



2019 NATIONAL AEROMODELING CHAMPIONSHIPS

Muncie IN • Blytheville AR • Springerville AZ

OUTDOOR FREE FLIGHT

August 5



By Don DeLoach

The Free Flight Nationals are back August 5-9... for (can you believe it?) the 93rd running.

We will fly 71(!) events this week, plus several ad-hoc evening and morning “fun” events. There were about 145 preregistered fliers as of Sunday, August 4—an excellent turnout. The weather forecast looks very promising for the week with only a couple chances for rain in the middle of the week.

This year’s FF event director is Andrew Barron of New Haven, Connecticut. Andrew is a seasoned Free Flyter with many decades of experience running contests, so this should go very smoothly. He’s also a member of the Free Flight Hall of Fame. Andrew wrote:

“As Free Flight event director, I welcome all participants, helpers, and spectators to the National Aeromodeling Championships. We are looking forward to a great time of competitive flying, fun, and fellowship. Free Flight is the oldest continuously developing form of model aviation activity.

“We enjoy myriad forms of events as arranged by the Academy of Model Aeronautics, the National Free Flight Society, the FAI, the Flying Aces Club, and the Society of Antique Modelers.

“Come to the main tent each morning at 8 for announcements of welcome and field restrictions. Stay cool and healthy and enjoy the thermals! Let me know of any concerns as they arise. Yours, Andrew R. Barron.”

There’s a broad spectrum of complexity in FF models. FAI events usually feature the most technically advanced models. AMA events are the next most technical. NFFS events are medium-tech. FAC and SAM events are for simple, old-fashioned balsa-and-tissue models. FAC features the only scale events for FF. Some are judged statically for fidelity to full scale, but most are not.

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. For FF events at the Muncie Nats, the standard max is



Duncan McBride with new Twin Fin Mulvi.

2 minutes. When a competitor attains three maxes in a row, he or she may proceed to attempt flyoff flights, which get progressively longer and more difficult to attain.

In FAI events, the max is usually longer (3 or more minutes) and the number of regular flights preceding the flyoffs is either five or seven. Also, FAI competition is flown in 1-hour rounds whereas all other FF events are not. The exciting mass launch events feature all models launching together ... fun!

For the next five days, Rick Pangell will be shouldering FF NatsNews reporting/photography duties. Say hi to Rick on the field, and make sure relay to him any newsworthy happenings so he may include them in NatsNews. Thermals!

Here are the top threes from the 2018 AMA FF Nats:

- A Gas (20 flew): Guy Menanno, 900; Gerald Brown, 867; Neal Menanno, 733
- C Nos Gas (13): Bob Sowder, 571; Larry Davidson, 471; Doug Marsh, 470
- OT ABC Pylon (2): Hank Sperzel, 314; Richard Kacmarsky, 154
- Large Nostalgia Rubber (5): Jim Gerszewski, 460; Ed Sneed, 453; Ed Hardin, 442



Chuck Markos ready to go!

- F1G (Senior/Adult) (11): John Clapp, 570; Mike Richardson, 569; Don DeLoach, 559
- F1G (Junior) (2): Bradin Powell, 232; Elliot Plantner, 195
- Electric A (19) : Jack Murphy, 583; Clint Brooks, 454; Yuda Avla, 440
- Dawn Unlimited (6): Bud Romak, 457; Mark Vancil, 258; Gerald Brown, 255
- F1P (1): Mike Fedor, 688
- HL Glider (Adult) (19): Jan Langelius, 347; Don DeLoach, 329; Stan Buddenbohm, 323
- HL Glider (Senior) (2): Kyle Gerspacher, 293; Hailey Mattson, 40
- HL Glider (Junior) (5): Bradin Powell, 95; William Wicks, 64; William Reuter, 62
- 1/2A Gas (Adult) (12): Terry Kerger, 900; Jim Bocckinfuso, 662; Guy Menanno, 357
- 1/2A Gas (Junior) (1): Bradin Powell, 136
- 1/4 A Nostalgia Gas (8): Glenn Schneider, 336; John Oliver, 281; Bob Hanford, 277



Now here's where you go to get your model.

- Early 1/2 A Nostalgia Gas (9): Larry Davidson, 339; Bob Sowder, 331; Bob Hanford, 316
- C/D Classic Gas (11): Brad Bane, 1034; Dan Berry, 900; Ronnie Thompson, 740
- CLASSIC TOWLINE (6): Ken Bauer, 483; Steve Spence, 461; Tom Peadon, 324
- Super D (3): Denny Dock, 600; Doug Marsh, 456; Roy Stewart, 120
- P-30 (Senior) (1): Hailey Mattson, 146
- P-30 (Junior) (2): Bradin Powell, 276; William Reuter, 139
- P-30 (Adult) (18): Dan Berry, 510; Jerry Murphy, 508; Don DeLoach, 457
- OT Rubber Stick (9): Bud Romak, 780; Paul Crowley, 780; Ed Sneed, 762
- F1S (19): Stan Buddenbohm, 720; Chuck Etherington, 664; Yuda Avla, 593
- Pee Wee 30 (3): Bill Kuhl, 1135; Rick Pangell, 1067; Richard Kacmarsky, 1012
- Small Nostalgia Rubber (9): Bud Romak, 540; Ed Hardin, 513; Bob Hanford, 506
- 1/2A Classic Gas (Sr./Adult) (15): Ronnie Thompson, 750; Dan Berry, 672; Jim Bocckinfuso, 654

