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JULY  
14

CL Speed. Warren Gregory photo.



# CONTROL LINE SPEED

Yesterday, July 12, 2015, began my fourth year reporting and photographing the events for Control Line Speed at the Nats. It is certainly my pleasure to do so.

I'm sad to report that our friends and fellow competitors from the West Coast are not joining us this year. We will miss them and hope they will be able to make the trip next summer.

The regular group from Ohio, Carl Dodge, the current F2A World Champion, and Chris Montagino, last year's High-Point Award winner, are here. Coming from Illinois are William Hughes, Alex Valishev, and Glenn Lee. David Mark and Kevin Hines from Michigan and Glen and James Vansant from Pennsylvania are also here. Charlie Legg from Iowa and his son, Ross, from Missouri came too. Patrick Hemple and Carl Layman are attending from Texas, and Howard Bradley from Tennessee.

We all hope Mother Nature will give us a good week of weather from here on out.

I want to make everyone aware that the qualifying for the F2A World

Championship USA F2D Team was held Saturday and Sunday, July 11 and 12, at the AMA facility. Carl Dodge, as the reigning World Champion, will be defending his championship in Perth, Australia, with the winners of this year's qualification.

First went to Alex Valishev with 295.1 kph; second was William Hughes at 286.6 kph; and third was Chris Montagino with a speed of 283.7 kph. Glen VanSant is the alternant. Ivan Valishev won the Junior division with speed of 241.7 kph and will also be part of Team USA.

**Monday**, day one, was 1/2A Speed and 1/2A Profile Proto, featuring the smallest of our screaming racing engines. I saw CS, GZ, Piccos, and homebuilt engines in the pits. This year the TransiTrace timing system is the default means of timing our flights.

There was dense fog in the morning, with an 80% chance of powerful storms around noon.

First out was 1/2A Speed, with Carl Dodge and Chris Montagino both

running 138-plus kph and they would remain that way. Charlie Legg put up a flight of 127.26 kph with his homebuilt engine.

Around 11:25 a.m. Mother Nature paid us a visit with torrential rain, dark clouds, and some hail, and sent us to an early lunch. At 2 p.m., our new event director, John Moll, informed us we would be extending our flight time until 6 p.m. to accommodate everyone's flights.

At the end of the day, James VanSant would be our new National Champion in 1/2A Profile Proto with a fine run of 92.21 mph. In second place was Ross Legg at a close 90.22 mph. Third place went to Chris Montagino with less than one mph difference at 89.29 mph. Fourth went to William Hughes's Picco-powered, crankshaft-busting 87.45 mph.

Carl Dodge held on to first place in 1/2A Speed at 138.55 mph, followed by Chris Montagino's 138.08. Charlie Legg finished third at 127.26 mph. On Tuesday will be the ever-popular .21 Sport Speed and F2A.

—Warren Gregory

Photos by the author.



Saturday's qualifying for the F2A World Championship USA F2D Team.

(L-R) Third place Chris Montagino; first place Alex Valishev; second place William Hughes. Kneeling is Junior division winner Ivan Valishev.









## EVENT $\frac{1}{2}$ A Profile Proto

CONTESTANT	1	2	3	4	BEST	
LEGG, ROSS	85.12	89.46	90.22		90.22	2
VANSANT, JAMES	92.21				92.21	1
VANSANT, GLEN	79.89	81.96	ATT	86.75	86.75	5
HINES, KEVIN	72.78	66.91			72.78	8
LEGG, CHARLES	ATT					
Hughes, William	ATT	87.23	87.45	ATT	87.45	4
MONTAGINO, CHRIS	89.29	86.60	86.22		89.29	3
DODGE, CARL	85.43				85.43	6
HEMPER, PATRICK	84.19	83.24			84.19	7
MARK, DAVID	-	ATT	-	-		



## EVENT $\frac{1}{2}$ A SPEED

CONTESTANT	1	2	3	4	BEST	
MONTAGINO, CHRIS	138.08	135.42	-	-	138.08	2
DODGE, CARL	138.55	137.65	-	-	138.55	1
HUGHES, WILLIAM	ATT	104.47	-	-	104.47	4
LEGG, CHARLES	127.26	ATT	-	-	127.26	3
MARK, DAVID		ATT	*	*	*	





# CONTROL LINE STUNT

**M**onday at the Nats for the CL Precision Aerobatics crowd is more about rubbing, polishing, and selecting Ping Pong balls than it is about flying. It is on this day in the schedule that those ever-important and hard-earned appearance points are awarded at the 180 Building.

