

NATSNEWS



Photo by Jenni Alderman.

ALES AND F5J

Photos by Jenni Alderman.

The sky looked ominous for the second day of ALES and F5J. Fog hung in the air and the radar showed rain roughly an hour and a half away. The field was quiet and gloomy, but pilots pursued—completing the third round of ALES.

The competition was close and only a handful of points separated the top four pilots. Fourth place went to Kenneth Bates with 3,091.7 points. Third place was Peter Schlitzkus with 3,093.3 points. Kent Nagy took second with 3,100 points. The 2018 Nats ALES champion was Carl Thuesen with 3,106.6 points. F5J competition began following the announcement of the ALES winners.

By the afternoon, Mother Nature changed her mind and let the sun come out for the last day of these RC Soaring events. Contest Director John Marien was hopeful that pilots would have time to complete five rounds.

The air continued to get warmer—keeping pilots cool with a gentle breeze. Blue sky eventually began to peek through the clouds. The energy at the field increased as more thermals began to form, and pilots were eager to launch for their 10-minute tasks.

The day ended with seven rounds complete, allowing for each pilot's lowest round score to be dropped. John Iafret placed fourth with a score of 5,231.2. In third place was Guy Russo with 5,237.7 points. Second place was Peter Schlitzkus with 5,650.7 points. The F5J national champion was Norman Poti, with 5,985.5 points. 🏆