- 1/2A Classic Gas (Junior) (1): Bradin Powell, 173
- F1B Wakefield (17): Cameron Ackerley, 1741; Alex Andriukov, 1712; Aram Schlosberg, 1650
- B Nostalgia Gas (13): Gene Smith, 1560; Bob Sowder, 1237; Larry Davidson, 1178
- E-36 (Senior/Adult) (35): Yuda Avla, 960; Bob Sifleet, 892; Dick Ivers, 719
- E-36 (Junior) (1): William Wicks, 339
- Catapult Glider (30): Stan Buddenbohm, 440; Kit Bays, 411; Kurt Krempetz, 407
- Cargo (2): Rudy Kluiber, 1824; Bob Hanford, 606
- B Gas (14): Guy Menanno, 1200; Dan Berry, 1186; Denny Dock, 876
- F1J (Senior/Adult) (5): John Lorbiecki, 600; Glenn Schneider, 578; Guy Menanno, 555
- F1J (Junior) (1): Hayden Ashworth, 120
- OT ABC Cabin (4): Bud Romak, 342; Hank Sperzel, 317; Simon Blake, 306
- 1-Design: Betty's Baby (58): Darold Jones; Bud Romak; Norm Furutani



Bobby Hanford Packed in ready to go!

- OT Catapult Glider (22): Don DeLoach, 356; Tim Batiuk, 322; George Dalecki, 302
- Old Time Rubber Cabin (7): Ray Boyd, 924; Ed Sneed, 750; Don DeLoach, 734
- F1C (2): Don Chesson, 243; Dick Mathis, 226
- F1Q Electric (6): Bob Sifleet, 126; Dick Ivers, 1244; Jack Murphy, 1241
- Jetex (5): Bob Hanford, 240; Chris Matsuno, 208; Rudy Kluiber, 171
- Mulvihill (Adult) (15): Chuck Markos, 1622; Bud Romak, 1543; Gerald Brown, 1184
- Mulvihill (Senior) (1): Hailey Mattson, 264
- Mulvihill (Junior) (3): Bradin Powell, 288; Elliot Plantner, 148; William Reuter, 119
- ROW Gas (3): Mike Fedor, 204; Dan Berry, 157; Jim Kelly, 6
- 1-Design Gas Combo (14): Glenn Schneider, 1315; Rudy Kluiber, 827; Doug Marsh, 669
- A Nostalgia Gas (15): Bob Sowder, 840; Simon Blake, 801; Gene Smith, 668



Mark Freeland with his first 1/2A gas model since he was 15!

- C Gas (15): Guy Menanno, 2100; Gerald Brown, 869; Jim Demeritte, 750
- F1H (5): Ken Bauer, 600; Mike McKeever, 544; Mike Fedor, 534
- ROW Rubber (4): Ted Firster, 255; Chuck Powell, 179; John Diebolt, 37
- ROW Hydrostar (1): Kit Bays, 50
- 1/2A E-Nostalgia (5): Jim Jennings, 360; Ed Hardin, 300; Clint Brooks, 297
- 1/2 A Nostalgia Gas (19): Roger Erridge, 587; Bob Hanford, 557; Doug Marsh, 457
- A/B Classic Gas (14): Gerald Brown, 1500; Ronnie Thompson, 1455; Dan Berry, 887
- Andrade Rubber (12): Norm Furutani, 540; Bud Romak, 527; Jim O'Reilly, 523
- D Gas (12): Guy Menanno, 1200; Gerald Brown, 1176; Terry Kerger, 1026
- .020 Replica (7): Brad Bane, 360; Roger Erridge, 357; John Oliver, 299
- Electric B (18): Drake Hooke, 1680; Dwight Scott, 924; Bob Sowder, 838
- Moffett (11): Herb Kothe, 840; Ed Hardin, 775; Jim O'Reilly, 760
- OT HL Glider (11): Don DeLoach, 218; Jace Pivonka, 205; Jim Hack, 150



Dan Berry doing field repairs on his rubber model after blowing a motor.

