

AMA NATS

2019 NATIONAL AEROMODELING CHAMPIONSHIPS

Muncie IN • Blytheville AR • Springerville AZ

CONTROL LINE RACING

July 16



Mouse race between Chuck Barnes, Tim Stone, and Pat Hempel.

By Tim Stone (stone-tim@sbcglobal.net)

Welcome to the 2019 CL Racing Nationals! I'm happy to be back to do the reporting after a few years off. Thanks to Melvin Schuette for his Nats reporting, as well as Brenda Schuette and their business, MBS Model Supply, that continues to be an invaluable source for specialty CL supplies.

This year's racing schedule follows that of the last few Nationals. It's reduced in time and has consolidated events to reflect the declining interest in CL Racing.

Racing events on Monday were the international class of Team Racing, F2C, and AMA Mouse Racing. F2C has had a few rule changes made this year by the international rules committee, most notably the addition of an exhaust cover. Dick Lambert and Tom Fluker came well prepared with outstanding fabrication on their entry. Early reports seem to indicate that this has slowed down the models a bit, but little effect was seen on this year's entries.

Five teams made for a fair turnout. Three rounds were flown. The 3-up round one ended in a midair line entanglement and crash between Wallick/Columbo and Wilk/Fisher teams that destroyed the Wilk/Fisher team's entry. The remaining races were exciting, as F2C usually remains! Final results pictured here.

Mouse 1 had a very healthy turnout of 11 teams, including first-time Nats Junior entry Sam Londke. Also new to the racing circles were

brothers Mick and Mark Warning, with assistant George Renyolds. Races were flown mostly 3-up with two final races run. Former racer Dave Decker also stepped in to pilot David Betz's entry. All races were fairly clean and well done.



Dick Lambert's F2C exhaust cover.



F2C Finals between Alex Tupenove and Tom Fluker.



Pat Hempel with his beautiful Mouse entry.



Junior Champion Sam Londke. This is his first Nats.



The F2C winners.



Our group of Mouse entries.



The Mouse pre-race pit area.



Mouse preliminary race action.

CONTROL LINE RACING

July 17



Mike Warning pitting a Slow Rat.

By Tim Stone (stone-tim@sbcglobal.net)

There were two events being run Tuesday, Slow Rat and Goodyear. Slow Rat has been run with the maximum .25 engine size for a few years now. The powerful .36 engines previously used were getting hard to find and heavy, which made for a hard-pulling airplane.

The engine size reduction has not really helped much, and suitable engines are becoming scarcer. The powerful .25 RC car conversion motors in practice are also heavy and just about as fast as many .36s. As a result, entries have suffered. Two GO .25s, an XTM .25, and one Thunder Tiger .25 were used by racers.

Five teams entered this year, including newcomers Mick and Mike Warning. By race time, the wind had picked up and was gusting to about 25 mph which, surprisingly, did not affect anyone. Bob Oge had an outstanding heat run. He and Mike Greb went to the finals. Mike had some pitting troubles, and Bob Oge coasted to an easy win.

Goodyear has also suffered in entries due the lack of engines in the .15 size. Nelsons and Rossis have not been manufactured for quite a number of years and are getting scarce. This year, there were just four entries. One Nelson .15, a Rossi MK 2 and a Rossi MK 3, and an O.S. .15 were seen.

By race time, the wind had picked up even more and the tail-end of tropical storm Barry was looming. Everyone except Mike Greb failed to post a heat time. Bob Oge's exceptionally fast O.S. .15 RX blew off about 1 inch of the carbon-fiber propeller tip! No final was run because the event was rained out. Finishers were first, Greb/Bischoff; second, Barnes/Barnes; and third, Betz/Stone.



Slow Rat entries.



Bob Oges Goodyear entry.



Chuck Barnes' Polecat.



Chuck Barnes pitting.



Goodyear entries.



Mick Warning's Slow Rat entry.