And, while that process is going on, the event director and his assistant director conduct the official pilots' meeting, go through the entire CL Stunt Nats format in detail, and oversee the time-honored ritual of having the contestants select their flight order by way of a blind draw of numbered Ping Pong balls. This entire process can be time consuming, but the result is a fair and smooth-running contest.

For the second consecutive year, Bob McDonald volunteered to be the event director for the Nats, and he asked Curt Nixon to reprise his performance from last year as the assistant event director. They did a great job last year, and things seem to be going even smoother (at least so far) this year. I'm sure that I can speak for all of the competitors in thanking Bob and Curt for doing this tough job for one more year. I know that Bob is itching to get back "on the handle" next year.

The appearance point judges this year were Pete Peterson and Warren Tiahrt. These two gentlemen are outstanding builders and finishers in their own right, so they really knew

what to look for. With the building and finishing quality at an all-time high, it must be a daunting task to examine so many seemingly perfect models and find any faults.

In the end there were no "20 pointers" this year, but four outstanding models each received 19 points. Kaz Minato returned with his fabulous semiscale F6F Hellcat stunter. This model captured the Pilots' Choice Concourse award two years ago, and it scored a perfect 20 in appearance. Even after all of the flying he's done with that model, it still looks pristine and was one of this year's 19 pointers.

Another nearly perfect model was the new semiscale Spitfire produced by Todd Lee. Also on the front row was Paul Walker's new Predator. This model features a paint scheme developed by Sina Goudarzi and Paul. Rounding out the front row models was Gene Martine's gorgeous SV-11.

The stage is set for another outstanding and very competitive CL Stunt Nats, and the action begins on Wednesday. Tuesday is a practice day for the regular Stunt program competitors, but the Old-Time and Classic events will be contested Tuesday. Normally these unofficial events are flown on the grass circles, but because of the excessive amount of rain, they will be contested on two of the four circles on the L-Pad. Hey, the weather can throw some curves!

—Bob Hunt

Photos by the author.



Just think of the man hours on display here! Each year the quality of the models presented for appearance points gets better.



Another 19-point model was presented by Todd Lee. This one is a semiscale Spitfire.



The CL Stunt pilots' meeting is held each year at the 180 Building.



Kenny Stevens tries hard to look pleased with his number-two pick.



Old friends Bill Werwage (L) and Wesley Dick catch up on old times during a lull in the pilots' meeting.



The last of the 19-point models was the work of Gene Martine. This one is a Randy Smith-designed SV-11 that features a ChromaBase finish.



Kaz Minato's veteran F6F Hellcat stunter still looks like new. It was one of the four models that garnered 19 appearance points this year.



Buddy Wieder's Ryan's Evil Twin model features twin electric motors and E-flite retracts! It's a large, beautiful airplane.



The paint scheme on Paul Walker's Predator was developed by Sina Goudarzi and Paul.



Chris Rud produced this semiscale Typhoon in roughly three weeks after having lost two Typhoons this spring in freak flying accidents.



We think Matt Neumann might have gone to the wrong convention. Matt's other hobby is producing extremely detailed Star Trek models.



Will and Jean DeMauro prepare to load Will's Voltron into their car after the appearance judging. This is Jean's first venture to a Nats.



Dale Gleason and Kaz Minato visited for a few minutes in the 180 Building lobby. This is a great place and time to catch up with old modeling friends.





# RC COMBAT

This year the Nats got off to a bang—and no, our planes were not the only thing banging around in the air. This year we got an early start since we knew that the weather could be an issue the first two days.

Because the air and the ground were really wet, we ended up starting the day with the wet-weather streamers which are made of forestry tape instead of the normal crêpe paper that we use. The wet weather streamer is harder to see as well as to cut, although over the year we have come up with a way to put a cut that causes it to stick to the wings instead of needing a propeller cut.