- Payload (2): Rudy Kluiber, 274; Denny Dock, 269
- FAC Jimmy Allen (6): Clint Brooks, 356; Pat Murray, 325; Dave Niedzielski, 316
- FAC Low Wing Trainer (7): Don DeLoach; Dave Niedzielski; Wally Farrell
- FAC OT Rubber Stick (9): Wally Farrell; Ed Hardin; Don DeLoach
- FAC Dime Scale (9): Dave Niedzielski, 343; Don DeLoach, 307; Pat Murray, 292
- FAC Hi-Start Glider (3): Dave Niedzielski, 203; Wally Farrell, 182; Chuck Powell, 117
- FAC Golden Age (5): Wally Farrell, 349; Pat Murray, 300; George Bredehoft, 139
- FAC OT Rubber Fuselage (8): George Bredehoft, 360; Don DeLoach, 342; Jim Gerszewski, 296
- FAC Embryo Endurance (6): Wally Farrell, 354; George Bredehoft, 335; Pat Murray, 242
- FAC Thompson/Greve (6): Don DeLoach; Pat Murray; Wally Farrell
- FAC World War II Combat (4): Wally Farrell; Pat Murray; George Bredehoft
- FAC Peanut Scale (5): Wally Farrell, 126.5; Pat Murray, 124.0; Gene Smith, 122.0
- FAC Rubber Scale (4): Pat Murray, 166.5; Wally Farrell, 151.5; Dave Niedzielski, 144.0
- FAC Modern Civil Scale (5): Gene Smith, 353; George Bredehoft, 278; Pat Murray, 241
- FAC Jet Catapult Scale (10): Don DeLoach, 141; Kit Bays, 118; Chuck Powell, 107
- FAC WWI Combat (3): Wally Farrell; Don DeLoach; Pat Murray



Harry Grogan Sympo author on spiral vs. straight climb.



Scott Lapriak with "B-Electric."



Model Aviation FF Duration columnist Louis Joyner flew very well in F1B, making the final flyoff.



Mark Freeland of RetroRC with E-36 "Super Pearl."



Ed Hardin prepping for a trim flight.



Beautifully detailed Free Flight model.



Duncan McBride with gorgeous Lanzo Cabin, for the Old Time Rubber Fuselage event.



Jan Langelius won HLG and the historic Tulsa Glue Dobbers perpetual trophy, which dates back to the 1950s.



Jan Langelius.

OUTDOOR FREE FLIGHT

August 6



D-Gas up and away.

By Rick Pangell (themaxout@aol.com)

I guess that when you come to the Nats, there is a growing anticipation of energy in the crowd. Plus, it's an excitement that comes from seeing all of the "usual suspects" of fellow fliers from last year. And then seeing the new fliers come into the ranks, and this is their first Nats and they make great showing.

The total entries seem a bit down from last year, but that did not stop the competition from being top notch. And those newcomers did rather well. There was great flying by seniors Robert Maier and Roman Stalick too.

The weather was exceptional—probably the best I have seen at the International Aeromodeling Center. The temps were in the mid-80s, the wind nil, and the thermals plenty. Monday was a wonderful day for flying Free Flight.

D-Gas is a great event. It features large gas models with belch-fire engines. Last year, Guy Menanno dominated the gas events, but this year in D, Ronnie Thompson did the wonders for first ... over eight maxes!

Watching Payload was fun. Denny Dock, the winner, hit a beautiful thermal on his first flight. The first flight turned out to be what put him out front and was hard to beat.

1/2A gas is probably the longest-running glow power gas event at the Nats. A total of 15 fliers tested their models in the slight humidity and little drift. Craig Greening bested 14 others with a score of 574, which was a sufficient enough score. The 2nd through 4th-place fliers were within 10 seconds. One needed to fly three

maxes to get into the top six.

A/B Classic was heavily contested, even more so than traditional 1/2A gas with 19 fliers (!) which was surprising. It took 11 maxes to win the event and five just to make the top six. Joe Mollendorf was up for the challenge, flying for a score of 1,350!

1/2A NOS is always a good event too. These older designs, created before all of the carbon and hot engines, still are very competitive as shown by the 15 fliers posting flights. Craig Greening's flight topped the crowd with 574, beating out Bobby Hanford by nearly 2 minutes and Doug Marsh in 3rd by a bit over 2 minutes.

OT Replica hosted eight fliers. OT is a fun event and many pilots love the event. A lot of folks would say it's a very difficult event getting those old designs to be competitive and that may be true, but it still indeed is an event worthy of effort. Bill Schlarb fell one second short of three maxes to win the event and the top four fliers each had two maxes to place.

The perennial Moffett fliers are Bud Romak and Herb Kothe. Those two men are usually trading places on the podium, but this year Bob Marier, a senior, blew the socks off all the competition with a score of 1,575! What makes Moffett a challenge is the flight time increases with each consecutive "max" and the max time increase, and some of those fights can get extremely long. Model retrieval is a big issue, but they keep on flying! Way to go Bob!

Tim Batiuk monitored the OT HLG pen. Tim was pretty lonely early on but that changed. Ten fliers posted times, with Andy Ringlien of Minnesota besting the pack and winning with more than

a minute to spare, 71 seconds! Andy's son, Larson Ringlien, took 4th.

Electric is becoming a very popular event and B Electric is no exception. A total of 22 fliers posted times with the champion of champions, Bob Sifleet, putting up six maxes. Bob is a world champ in many events and most recently F1E. He has flown about every event on the AMA list. His score of 818 is an achievement because former electric event winners, Jack Murphy and Stan Buddenbohm, were hot on his tail.

