don Grissom





## 2018 NATS - 2948 Scores

# Rounds Flown: 5

	Name	Total	Avg.	1	2	3	4	5
1	Michael LaPacz	1200	240.0	260	260	160	260	260
2	Bob Loescher	596	119.2	140	140	76	240	0
3	Donald Grissom	552	110.4	128	0	260	124	40
4	Mike Edwards	320	64.0	160	0	0	160	0

## 2018 NATS - E-1000 Scores

# Rounds Flown: 5

	Name	Total	Avg.	1	2	3	4	5
1	Michael LaPacz	1492	298.4	220	220	464	360	228
2	William Drumm	1320	264.0	440	340	540	0	0
3	Andy Runte	1304	260.8	320	260	440	136	148
4	Heath Bartel	1020	204.0	240	40	220	260	260
5	Dirk Oosting	908	181.6	168	240	120	140	240
6	Donald Grissom	824	164.8	284	40	240	260	0
7	Mike Edwards	788	157.6	440	512	76	260	-500
8	Bob Loescher	-140	-28.0	0	140	-400	120	0



## 2018 NATS - SSC Scores

# Rounds Flown: 10

	Name	Total	Avg.	1	2	3	4	5	6	7	8	9	10
1	Andy Runte	3812	381.2	560	648	348	440	40	440	312	544	40	440
2	Mike Edwards	2812	281.2	0	264	360	440	140	240	352	240	140	636
3	Bill Geipel	2760	276.0	240	540	440	240	360	340	160	240	160	40
4	Dave Davis	2548	254.8	140	120	240	220	160	240	320	328	340	440
5	Michael LaPacz	2316	231.6	140	176	0	540	40	160	340	440	140	340
6	Donald Grissom	2304	230.4	240	140	348	460	160	48	140	340	288	140
7	Heath Bartel	1832	183.2	140	340	328	160	40	240	120	244	160	60
8	Bob Loescher	1524	152.4	236	140	240	120	240	268	140	0	140	0
9	John York	616	61.6	116	40	220	0	0	0	0	0	240	0
10	Dirk Oosting	340	34.0	0	140	0	140	140	0	0	0	-100	20

## 2018 NATS - Open B Scores

# Rounds Flown: 10

	Name	Total	Avg.	1	2	3	4	5	6	7	8	9	10
1	Bob Loescher	2244	224.4	260	148	360	156	52	260	440	68	140	360
2	John York	1464	146.4	140	260	100	248	260	-60	64	156	256	40
3	Heath Bartel	1422	142.2	40	40	62	180	360	160	40	260	40	240
4	Donald Grissom	480	48.0	160	140	40	140	0	0	0	0	0	0

# CL NAVY CARRIER

Wednesday was the day for the four scale Navy Carrier classes consisting of Class I and Class II models in both internal combustion and electric power.

The scale classes award large bonuses for models that are replicas of actual naval aircraft that served on aircraft carriers. There are no restrictions on power other than engine displacement or, in the case of electric models, total aircraft weight, which effectively limits battery capacity. With full fuselages and much tighter scale outline requirements, the Class I and Class II models are more easily recognized than the somewhat looser representations of actual carrier aircraft seen in the Profile classes.

One would think that with the many hundreds of candidate full-scale naval carrier aircraft in existence, there would be a broad variety of aircraft types represented. That wasn't the case Wednesday, however. Two-thirds of the aircraft flown were models of a single type: the Glenn Martin MO-1 used by the U.S. Navy in very small numbers in the early 1920s.

Only two MO-1s were assigned to the Navy's only aircraft carrier at the time, the USS *Langley*, and they were assigned for only a few weeks. The paint schemes added some variety, but there was no mistaking the dominant presence of the MO-1 models.

The MO-1 is well proportioned for Carrier competition and is relatively easy to build with flat fuselage surfaces, but its commonality has more than a few contestants pledging to build "No MO" MO-1s.

The electric classes were won by Pete Mazur, who also won the Internal Combustion Class I event. Burt Brokaw finished first in Class II Internal Combustion. The electric models were highly reliable this

year, with all of the contestants completing full flights of high speed, low speed, and landing.

The same could not be said for the Internal Combustion classes. More than half of those models failed to achieve a complete flight score, with engine reliability being the predominant issue, followed by wind problems. Most failed to complete slow flight, and a couple were unable to get an official flight and post a score at all.

With his first-place ranking in three of the events, including another record performance, Pete Mazur earned the Navy Carrier Society's Eugene Ely Award for the best all-around performance of a competitor in the CL Navy Carrier Nats events. Contestants are scored in Profile, Class I, and Class II events and must choose in advance to have either their internal combustion or their electric scores used in the Ely calculations. This is the first year that the Eugene Ely Award has been won by a modeler flying all of his or her events in the electric classes.

Sarah Smith received the Navy Carrier Society's "Rookie of the Year" award as the best performance of a contestant flying in his or her first Carrier Nats. Bob Heywood was honored as this year's most valued volunteer and received the Carol Johnson Award to commemorate the honor.