—Ashley Rauon





ALES AND F5J SCORES

| 2018 Soaring Nats: ALES | | | | | | | |
|-------------------------|------------------------|--------|-------|-----------|--------|--------|--------|
| Rank | Name | Score | Pcnt | Raw Score | Rnd1 | Rnd2 | Rnd3 |
| 1 | THUESEN, CARL | 3106.6 | 100 | 3106.6 | 1043.3 | 1013.3 | 1050 |
| 2 | NOGY, L KENT | 3100 | 99.79 | 3100 | 1050 | 1000 | 1050 |
| 3 | SCHLITZKUS, PETER | 3093.3 | 99.57 | 3093.3 | 1050 | 1005 | 1038.3 |
| 4 | BATES, KENNETH | 3091.7 | 99.52 | 3091.7 | 1045 | 1000 | 1046.7 |
| 5 | POTI, NORMAN | 3083.4 | 99.25 | 3083.4 | 1041.7 | 1000 | 1041.7 |
| 6 | BURSON, ROBERT | 3080 | 99.14 | 3080 | 1040 | 1010 | 1030 |
| 7 | HILL, ARTHUR | 3053.2 | 98.28 | 3053.2 | 1045 | 984.9 | 1023.3 |
| 8 | RUSSO, GUY | 3035.3 | 97.7 | 3035.3 | 1022.9 | 977.4 | 1035 |
| 9 | MARCUM, MARC | 2890.9 | 93.06 | 2890.9 | 965.5 | 918.7 | 1006.7 |
| 10 | IMMANEUL, DAVID | 2751.1 | 88.56 | 2751.1 | 716.2 | 1004.9 | 1030 |
| 11 | PEREZ, EDMUND | 2742.6 | 88.28 | 2742.6 | 729.5 | 978.1 | 1035 |
| 12 | SMITH, RONALD | 2702 | 86.98 | 2702 | 709.5 | 954.2 | 1038.3 |
| 13 | MEEK, ROBIN | 2696 | 86.78 | 2696 | 966.6 | 969.8 | 759.6 |
| 14 | RICHMOND, DONALD | 2660.4 | 85.64 | 2660.4 | 848 | 932.7 | 879.7 |
| 15 | BOICE, THOMAS | 2599.3 | 83.67 | 2599.3 | 589.4 | 974.9 | 1035 |
| 16 | BROESKI, THOMAS | 2578.4 | 83 | 2578.4 | 694.4 | 1045 | 839 |
| 17 | ALLEN, RONALD | 2550.7 | 82.11 | 2550.7 | 879.6 | 1026.7 | 644.4 |
| 18 | GAMMONS, STEPHEN | 2457.9 | 79.12 | 2457.9 | 815.5 | 846.1 | 796.3 |
| 19 | FLACK, TED | 2419.8 | 77.89 | 2419.8 | 758.6 | 826.6 | 834.6 |
| 20 | BELL, GREG | 2274.5 | 73.22 | 2274.5 | 762.1 | 1023.3 | 489.1 |
| 21 | WALLNER, JACK | 2167.2 | 69.76 | 2167.2 | 624.6 | 517.6 | 1025 |
| 22 | BEACH, DAVID | 2057.2 | 66.22 | 2057.2 | 1050 | 1007.2 | 0 |
| 23 | ADASCZIK, WALTER | 2015 | 64.86 | 2015 | 978.3 | 0 | 1036.7 |
| 24 | MCGOWAN, MICHAEL | 1958.7 | 63.05 | 1958.7 | 719.7 | 594.6 | 644.4 |
| 25 | GROVES, MARK | 1946.7 | 62.66 | 1946.7 | 951.5 | 995.2 | 0 |
| 26 | IAFRET, JOHN | 1892.6 | 60.92 | 1892.6 | 895.9 | 0 | 996.7 |
| 27 | HARRIS, DON | 1745.4 | 56.18 | 1745.4 | 1000 | 745.4 | 0 |
| 28 | VAN ELSLANDER, ROGER | 1724.3 | 55.5 | 1724.3 | 662.2 | 438 | 624.1 |
| 29 | ANDERSON, TODD | 1682.3 | 54.15 | 1682.3 | 649.4 | 462.3 | 570.6 |
| 30 | JOHNSTON, RICK | 1619.2 | 52.12 | 1619.2 | 0 | 1040 | 579.2 |
| 31 | SHAW, KENNETH | 1185.9 | 38.17 | 1185.9 | 503.1 | 682.8 | 0 |
| 32 | MARIEN, JOHN | 1112.2 | 35.8 | 1112.2 | 252.5 | 457.4 | 402.3 |
| 33 | WHYTE, ED | 516.7 | 16.63 | 516.7 | 516.7 | 0 | 0 |
| 34 | WOEBKENBERG, RYAN | 316.1 | 10.18 | 316.1 | 316.1 | 0 | 0 |
| 35 | WOEBKENBERG, KATHERINE | 28.5 | 0.92 | 28.5 | 28.5 | 0 | 0 |
| 36 | WATKINS, JAY | 3.3 | 0.11 | 3.3 | 3.3 | 0 | 0 |
| 37 | BOTHELL, RICHARD | 0 | 0 | 0 | 0 | 0 | 0 |