Andrade Rubber was won by a relative newcomer to the sport, Mark Vancil. Mark came to the Nats a real rookie with his father's

old Gollywock, wondering if he could get it to fly. With some mentoring and coaching, it flew fairly well. So, it seems that he decided to step in whole hog and built a beautiful Betty's Baby and won the event ... huge ... with a score of 1,260! Almost double the 2nd-place entry of Bud Romak with 651.

Wrapping up with F1A showed some great flying. Young Roman Stalick, a senior, topped the other seven fliers, winning after seven rounds by a mere 26 seconds—beating some well-seasoned fliers. It came down to the last round of flying to determine the winner.

Great flying and a great way to start this year's Nats!



Young Larson Ringlien with F1As.



Keith Barnett ready with his OT HLGs.



Guy Menanno with a D-Gas model.



Ronnie Thompson's winning D-Gas aircraft.



The Flying Menanno Brothers, Neal and Guy.



Simon Blake.



Ronnie Thompson launching.



Charles Caton and his beautiful Sunbird.



In F1A, Adelaide Ulm towing while dad, Gene, looks on.



Adelaide Ulm, dad Gene (NFFS East VP), and John Lorbiecki (NFFS president).



Robert Dunham.



Robert Dunham's K&B 7.5 (41) that is simple and clean.



Denny Dock and David Mills chatting.



Down the flightline.



NFFS West VP Bob Sowder launching.



Jack Marsh launching.



Herb Kothe and his Moffett.



Herb Kothe launching.



A smiling Rich Wegener.



The happy processors!



Roman Stalick (F1A) with his dad launching.



F1As at the ready.



Roman Stalick.



Mike Fedor from Texas and his Payload.



James Hack launching.



James Hack.



Denny Dock and his winning 1/2A Payload.



Mike Fedor launching his Payload.



Al Rorshack launching his Payload.



Jesse Shepherd in 1/2A NOS.



The flightline.



Jim O'Reilly from Kansas.



Herb Kothe winding his backup Moffett.



Herb Kothe launching.



Andrade Rubber winner Mark Vancil.



Mark Vancil launching his Betty's Baby.



Robert Maier.



Clay Wilson and Robert Maier, who placed in Moffett and A/B Classic.



The Kluibers.



Practicing thermal detection; Ms. Dalecki and dad George approving.



Dan "This ain't my 2nd rodeo" Berry.



D Gas winners.



B Electric winners.



Payload winners.



A/B Classic Gas winners.



Moffett winners.



Robert Maier ... winner of the Moffet Trophy!



Team Moffett winners Robert Maier and Duncan McBride.



Tulsa Glue Dobber Towline Trophy winner Roman Stalick!



F1A winners.



Andrade Rubber winners.



OT HLG winners.



Larson Ringlien, Senior OT HLG winner.



1/2A Nostalgia winners.



.020 Replica winners.



Payload winners.



Mr. 2nd Rodeo again.

OUTDOOR FREE FLIGHT

August 7



A well-packaged trunk for FF!

By Rick Pangell (themaxout@aol.com)

The morning started out with some “iffy” weather, and choosing a launch line for the F1 events was being debated. F1C and F1Q were sharing the same starting positions but the issue wasn’t that, it was the prevailing wind direction. F1H was on its own but piggybacked on the big model location. The first round was delayed until it got straightened out and a suitable place was found. The wind blew southwest to northeast, so much of the flying came from the southwest corner of the complex.

The morning weather report predicted blustery weather and that’s exactly what prevailed. Throughout the day, there were calm periods, followed by some pretty stiff wind. It was typical, expected Indiana weather from my point of view, and after Monday’s beautiful day, kind of a letdown. But that did not stop the flying. The gas pilots loved it and kept piercing that 50-foot-high turbulent boundary layer.

The boundary layer was caused by the wind rolling over the top of the tree bank in the southwest corner of the field. But there were flying “enclaves” in various locations all over the field.

Faust Parker won F1C with a folder. Folders are impressive when they deploy. The theory is that when folded, the wing creates less drag during the short climb and the glide portion is enhanced when the wing unfolds. Dick Mathis took second but had a large mishap heard all over the field. Neal Menanno gave everyone an aerobatic lesson by cross-hooking up his bunt lines. His model flies rather well inverted.

F1Q favors large, heavy models with the energy-limiter requirement. Bob Sifleet, a many-time world champion in many events, took first but

was chased closely by second and third-place finishers.

F1H had only three Adult fliers, with James Hack winning. Two Juniors posted some respectable flights. William and Wes Reuter flew, with William taking first.

Gas flying came from all over the field. Along the drives, up on the hills, and it didn’t seem that much preference was displayed other than “be upwind.” C Gas had 10 fliers and the top three were within 31 seconds. Good flying!

A NOS drew 13 fliers, with Roger Erridge posting clean with five maxes and Ruth Bane on his heels 24 seconds behind for second. Roger kept it up with three maxes or 360 seconds in One Design Combo, with Thomas Fox right behind with 349.

Dan Berry did some wonderful flying in Mulvihill, scoring 840 seconds. I think this was his first attempt at this challenging event. Chuck Markos, who finished second, scored 739 which was nearly double the score of the third-place finisher.