We started the morning

with SSC, which is Slow and Survivable Combat. We had a total of 14 pilots this year for the event. When we got started, the clouds were low, so you had to make sure that *you* stayed low or you could lose your plane.

We ended up flying four rounds with the wet-weather streamers before changing to our normal streamers. We were able to get in five rounds in the morning, which was what was scheduled for the entire day.

At the end of the first day, in fourth place was Bill Geipel with 1,608, and in third place was Donald Grissom with 1,620. Second place was held by David Ebers Sr. with 1,920, and William Drumm III once

again leads the way with a score of 2,000. We will continue with five more round of SSC Tuesday morning.

After we got done with SSC, we went straight into Open B. After roughly two rounds, we ended up having to call for a stoppage because of the weather. We stopped just in time before the wind and rain really got going.

After a three-hour delay, we got going again with Open B. We were able to complete six rounds of Open B on Monday before we left for the evening. Ten pilots entered the event. In fourth place was Bob Loescher with a score of 1,384, which was really good considering he almost

lost all of his equipment that had been in a tent at the field. The tent practically grew wings and went for a flight.

In third place was William Drumm III with a score of 1,392. Second place was held by Tim Gillow with a score of 1,524. First place belonged to Eric Gilkey with a score of 2,220.

We were unable to get any Gnats Combat in on Monday and hope to get to it after the rest of SSC and Open B on Tuesday. We will once again start early, around 8 a.m., and run most of the day. The weather could be an issue again later in the day, so we hope to get a lot done early in the morning.

—Don Grissom

Photos by the author.



David Smithgall and Dane McGee tried merging airplanes.





The calm before the storm.  
Photo courtesy of Dane McGee.



## 2015 NATS - Open B Scores

# Rounds Flown: 6

	Name	Total	Avg.	1	2	3	4	5	6
1	Eric Gilkey	2220	370	440	140	480	440	360	360
2	Tim Gillow	1524	254	240	120	240	456	320	148
3	William Drumm	1392	232	540	120	120	140	140	332
4	Bob Loescher	1384	230.667	140	240	240	360	164	240
5	David Smithgall	1184	197.333	240	144	120	100	240	340
6	Court Jarrett	1140	190	340	160	240	240	120	40
7	David Ebers Sr.	1040	173.333	120	40	284	140	356	100
8	Don Grissom	872	145.333	184	260	240	148	40	0
9	Tom Neff	840	140	340	40	0	20	320	120
10	Dane McGee	820	136.667	140	240	220	220	0	0



## 2015 NATS - SSC Scores

# Rounds Flown: 5

	Name	Total	Avg.	1	2	3	4	5
1	William Drumm	2000	400	540	340	440	440	240
2	David Ebers Sr.	1920	384	540	540	540	40	260
3	Don Grissom	1620	324	44	176	340	540	520
4	Bill Geipel	1608	321.6	544	444	140	240	240
5	Mark Meyrose	1504	300.8	340	340	340	444	40
6	Andy Runte	1500	300	440	140	440	340	140
7	Dane McGee	1380	276	340	240	240	240	320
8	David Smithgall	1320	264	640	400	120	40	120
9	Tim Gillow	1276	255.2	200	240	124	472	240
10	Eric Gilkey	1196	239.2	140	536	360	40	120
11	Brian Delahunty	928	185.6	260	244	140	284	0
12	Court Jarrett	904	180.8	140	140	360	244	20
13	Michael LaPacz	672	134.4	160	140	172	60	140
14	Bob Loescher	280	56	40	120	0	0	120





At least Bob Loescher did not take cover in the tent where his equipment was stored during Monday afternoon's storm.



It was so wet on Monday morning that even I ended up using the dreaded sticky stuff.



I have never seen a engine wrap around 90° like this one.



# RC PYLON

Today is day one of two for AMA 426. This Quickie 500 event is one of the oldest and most competitive, with tight racing in a 100 x 475-foot course with speeds exceeding 140 mph.

With 72 registered contestants, the matrix is divided in two parts: A and B with 36 pilots each. Each matrix will fly two rounds and alternate with the other until six rounds of A and B are completed. The top 14 of

each group will go onto the finals.