ALES AND F5J SCORES

| 2018 Soaring Nats F5J | | | | | | | | | | | | |
|-----------------------|----------------------|--------|-------|-----------|-------|-------|-------|-------|-------|-------|-------|-------|
| Rank | Name | Score | Pcnt | Raw Score | Rnd1 | Rnd2 | Rnd3 | Rnd4 | Rnd5 | Rnd6 | Rnd7 | Drop1 |
| 1 | POTI, NORMAN | 5986.5 | 100 | 6724.3 | 737.8 | 1000 | 999.1 | 1000 | 1000 | 987.4 | 1000 | 737.8 |
| 2 | SCHLITZKUS, PETER | 5650.7 | 94.39 | 6215.8 | 880.2 | 1000 | 910.4 | 1000 | 565.1 | 936.3 | 923.8 | 565.1 |
| 3 | RUSSO, GUY | 5237.7 | 87.49 | 5758.2 | 1000 | 617.8 | 1000 | 520.5 | 1000 | 1000 | 619.9 | 520.5 |
| 4 | IAFRET, JOHN | 5231.2 | 87.38 | 5758.4 | 646.7 | 865 | 527.2 | 924.7 | 861.3 | 1000 | 933.5 | 527.2 |
| 5 | HILL, ARTHUR | 5158.9 | 86.18 | 5611.6 | 864.6 | 452.7 | 597.2 | 985.8 | 1000 | 891.4 | 819.9 | 452.7 |
| 6 | BURSON, ROBERT | 5139 | 85.84 | 5500.8 | 912.3 | 770.5 | 1000 | 361.8 | 831.5 | 786.3 | 838.4 | 361.8 |
| 7 | RICHMOND, DONALD | 5003.8 | 83.58 | 5385.1 | 724.8 | 986 | 935.9 | 381.3 | 830 | 651.8 | 875.3 | 381.3 |
| 8 | THUESEN, CARL | 4996.4 | 83.46 | 5487.1 | 1000 | 763.3 | 614.7 | 644.6 | 490.7 | 992.8 | 981 | 490.7 |
| 9 | BEACH, DAVID | 4875 | 81.43 | 5268.8 | 732.6 | 818.2 | 944.9 | 468.4 | 910.9 | 393.8 | 1000 | 393.8 |
| 10 | JOHNSTON, RICK | 4830 | 80.68 | 4830 | 920.1 | 1000 | 393.2 | 1000 | 0 | 516.7 | 1000 | 0 |
| 11 | WALLNER, JACK | 4822.5 | 80.56 | 5220.1 | 780.7 | 997.2 | 757.4 | 397.6 | 898.9 | 730.4 | 657.9 | 397.6 |
| 12 | BOICE, THOMAS | 4779.9 | 79.84 | 4779.9 | 849.9 | 837.9 | 771.4 | 0 | 667.7 | 858.4 | 794.6 | 0 |
| 13 | ADASCIK, WALTER | 4691.9 | 78.37 | 5117.8 | 1000 | 425.9 | 741.7 | 627.2 | 927.1 | 882.5 | 513.4 | 425.9 |
| 14 | MEEK, ROBIN | 4510.9 | 75.35 | 4814.5 | 779.6 | 888.6 | 658.8 | 583.6 | 709.3 | 303.6 | 891 | 303.6 |
| 15 | BATES, KENNETH | 4470.2 | 74.67 | 4470.2 | 748.3 | 366.3 | 0 | 947.7 | 609.1 | 834.1 | 964.7 | 0 |
| 16 | MARCUM, MARC | 4347.3 | 72.62 | 4811.3 | 850.7 | 653.8 | 1000 | 525.3 | 475.6 | 841.9 | 464 | 464 |
| 17 | BROESKI, THOMAS | 4345.7 | 72.59 | 4744.1 | 589.6 | 986.9 | 398.4 | 630.8 | 718.2 | 997.3 | 422.9 | 398.4 |
| 18 | SMITH, RONALD | 4318.9 | 72.14 | 4318.9 | 740.5 | 770.1 | 763.2 | 0 | 217.8 | 957.6 | 869.7 | 0 |
| 19 | PEREZ, EDMUND | 4124.1 | 68.89 | 4124.1 | 806.1 | 928.9 | 883.5 | 0 | 0 | 673.1 | 832.5 | 0 |
| 20 | GAMMONS, STEPHEN | 4076.2 | 68.09 | 4384.1 | 642.3 | 490.5 | 884.9 | 307.9 | 547.6 | 1000 | 510.9 | 307.9 |
| 21 | MARIEN, JOHN | 3972.5 | 66.36 | 4174.6 | 486.8 | 605.1 | 819.4 | 202.1 | 552.8 | 976.6 | 531.8 | 202.1 |
| 22 | FLACK, TED | 3869.8 | 64.64 | 4167.1 | 577 | 688.3 | 748.6 | 386.2 | 493 | 976.7 | 297.3 | 297.3 |
| 23 | BELL, GREG | 3627.4 | 60.59 | 3934.1 | 704.2 | 461.7 | 550.8 | 486.3 | 306.7 | 980.3 | 444.1 | 306.7 |
| 24 | IMMANEUL, DAVID | 3353.8 | 56.02 | 3353.8 | 686.2 | 914.5 | 543.6 | 0 | 0 | 947.1 | 262.4 | 0 |
| 25 | ANDERSON, TODD | 3050.4 | 50.95 | 3050.4 | 0 | 503.5 | 245.9 | 387.5 | 712.2 | 968.6 | 232.7 | 0 |
| 26 | ALLEN, RONALD | 3038.6 | 50.76 | 3038.6 | 823.7 | 303.2 | 844.6 | 580.6 | 486.5 | 0 | 0 | 0 |
| 27 | VAN ELSLANDER, ROGER | 1590.4 | 26.57 | 1590.4 | 303 | 430.2 | 0 | 300.3 | 276.7 | 172.2 | 108 | 0 |