Senior Hailey Mattson flew unchallenged but some of her proteges fought it out in the Junior contest. Four Juniors flew, with Kiley DeLoach scoring 218 at her very first Nats! As kind of a “first win” situation, it appeared that she tossed herself into the ROW pond “to cool off,” but that may only have been a rumor. The next three Junior Mulvihill placers were the Reuter clan of Beckham, William, and Wes.

Rise-Off-Water (ROW) is a challenging event. The requirements are simple if you want to be successful. The first is having glass-smooth water. The ROW pond was anything but that with the wind nearly blowing whitecaps. The ripples and waves caught the floats and

basically snagged the models before they got very far, but even still, Mike Fedor managed 176 seconds for first.

Chris Matsuno did it again in Jetex. I would think the event could become more popular if the Jetex materials were more readily available. Chris said he has maybe enough good fuses for a couple more years.

The heaviest contended event was OT CAT, which had 20 fliers. It seemed that flying was separated into two sessions. This probably wasn't so, but the pen started south and then was moved north to keep

models from flying into the shed area. Lying directly east, models flew over a knoll and were sucked down as they went over. Moving the pen north later in the day made flights a lot better and Kit Bays, the eventual winner with a score of 212, had the only max of the day. No matter where the pen was located, it was a tough go at it.

The contest ended as the wind died down and awards were presented in a sunny part of the day. There was some great flying under less-than-desired conditions, but everyone on the field had fun.



Scott and Tom, the Bats brothers.



Dick Mathis and his F1C.



Ben Tarcher in F1Q.



Jack Murphy with his F1Q.



Christian Fox with dad, Tom, from Vermont.



Jim Parker of Texas in C-Gas.



Tommy Bell with his C-Gas Lucky Lindy.



Hank Sperzel, a perennial Nats attendant.



Jim Ferwerda tracking.



Robert Dunham tracking.



Doug Marsh.



Dick Mathis on the F1C flightline.



Faust Parker with his folding-wing F1C model.



Neal Menanno in an F1C launch.



Scott Lapraik of South Carolina.



Jesse Shepherd with a 1/2A Dixielander.



Faust Parker launching in F1C.



Ben Tarcher in F1Q.



Judy Bay with her husband Kit's ROW winner.



Jim Kelly with a Hydrostar ROW.



Kit Bay's ROW not quite lifting off the water.



Jim Kelly accepting the agony of defeat.



Kit Bay's ROW on a second try.



Roy Smith and his wife, Sally, in their FF trailer.



Don Bartik and his wife, Arlene, enjoying the summer day.



Don DeLoach straining after an OT CAT launch.



Andrew Tomasch.



Don DeLoach and daughter Kiley, better known as "Skilly!"



Skilly DeLoach showing her championship CAT form.



Randall Krystosek stretching out.



Don DeLoach using the right stuff in CAT.



Jim Hack showing his satisfying CAT form.



Andrew Tomasch in a pensive CAT pose.



Frank Perkins.



Robert Bennett with a Vartanian.



Miss DeLoach wringing out her shirt after a dip in the ROW pond!



C Gas winners.



F1Q winners.



F1H winners.



Senior Mulvihill winner Hailey Mattson.



Junior and Senior Mulvihill winners.



Adult Mulvihill winners.



Dan Berry being presented the 2019 Mulvihill Trophy from CD Andrew Barron.



Mulvihill winners.



Dan Berry with the Mulvihill trophy.



ROW Gas winners.



ROW Rubber winners.



One Design Combo winners.



SAM OT Rubber Cabin.



Larson Ringlien.



OT CAT winners.



NOS A Gas winners.



Jetex winners.

OUTDOOR FREE FLIGHT

August 8



Aram Schlossberg launching his F1B.

By Rick Pangell (themaxout@aol.com)

Waking up and not being able to see across the street from my motel room made me want to just toss the covers back over my head. But, having a cup of coffee and driving to the field made a world of difference.

It was dead flat and no rain! Everyone had basically gathered up on the knoll just west of the Control Line circles. The Catapult pen was set up on the hill just east of there.

Cargo was set up on the cross runways on the center of the south field by the campground, and the OT ABC Cabin models flew there also. This made covering all of the area somewhat difficult, but that is a good thing because that also meant there was plenty of flying, but where was difficult to anticipate.

Model airplane noises were coming from the gas pilots but there was a lot of E-36 activity and not much noise. Thermals were many and in short cycles, but enough for a lot of maxes to be flown.

On the AMA side of life, B Gas, BNOS Gas, and 1/2A Classic models were filling the sky.

Ronnie Thompson put up an amazing 8-plus maxes to win B Gas, and Ruth Bane, who took second, also put in eight ... a good two maxes ahead of the pack of 10 fliers.

B NOS sported a dozen fliers with great models: Lucky Lindy, Dixielander, Ramrod, etc. It brings back a bunch of memories watching all of those older designs now. And, they still fly and are very competitive, even today!

1/2A Classic had 15 adult fliers. Scott Batz from Albuquerque, New

Mexico, took the honors with a score of 723, only 34 seconds ahead of second place. You needed five maxes to be in the top three places. That tells you the flying was good and so was the air.