Mike Greb pitting his winning Goodyear.



Tim Stone and Bill Bischoff in a Slow Rat heat.

CONTROL LINE RACING

July 18



SSR entrants with sponsor Pat King.

By Tim Stone (stone-tim@sbcglobal.net)

Two events are being flown today, Super Slow Rat and Texas quickie Rat. Racing conditions were very good with moderate winds & temperatures.

Texas Quickie Rat was run first. All entrants used pretty standard planes & motors.

Races were run 3 up with close times. With all equipment being closely matched in speed, it makes for some intense flying. The center of the circle can be a rugged place to be! Chuck (Upchuck!) Barnes ran into a stray elbow which caused him to lose sight of his plane for about 3 laps before suffering a bad fall; luckily he was ok. Stone/Oge and Oge//Stone made the finals forcing a 'Rent-a-pilot situation.. Chuck Barnes & Mike Greb graciously stepped up to make it a 3-up race as it should be.

Super Slow Rat was sponsored this year by Pat King of PDK LLC, who kits many outstanding designs. Super slow Rat rules call for plain bearing .25 size stock, unmodified engines. The motor of choice has become the Brodak .25 which is currently manufactured, and of outstanding quality. These motors perform very well right out of the box. Bill Bischoff debuted his second generation "Mockingbird" design with new super secret airfoil. This is kitted by Pat King. David Betz entered an original, fabric covered design which did well.

Eight teams entered this year. All races were flown 3 up and well run, fun races. 2- 100 lap back to back races were flown with no final. Bill Bischoff /Mike Greb won with an excellent time of 5:24.



Texas Quickie pits.



Chuck and Chuck Barnes prepping for a race.



TQ entrants.



Tim Stone, Chuck Barnes, and Bill Bischoff race TQR.



Bill Lee's winning TQ.



Bob Oge warms up Tim Stone's TQ.



Bill Bischoff's new SSR airfoil.



Dave Betz's SSR.

CONTROL LINE RACING

July 19



Sport Goodyear pre-race lineup.

By **Tim Stone** (stone-tim@sbcglobal.net)

The competition wrapped up Thursday with the running of Clown Race and Sport Goodyear.

Clown Race rules specify a standard design, the PDQ Clown, a 50-plus-year-old design currently kitted by Brodak Manufacturing and PDK. Any engine can be used, up to a .19 displacement. Engine preference has become RC car conversions and FAI combat motors. Unlike other racing events, the winner is determined by who has flown the most number of laps in a specified time period.

There were four entries this year. Each team was given two 7.5-minute races. Lap counts spread for all teams were between 136 and 138 laps; very close counts! Chuck Barnes Jr. was the winner of some good races.

Sport Goodyear, using Dallas rules, has become much more popular throughout the years, with a reasonable supply of plain bearing .15s. Bill Bischoff has been a huge part of this event's success by supplying most of the specialty items. His articles have been published in Model Aircraft News and he has made it far easier for anyone to get into this event. Currently, Magnum or ASP XLS .15s are the specified motors, but this could change due to recent supply shortages of this motor.

There were 11 entries in this hotly contested event. Racers were given two 80-lap preliminaries with two 3-up finals runs. All races were run 3-up with few difficulties. Results are posted and were very close.



Chuck Barnes and Bill Bischoff heat race.



Mike Greb pitting a Clown racer.



TJ Viera, Pat Hempel, and Bob Heywood in a Sport Goodyear heat race.



Bill Bishoff's Clown racer.



The front end of Bill Lee's Clown racer. O.S. .18TZ.