Thursday will be filled with unofficial event competition with the small .15 class Profile models, the Nostalgia Carrier models that duplicate models that are more than 40 years old, and a one-design event featuring the Sig Skyray. There will be few, if any, MO-1 models! 🛩️

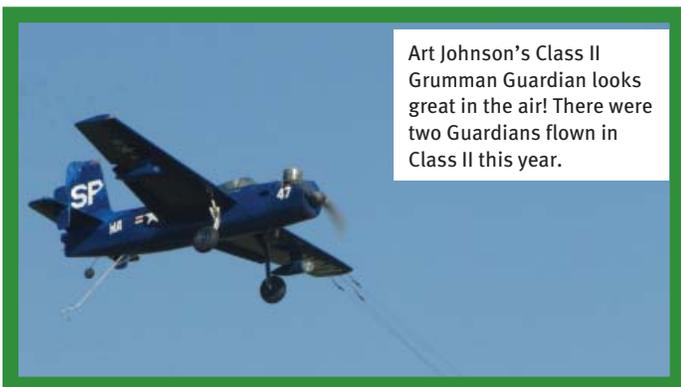
—Dick Perry



Pete Mazur (left) topped all other contestants to win the Eugene Ely Award as the outstanding CL Navy Carrier competitor at the Nationals. Bob Heywood, Navy Carrier Society president and CL Navy Carrier Nats Event Director, is presenting.



This year's outstanding performance by a first-time Nats CL Navy Carrier contestant went to Sarah Smith.





Burt Brokaw's MO-1 required some major field maintenance to replace a faulty check valve in the fuel system.

Art Johnson (right) presents the Carol Johnson Volunteerism Award to Bob Heywood.



Many MO-1s were flown, and they occupied the top places in each event.

E CLASS I CARRIER (340) 11 Jul			
ANDERSON, MIKE	2	189.1	380.4
MAZUR, PETE	1	434.7	—
VLNA, JOHN	3	167.5	329.6

E CLASS II CARRIER (341) 11 Jul			
ANDERSON, MIKE	2	384.5	—
MAZUR, PETE	1	415.1	435.4



Bill Calkins (left) was chief timer for the competition. He was assisted by Everett Shoemaker and Art Johnson, two of many contestants who helped with flight timing.

CLASS I CARRIER (319) 11 Jul			
ANDERSON, MIKE	4	ATT	178.1
BROKAW, BURT	2	204.2	206.5
MAZUR, PETE	1	415.7	—
SMITH, DAVID	3	186.6	—
SMITH, SARAH	5	<del>167.5</del> 67.5	98.2
SOPKA, DON		DNF	

CLASS II CARRIER (320) 11 Jul				
ANDERSON, MIKE	3	ATT	313.8	—
BROKAW, BURT	1	441.0	—	—
JOHNSON, ART	4	300.0	—	—
MAZUR, PETE	2	390.9	390.9	—
SHOEMAKER, JO	5	ATT	170.1	172.2
SMITH, DAVID		ATT	ATT	—
SMITH, SARAH		ATT	ATT	—



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# CL COMBAT

**W**ednesday was a gorgeous day—not too hot or humid, partly cloudy, with some moderate gusty wind at times.

The little 1/2A planes, even the high-performance ones flown here, handled it about as well as the bigger stuff. About half of the matches were pretty clean and had quick kills. The smaller hardware caused several crashes and losses when a close pass broke the horn, but the propeller didn't hit the string. The result was the loser went down.

The lines are more delicate, and planes got cut away in two matches. Both times, the lines were somehow broken several feet from the handle and at the leadouts. One set was steel; one was Spectra.

The smaller planes made it a bit harder to follow the action and it was very fast at times. Bob Burch, Brian Stas, Ron Colombo, and Mike Londke all got clean kills in maneuvers that were no more than two figure eights. Ron went under 5 feet inverted and came up to get one. It was some pretty fancy flying, but all of the spectators were hoping for more of the maneuvering that we saw earlier in the week.

The quick kills do move things along, at least until folks have to start swapping engines and repairing planes.

Many thanks to the judges, Dave Edwards and Roy Glenn, and Matt Brown. 🛩️

—Phil Cartier



The winners (L-R): Brian Stas, second; Mike Londke, third; Dave Edwards (back), Event Director; Roy Glenn (middle), chief judge; Sam Londke (front), Best Junior; Ron Colombo, first; Bob Burch, fourth.



Jeff Rein and Mike Londke had a short battle in a 5-minute match. When Mike saw the opening, it took about 2 seconds to get a clean kill very early.



Mike Londke takes off a bit late. It didn't matter. Once he and Bob Burch started maneuvering, the match ended with Mike getting a kill. The planes are simply much closer together all of the time.



Ron Colombo and Brian Stas face off for first and second place. Maybe 15 seconds and three maneuvers later, Ron went under Brian and came up for the kill. When you're hot, you're hot.

Ed Bryzs makes a valiant effort to get Mike Evans up again after a midair with Jeff Rein in CL Combat. It was a hopeless try that sometimes works, but the crash was upwind and the plane rolled right in.