The lone flier in Cargo was Mike Fedor of Texas. He scored 191. OT Cabin had four fliers, and all were in contention. Bud Romack led the pack with 353, ahead of second place by nearly a minute.

Small NOS Rubber was nicely contested with 12 pilots. Robert Marier did 889 seconds, well ahead of second-place Bud Romack, who scored 554 seconds. Small NOS Rubber brings out a rather easy model to build and fly, with the Gollywock being a sound choice.

F1B fielded nine fliers. This contest is flown in rounds, seven by the rules at major contests, and maxing out can be a challenge for all seven rounds, especially with the max at 180 seconds. Only four maxed out and flyoffs determined the winner. Greg Simon won with a 1,490, just 26 seconds ahead of Aram Schlosserg who was only 4 seconds ahead of Brian Pacelli, former Junior Team member.

F1J is a smaller F1C-type model, using a motor displacement of 1 cc or .061 cubic inch displacement. F1J is flown in a five-round format. Neal Menanno was "clean," or maxed all five flights for a score of 600 seconds, with Faust Parker following with 583 and Mike Fedor with 551. Good flying!

Outdoor Hand-Held Catapult Glider is such a big name for such small models. There were many entries: 22 adults, three Seniors, and four Juniors flying.

Larson Ringlien from Minneapolis was the high-scoring Senior with 307 seconds, with Hailey Matson close behind with 224, and Roman

Stalick with 127. The four Juniors had William Reuter getting 183 for first, Kiley "Skilly" DeLoach in 2nd at 179, Wes Reuter with 15, and Beckham Reuter with 31.

The adults really worked hard and thermals were tricky to pick. There were only two maxouts: Tim Batiuk and Rick Pangell. Flying for the day had only 5 minutes left and Tim and Rick had a flyoff for the win. They both elected to launch at the same time. The result was some poor air picking, with Tim winning by 9 seconds! The next seven fliers were all within a minute of each other, which shows how well-contested the event is. But of course, just about everyone has a catapult in his or her model fleet, and if not, should have.



Linda Powell getting into the swing of things with her chase cart.

The best was saved for last: E-36. There were 33 entries including two Juniors.

Wow, what flying. Junior Kiley DeLoach maxed out for 360 seconds and William Reuter scored 314. Way to go!

The adults really put the pressure on too. Craig Greening took second with more than seven maxes for 887 seconds to take second place. In third place, Don Bartick flew nearly six maxes and the next 12 fliers maxed out. But, an incredibly great show of flying was performed by Stan Buddenbohm, who had an incredible 15 maxes in a row for 1,800 seconds and a new national record.

Congratulations, Stan! What a way to wrap up flying for Wednesday.



George Bredehoff ready to launch his Jimmy Allen.



Aarrghh!!



F1B flightline.



Faust Parker ready with his F1J, as Jack Murphy waits for a thermal in electric.



Guy Menanno and a gorgeous B NOS Ramrod.



Heading up!



Faust Parker letting go!



Jack Murphy and his "Leapin' Lizard" electric.



Craig Greening with his E-36.



Drake Hook and a very high-aspect ratio F1J. Drake won F1Q at the 2018 Nats.



Jim Hack and his E-36.



Dan Berry's field box.



Dan Berry!



Craig Greening launching in E-36.



Bob Sowder with B Gas Lucky Lindy.



Drake Hook launching in F1J.



Guy Menanno starting his Veco 29.



Ramrod off!



Doug Marsh launching.



Robert Dunham and Gerald Brown waiting patiently in B Gas.



Aram Schlossberg in F1B.



"Thermal Generation Tent."



Gary Morton and a Beech Staggerwing Dimer.



Jim Jennings with a bullet-proof vest to play with his Jimmy Allen.



Charlie Jones and his F1B.



It's a good thing that advice is free.



FAC Jimmy Allen winners.



FAC OT Rubber Stick winners.



FAC Dime Scale winners.



FAC Hi-Start Scale Glider winners.



FAC Low Wing Trainer mass launch winners.



FAC SAM OT A, B, C Cabin winners.



NOS Rubber winners.



B NOS Gas winners.



1 Design Rubber winners.



1/2A Classic Gas winners.



Cargo Champ Mike Fedor.



B Gas winners.



Junior/Senior E-36 Electric winners.



E-36 winners.



F1J winners.



Neal Menanno, winner of the Jim McNeill F1J Cup.



Greg Simon, winner of the Wakefield Cup.



Junior HH Catapult Glider winners.



Adult HH Catapult Glider winners.



Team Catapult winners.

OUTDOOR FREE FLIGHT

August 9



The FAC World War II mass launch.

By Rick Pangell (themaxout@aol.com)

One word to describe the day: windy! Well maybe another for the last part: stormy.

The flightlines were all on the west road, north and south, centered around the beanfield on the west. Free Flighters are not ones to be deterred by a little wind, and a lot of flying took place. A 2-minute max went to the farmhouse on the east, and that was a good landing. Many flights crossed the road and into the raggedy beanfield on the east side. I don't want to give the impression that it was too windy to fly, just breezy. The smaller models got tossed about.