CL Racing Results

2019 NATS SSR

1	GREG	5:46.10	5:27.40*
7	BETZ	7:16.74*	6:54.91
5	BARNES JR	6:19.65	6:21.91*

1	BISCHOFF	5:40.76	5:29.18*
3	OGE	6:00.76	5:51.04*
4	BARNES SR	6:00.17	6:19.78*

6	LEE	6:34.76	6:31.69*
8	STONE	7:14.76*	7:09.76*
	BB Traffic		

2019 NATS QUICKIE RAT

SPONSOR NCLRA

4	BARNES SR	3:53.99	*3:39.73
1	LEE	3:10.15	3:17.18
3	STONE	3:24.39	32L
7	BARNES JR	12L	—
5	GREG	4:18.40	3:51.41*
2	OGE	3:21.69	3:21.82
6	BETZ	68L	4:14.98*
	BB Traffic		

FINAL

LEE	6:38.34
OGE	7:14.86
STONE	33L

2019 NATS SLOW RAT

FINAL

5	BARNES JR	39 L	9 L
2	GREB	3:44.72	35 L
3	BETZ	8:25.07	4:23.05
4	WARNING	6:49:83	5:35.74
	BARNES SR		
1	OGE	3:19.32	—

8:10.81

6:55.87

GOODYEAR

F2C 2019 NATS

Heat	Blue	Red	White
1	HEMPEL R. & H.	WALLICK 32 L	FISCHER 51 L
2	FLUKER 4:15.52	TOPUNOV 4:16.72	HEMPEL 4:28.02
3	TOPUNOV BL 3:24.33	FLUKER white 3:32.08	WALLICK HEMPEL Red 86 L
4	WALLICK	FISCHER	FLUKER
5	FISCHER	HEMPEL	TOPUNOV
	FLUKER red 3:43.23	TOPUNOV wh 3:24.08	HEMPEL BL —

- 1 Topunov / Elbert 3:24.08
- 2 Fluker / Lambert 3:32.08
- 3 Hempel / Lee 4:28.02
- 4 Fischer / Milk 51 L
- 5 Colombo / Wallick 32 L

2019 NATS MOUSE I

1:00 PM

FINAL

*	Hempel	2:32.30	2:40.75	Hempel	5:21.18	(2)
	Barnes JR	-	3:48.90	Stone	6:00.74	(4)
*	Lee Stone	3:30.77	3:25.03	Greb	6:09.93	(3)
*	Lee	2:45.70	2:35.66	Lee	45L	(5)
*	Barnes SR	2:32.57	3:05.18	Barnes SR	45L	(6)
	Lee Britz	2:14.55	6:54.47	Schvette	5:14.16	(1)
*	Greb	2:57.18	2:32.30			
	Oge	19L	11L			
	Warning	6:58.72	5:05.05			
*	Schvette	2:34.87	dark			
	Lee					
	Reynolds	6:25.15	33L			
	Londke (JR)	5:52.06	3:45.29			
	Lee					

CLOWNS

1	Barnes JR	138	138	138
4	Greb	122	136	136
2	Barnes SR	134	137	137 (134)
3	Lee	137	131	137 (131)

SPORT GY 1:00

4	GREG	4:24.16*	4:52.92
10	BARNES SR	5:54.89	*5:45.51
8	STONE	4:52.90	4:35.33*
11	1 VIEIRA	-	742*
	2 BISCHOFF	4:34.93	4:20.57* 4:20.57*
9	BETZ	6:09:16	5:07.39*

1	LEE	*4:13.18	4:21.90
6	OGE	4:40.36	4:26.32*
5	BARNES JR	4:41.48	4:24.80

7	1 HEYWOOD	4:55.67	4:28.72
	2 HEMPEL	4:13.24	4:17.00
	T.J. HASSER		

- GREG 1
- BISCHOFF 2
- HEMPEL 3
- LEE 4
- OGE 5
- BARNES JR 6
- HEYWOOD 7
- STONE 8
- BETZ 9
- BARNES SR 10
- VIEIRA 11

FINAL

4	LEE	9:02.05	HEMPEL	8:58.76	3
3	BR	8:42.65	GREG	8:57.68	1
6	Barnes JR	9:57.73	OGE	9:09.35	5