HAND LAUNCH

The second day of Hand Launch (HL) Soaring started with a redo of Heat C of task 3, as well as Heat D of the same task. After finishing up the last two heats from Saturday, the competition began with round four on Sunday.

From the ground, these gliders look like hawks in the sky, in that when they are sitting in the thermals, they simply float and glide in the air. Sunday's flying conditions were an improvement from Saturday. Even though the sun came out, the wind was still a major factor.

Sunday's first new round was in a 10-minute window with unlimited throws; however, pilots were only allowed to score five flights. The wind proved to be difficult, with multiple planes breaking either in the air or during landing.

The task for round five was The Ladder. In this task, the pilots start at 30 seconds and increase each subsequent flight by 15 seconds to increase to the 10-minute window.

Round six was Poker. For this task, a pilot had to declare a time before launch and achieve that time before declaring any subsequent times. After round six, the scores were totaled and the top eight were announced.

For the flyoffs, four tasks took place. A little after 12:30 p.m., the flyoffs were underway. The first task was The Big Ladder. Out of all four events, this one was the smoothest. The sun was out, and the wind was blowing in everyone's favor. In this task, there were five set times, starting at one minute and going up to three minutes, and only five flights could be scored. However, the wind worked against everyone for the next three rounds.

In the second task, the pilots had a seven-minute window with unlimited throws to get a maximum flight of five minutes in the aptly named, The Last Five. Only the last flight was to be scored. It was so windy, that quite a few planes were in danger of landing outside of the boundaries.

In the third task, The Last Two Fours, the wind continued. Again, they had a 10-minute window with unlimited throws to get a flight time of four minutes maximum, and only the last two flights were scored. In this event, everyone took a moment to read the sky before launching his or her planes.

The fourth and final task was the All-Ups. In this task, there were three rounds—each lasting three minutes with

a one-minute pause in between each round. The competitors did not have their timer copilots next to them for this task, meaning they were on their own in terms of keeping their planes up for the full three minutes. When a plane landed for that round, the pilots had to wait for the next launch to happen.

The wind was so difficult, it either brought planes straight down after going up, or it would take them quite a distance from the launch site. This proved to be the case for one pilot who had to run about 1,000 yards twice, out of the three flights, to go get his plane. After the final round, the scores for the final eight were calculated and announced.

Even though there was a delay with receiving the trophies, everyone received their scores and those who placed in either the top five or six got their trophies. After trophies and scores were given out, pictures were taken of all eight finalists and then of the top three.

Another HL Soaring Nats has come and gone. From crazy weather to one of the most intense flyoffs—fun was had by all. Stay tuned for more flying fun at next year's event. 🛩️

—Karen Strenk

Nats Flyoff Winners

1. Nathan Bartley, with a score of 3,802
2. Dillon Graves, with a score of 3,582
3. Oleg Golovidov, with a score of 2,981
4. Jason Cole, with a score of 2,837
5. Jonathan Garber, with a score of 2,556
6. John Ferguson, with a score of 2,441
7. Scott Zastoupil, with a score of 2,370
8. Tom Siler, with a score of 2,036





Today marks the start of 2-Meter, RES, and Nostalgia (NOS) Thermal Soaring at the 2018 AMA Nats. All three events are being held at Site 5 at the International Aeromodeling Center.