The wind held pretty consistent during the day with a short lull, wind, short lull, etc. The only break is that the wind would either be 10 mph or 20 mph, and that is only an estimate. Later in the day, it did indeed pick up. I ran across Todd Reynolds' (from Denver) model near the pavilion and his time was about 90 seconds!

Thermals were plentiful, but spotty. You had to be quick to catch them and there were some strong ones. Those who flew east of the beanfield across the road on the west got a treat in that the sun on the beans generated some pretty good thermals as the breeze came across. Reading it wasn't too hard when you paid attention to the surface of the beans. The thermals would toss the leaves every which way if it was a thermal, and in a straight line if just plain windy. And, the wind made them break in short effective bubbles, if only small.

As usual, the gas pilots took advantage of the early morning wind and saved the big flights for later when the wind picked up. But enough of that ... events!

In A Gas, a dozen fliers made a good showing, even with the

conditions a bit uncooperative. Guy Menanno put in consistent flying with a score of 900 seconds. That's over seven maxes, but close on his heels was Scott Batz, just seven seconds behind. Joe Mollendorf was about 3 minutes behind for third.

One Design, Shocer/Maverick had very close scores with less than a minute separating first and fifth places. Surprisingly, there was not a max-out, but then again, picking thermals was tricky. Thomas Fox headed the pack, which was a good showing of 337 seconds.

Of the 10 fliers in C NOS, Larry Davidson did his magic and scored 480 seconds, 4 maxes to win. Robert Marier tried his best but fell short of Larry's four maxes by less than a minute. The rest of the crew members were within 45 seconds of each other.

There were only two fliers in OT ABC Pylon. Bud Romak bested Richard Kacmarsky 284 to 180. Richard even had a Kerswap signed by Gil Morris, the model's designer, but alas that was not enough.

FAI F1P Gas had two Seniors, Hayden Ashworth and Roman Stalick, pushing Mike Fedor's 591 at 571 and 562 respectively. It was a good showing by both, but Mike is a consistent contender in F1P and had the edge.

FAI F1G Rubber had eight Adults and two Junior entrants. Chris Matsuno headed the pack with 564 and Ross Jahnke followed with 555 seconds. It was pretty close for five rounds. Notice that these times were nearly consistent with the F1P times. Both models are high performers and comparable. The two Junior fliers, William Reuter and Kiley DeLoach, scored 75 and 73 seconds respectively for first and second places.

Large NOS Rubber only had two fliers, Ed Sneed with 448 seconds

and Bobby Hanford with 355.

Now for some heavily contested events. Electric A had 14 entrants. Electric events are gaining popularity and rightfully so. Models are relatively inexpensive and still head-to-head competitive. A max-out was required to get into the placings, with six fliers doing so, but the master, Bob Sifleet, put in four-plus to take the honors. Dropping one of your first three flights can be a bit discouraging and a few fliers chose not to put in the third, yours truly included.

Now for the grunt and groan event, Hand Launch Glider. A total of 15 adults, 2 Seniors, and 4 Juniors competed. Juniors did well with Wes Reuter posting 50 seconds, William Reuter posting 43, Beckham Reuter posting 16 seconds, and Kiley DeLoach posting 15 seconds.

The two Seniors held their own. Larson Ringlien, from Minnesota, posted a 317, which would have placed him in third in the Adult entries. Roman Stalick flew a 62 and I would suspect that the wind was a bit discouraging.

On the Adult side, Stan Buddenbohm did it again with 347 seconds—5 seconds over Jan Langelius and 51 seconds over Don DeLoach who placed third. This event was hampered by the wind and the pen was attended mostly all day by the dedicated fliers waiting for that one spot in the day to fly. Thermals were spotty and chases could be long, plus the gliders are hard to see because of their size.

Wrapping up the day was the annual “bean feed,” only this time we were treated to some very fine barbecue ribs cooked by Carol Kane, wife of Dan Kane, a Free Flighter. She looked as though she was really

enjoying slathering the sauce on those ribs for the attendees and taking pleasure in the deserved compliments. They were good and there was plenty for everyone.

One of the big events was the awarding of the Connie Perry Memorial Award. It is given to the person who gives the most of themselves to make the Nats successful. The very first person to receive the award 10 years ago, Mary Sheuttler, was on hand too. There are many hard-working folks and one could make a case for each of them.

There was one person identified for unselfishly giving of his time and abilities to just about everyone needing help and being the go-to person at this Nats and in the past Nats that I have attended, with this year being no exception. This year, the award was presented to Mr. Daniel Berry.

For all of us who have had the good fortune of being around Dan, this was indeed a surprise to him. For the very first time in all the years that I have been around him, he was indeed speechless. And Dan is never speechless. Congratulations, Dan. It is your well-deserved honor.

The afternoon was completed with our annual raffle held during a huge rainstorm, making so much noise on the canopy of the tent that it was near impossible to hear the tickets called out. However, all of the items were awarded, and everyone had a great time.