We planned to fly four rounds of each today, and the remainder rounds on Wednesday morning. Finals for AMA 426 are scheduled for Wednesday afternoon.

The day started with nice cool weather, light winds, and a sure chance of a Muncie signature thunderstorm around noon. As clockwork, the big thunderstorm came in around 12:30, bringing a

considerable amount of unwanted water and hail to the already-drenched grounds at the AMA site.

Racing resumed at roughly 2:30 and continued past 6:30, trying to complete the planned schedule. Preliminary results, with four rounds completed, showed Roy Andrassy leading in Matrix A, followed by Dub Jett and Kurt Bozarth. With only two rounds of Matrix B completed by the time this report was written, Mike

Helsel, Marcus Blanchard, and Craig Korsen were shown as the leaders.

Anything can happen in the remaining heats for Wednesday, which will determine who earns a spot in the finals.

Please remember to check out the online AMA Flickr site containing hundreds of extra photos that cannot fit in the *NatsNews*. Visit [www.flickr.com/photos/modelaircraft/albums](http://www.flickr.com/photos/modelaircraft/albums).

—Santiago Panzardi

Photos by the author.



Father-and-son team, Bryan and Markus Blanchard.



Tim Yousey.



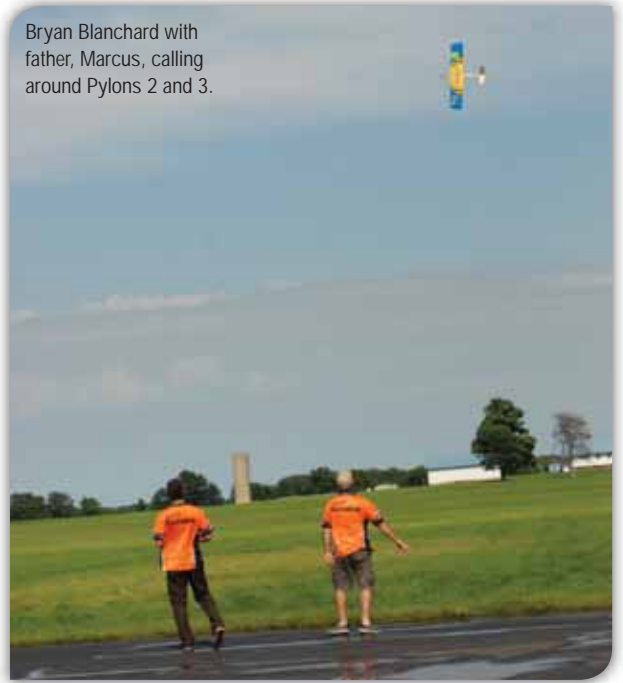
Mike Eden and Mike Spencer (holding).



Steve Baker and the infamous Terry Frazer.



Bryan Blanchard with father, Marcus, calling around Pylons 2 and 3.



Moe Vereecke starts while Lonnie Finch holds.





Lloyd Burnham and Craig Korsen.



Former USA team members  
Travis Flynn and Danny Kane.



One of my favorites returns to  
the Nats, veteran Mike Tallman.

We are big on recycling pilots.



Best-looking trio at the Nats, our scoring ladies.





# CONTROL LINE RACING

Monday started out with light winds, but rain was predicted for late in the morning. We got through three rounds of heat races and were getting ready to run the final race when the skies grew dark and lightening could be seen. Remember, this is CL Racing, and like all races, we see how fast we can get things done.

It took 15 minutes to go from having everything race ready to having everything packed up and in the vehicles before the downpour began. After a three-hour rain delay, the contestants decided not to run a final race and to use the best heat time to determine the final placings. Unfortunately, because of the rain delay, I was unable to get pictures of the top three finishers in F2C.

This is the first year that the new 3mm Venturi rule in F2C Team Race was in effect. There were two new teams at this year's Nats. Bill Bischoff and Mike Greb, while not new to F2C at the Nats, have not competed together as a team in F2C at the Nats.