Sailplanes flown in the 2-Meter contest are considered Class A or Class B aircraft. Class A aircraft have a wingspan limit of 1.5 meters, while Class B sailplanes must have a wingspan of at least 1.5 meters and no more than 2 meters. Competitors are permitted to use up to three aircraft for this contest.

Aircraft flown in the RES contest can be Class A or Class B sailplanes or Class C, which have an unlimited wingspan. Again, pilots can use up to three aircraft for this contest.

For this event, the sailplane can only be controlled by rudder, elevator, and spoilers. The trailing edge (TE) of the wing has to remain fixed at all times, unless the aircraft is tailless and a portion of its TE serves as the elevator. Also, when spoilers or airbrakes are applied, they can only extend above the top surface of the wing.

In the NOS class, the aircraft have specific guidelines and restrictions that they must follow. First, the pilot must have proof of the date of when the design was published, or when construction plans for it were published in a magazine or book. These dates must be before January 1, 1980. Any type of radios can be used to control the models, but arrestor devices are prohibited.

The 2-Meter, RES, and NOS contests will conclude on Tuesday. 🛩️

—Rachelle Haughn







FREE FLIGHT

Photos by Jenni Alderman, Rick Pangell, and Duncan McBride.

(Borrowing from the 2017 intro)
*'Goin down to Muncie, gonna have me some fun ...
'Goin down to Muncie, gonna get to fly some ...
Packed and ready to go ...!*



Faust Parker.

This year's FF Contest Director is Faust Parker. His lovely wife, Julie Parker, is the head scorekeeper. As of this writing, the total number of registrants is at 158 and event entries are more 1,100! You can imagine the task of producing a contest of this size, but there are many able event directors, so this should go very smoothly.

Look for me on the flightlines or during the events. When you see these folks on the field, don't be shy, and thank them for providing this wonderful flying opportunity.

And, when you see me with the camera coming near, please share your anecdotes during the contest and let me know about your history with the Nats. Are you new? How many years have you attended, and how you feel about the contest? Take me aside and show me your models or point out other interesting happenings or outstanding feats of airmanship you observe. This is your Nats, and you should be telling me the stories.

I can't be everywhere at once, so feel free to email me some of your photos and words.

Monday starts with 1/2A NOS Gas, A/B Classic Gas, D Gas, Payload, Moffett, F1A, Electric B OT .020 Replica, OT HL Glider, and Small Mulvihill (Andrade) Rubber.

Getting ready on Sunday:



Flyers ... get 'em flying ... thermals! 🚁

Free Flight begins. Here we go again! Free Flight—the original form of heavier-than-air flight—gets started today at AMA's National Flying Site in Muncie, Indiana. It's hard to believe this is the 92nd running of the Free Flight Nationals.

We will fly more than 70 scheduled (whew!) events this week, across five rulesets: AMA, National Free Flight Society (NFFS), Society of Antique Modelers (SAM), Flying Aces Club (FAC), and Fédération Aéronautique Internationale (FAI).

If you are new to the concept of Free Flight, most FF events are judged on pure duration—usually a total of three flights, plus flyoffs to break ties. Competitors aim for a flight duration maximum (max), which is based on the wind conditions and the size of the field. At Muncie, the maximum duration sought is usually 2 minutes per flight. Other events might assign different durations such as FAI, which is 3 minutes.

Also, FAI competition is flown in rounds, whereas AMA events do not require rounds. Unlike RC or Control Line, FF models receive no control from the pilot after they've been released.

FF models have to be "taught" to fly and this is a major part of the activity. Teaching that model to fly by learning to trim its flight characteristics is part of the fascination and draw of FF. Central to FF competition is a choice: the best possible time to launch. Launch into rising air and FF modelers are happy. Launch into sinking air and the model usually has a poor chance of scoring a max.

—Rick Pangell
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