Also, Bill Lee, who has entered F2C at a number of CL Nats and has represented the US at past CL World Championships, teamed up with Patrick Hempel. Patrick is well known around the CL Speed circle, but has just recently taken up F2C. Both teams plan to try out for the 2016 USA F2C team later on this year at the Team Trials in Dallas.

The final standings were as follows:

- |                  |         |
|------------------|---------|
| 1) Fisher/Wilk   | 3:42    |
| 2) Hempel/Lee    | 4:09    |
| 3) Topunov/Alex  | 4:19    |
| 4) Bischoff/Greb | 4:25    |
| 5) Polak/?       | 4:23    |
| 6) Wallick/Brozo | 74 laps |

After a three hour rain delay with David Betz using AMA's version of the jet drier (a leaf blower) and Jim Bradley using a squeegee we got the circles dried out enough to hold B Team Race. The difference between F2C, which is known as Team Race and B Team Race, is that F2C planes are now flying wings using .15 diesel engines.

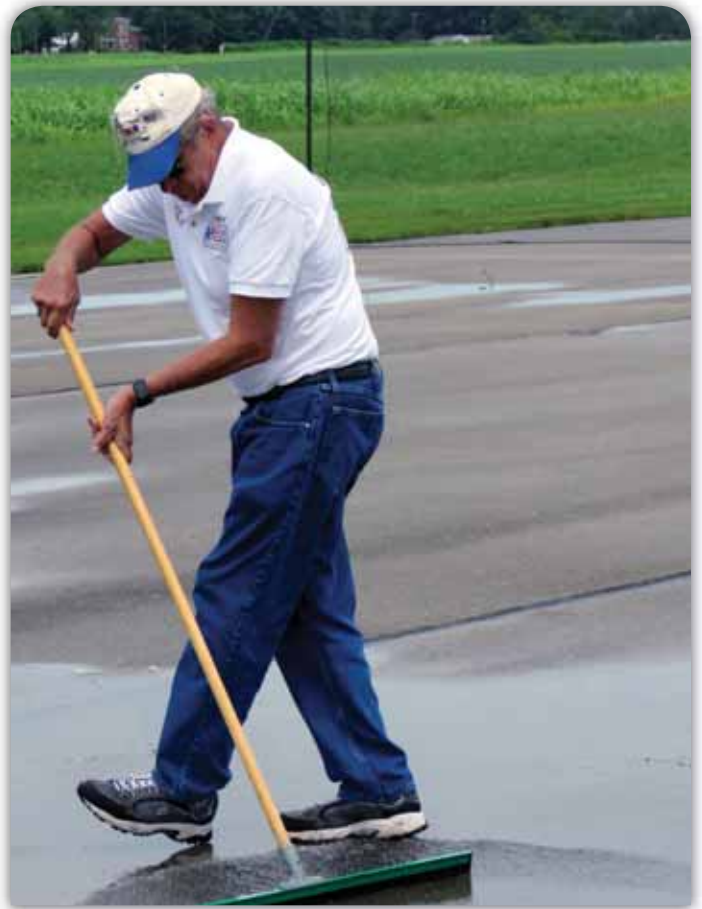
B Team Race planes use .29 glow engines and the planes look more like traditional racing airplanes. Because we were unable to run B Team Race until late in the day, the contestants decided to fly only final races. This year Bob Oge, who has competed in many CL Racing Nationals as a pitman, changed rolls and piloted a B Team Racer for David Betz.

The results for B Team Race are as follows.

- |                 |          |
|-----------------|----------|
| 1) Vansant/Greb | 7:30     |
| 2) Betz/Oge     | 10:29    |
| 3 Lee/Bischoff  | 110 laps |

Hopefully the rain will hold off on Tuesday so we can get all of our scheduled Racing events in.

—Melvin Schuette



Jim Bradley operating a squeegee.

Photos by the author.



David Betz drying out the circle with a leaf blower.



Bob Oge, Mike Greb, and Bill Bischoff during B Team Race.



David Fischer and Aleksey Topunov flying with Jim Fradley timing for F2C.



B Team Race winners with Event Director Melvin Schuette.



Mike Greb taking a break between races.



	318 F2C Team Race	
1	DAVID FISCHER	OAK GROVE, MN
2	PATRICK E HEMPEL	ROCKWALL, TX
3	ALEKSEY A TOPUNOV	WHEELING, IL
4	MIKE GREB	SULPHUR SPRINGS, TX
5	VADIN POLAK	MISSAUIS LAGA, CANADA
6	H DAVID WALLICK	OCKLAWAHA, FL
7	MIKHAIL BROZO	PHILADELPHIA, PA



# CONTROL LINE NAVY CARRIER

The U.S.S. *Smallfry* sails into Muncie this Tuesday, July 14, for the annual Nats CL Navy Carrier flight operations. Navy Carrier is probably the most appropriate event this year, with significant flooding and numerous ponds and marshes showing up on the National Aeromodeling Center grounds.

The water is the result of a week of rains that have saturated the ground, with additional rains Monday that had little place to go. The forecast is for dryer days that should allow the site to dry out.

The weather has not dampened the enthusiasm, and this year promises to have plenty of good competition with past and present record holders and top competitors from across the country.

Tuesday will see the Profile events, both gas and electric, with the Scale events on Wednesday and the unofficial Navy Carrier Society-sponsored events on Thursday. Come out to watch early in the day when the flying schedule is likely to be the busiest.

CL Navy Carrier is a challenging event that requires a good high speed (often over 100 mph) in a standing-start half-mile dash off the simulated aircraft carrier deck. The pilot then slows the engine and model for a timed half mile at slowest possible speed (as slow as 5 to 7 mph under ideal conditions with the model hanging on the propeller).

A combination of the two speeds makes up the flight score. To that is added a landing score as the models

are brought in for an arrested landing with the tailhook engaging one of the lines stretched across the 20-foot long landing area on the end of the carrier deck.

Bonus points are awarded for models representing full-scale carrier aircraft, adding to the interest of the event and encouraging modelers to delve into naval aviation history for prototypes that would offer a slight advantage over the competition. This year's models include representative aircraft from the United States, England, Australia, Germany, and Japan.

Come back to *NatsNews* daily starting on Wednesday morning for updates on activities, personalities, models, and scores.

—Dick Perry







# CONTROL LINE COMBAT

**I**t was quite a day on the circles. There was lots of flying, lots of rain, then more flying. There was lots of good flying, too. There were quite a few matches with multiple cuts, mostly in round two.

In round two, Andy Minor-Dimitre Valkonov scored 2-2. Dimitre hit the ground in a line tangle.

Cary Minor and Dave Fisher's refly ended 3-2. The first match was a quick double kill. Their refly was even quicker. Dave got two cuts and then Cary got a

cut and they traded string cuts before I could get the camera up to take pictures.

Also in round two, Alex Prokoviev and Jim Ehlen finished 3-2. They had a long match with Alex keeping his streamer. Rylan Ritch and Jeff Johnson finished 3-2. They traded cuts then Jeff went into the ground on a line tangle. He got another cut, but Ryan got two more.

Several of the other matches were kind of ragged with both fliers going

up and down from midairs, line tangles, and, after the rain, shutoff malfunctions. The rain really messed up the field, leaving ankle-deep puddles on both circles and mud everywhere. The pit crews were practically trailing rooster tails running back and forth to get streamers. One pilot even landed his plane almost on top of his second plane and tangled in his own sets of lines.

The third round started after 7 p.m. with the action continuing on Tuesday.

—*Phil Cartier*

Photos by the author.



Rain clouds are coming ... shortly after noon the rain, on the radar all morning, came rolling in. Within five minutes, the field went from an orderly contest to a downpour. People and cars were running every which way for shelter.



Aimee Bagley launches for Dave Fisher. Steve Wilk keeps the second plane and streamer clear. Dave and Cary Minor traded cuts and later flew a fast-paced rematch.



In first-round action, Justin Ehlen ducks under Bobby Mears, trying for a cut.



Jeff Johnson and Ryan Ritch are in the circle, untangling lines. Height isn't always an advantage. Circle Marshall Roy Glenn is going in to help. Bobby Mears keeps Ryan's backup plane ready.



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Aimee Bagley flies against Howard Williams. Gusts of wind picked up after the rain and gave Howard fits with the engine shutoff, handing Aimee a win. Phil Cartier photo.