One comment that was said to me at the end, “I never knew about Free Flight until a few years ago, but Free Flighters, you are the most friendly people. It’s like a brotherhood.” And so it is.

That’s what happened Thursday folks. More tomorrow!



Don DeLoach with a beautiful Scale rubber Corsair.



Dan Berry had the side of his P-51 blown out. Rubber overload!



Dan put a “lot” of motor into that P-51.



What if you can't find enough room in the car?



Jesse Shepherd from Texas and his A Gas model.



Roman Stalick and his F1P.



Hayden Ashworth with his F1P.



Chuck Marcos holding his F1G Coupe.



Former Nats CD Ron Simon's F1G entry.



Hayden Ashworth launching F1P.



Roman Stalick's launching technique.



Roman Stalick launching.



F1P winner Mike Fedor from Texas.



Front-end plumbing on Mike Fedor's F1P. "I like to see everything!"



Jim Hack.



The usual FAC headquarters managed by Mike Welshans.



Don DeLoach and Bud Romak with Bud's diesel-powered OT Pylon model.



Bud Romak and his diesel Pylon model.



FAC Greve/Thompson mass launch.



If you are are going to fly Hand Launch Glider, you had better bring some spares ... the Reuter family's answer.



Todd Reynolds from Denver and his tip-launched glider.



The typical action at the "pen."



Kurt Krempets, 1/3 of the winning Catapult team.



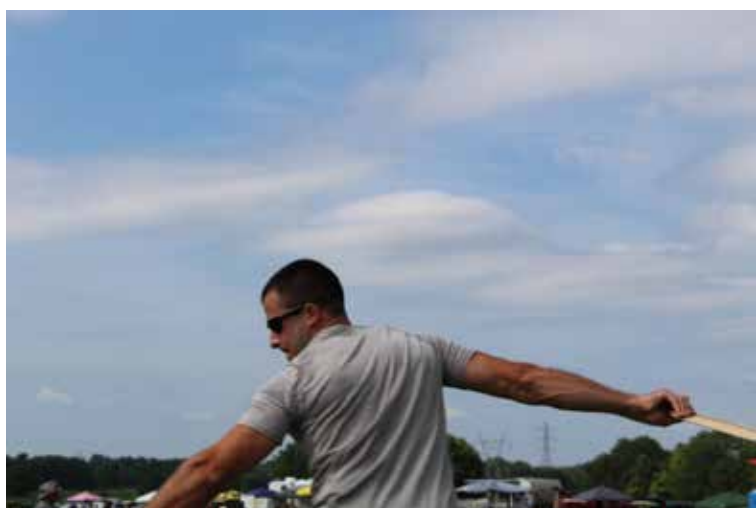
Beckham and Wes Reuter, up-and-coming Junior Hand Launch glider competitors.



Tim Batiuk's launching form.



The way "I" pick up my glider!



Evan Simon's launch concentration.



And the winner is ... Stan Buddenbohm!



Jim Hack ready to let go!



More launch pen excitement.



Kurt Krempets' toss in the upper left-hand corner.



Jim Hack on the verge.



Jan Langelius waving goodbye to his tip-launched glider.



Jerry Murphy, AMA Contest Board chair and an Electric A entrant.



Richard Kacmarsky showing off his Gil Morris-autographed KerSwap!



Darold Jones and his Embryo asking me to get out of the way.



Dorhman Crawford and his Embryo launch.



The "Batz Boys" Tom and Scott. No, he's not trying to flip start that K&B ... but clearing the flooded engine.



Scott Batz's A Gas aircraft.



George Bredehoff showing his Cessna some "love."



George's smooch must have done some good ... it flies!



Darold Jones: "Let's see. I must have dropped my tracker about here ..." Using a tracker to find a tracker.



Later in the day, nothing had changed much.



FAC Golden Age winners.



FAC OT Rubber Cabin winners.



FAC Embryo winners.



FAC Greve/Thompson mass launch winners.



FAC WW II mass launch winners.



NOS Rubber 2nd-place winner.



FAC Golden Age Combo winners.



NOS C Gas winners.



A B C Pylon 2nd place, Richard Kacmarsky.



F1P winner Mike Fedor.



A Electric winners.



Junior and Senior F1G winners.



- Adult F1G winners.



Chris Matsuno with the Dick Black F1G Memorial trophy.



A Gas winners.



Hand Launch Glider winners.



Stan Buddenbohm wins the Tulsa Glue Dobber Trophy. It was raining outside the awning.



Senior HL Glider winners.



Junior HL Glider winners.



HL Glider Team Champions.



Catapult Glider Team Champions.



NFFS barbecue cookout tent.



Inside the tent.



Carol Kane, the Master Pitmaster!



Carol Kane and her daughter ... pit masters.



Dan Berry, recipient of the Connie Perry award.



Dan Berry, a happy person after receiving the Connie Perry Award.

OUTDOOR FREE FLIGHT

August 12



Gas flightline.

By Rick Pangell (themaxout@aol.com)

Sitting in the motel “breakfast room,” with my eyes hardly open, a voice came out of the hallway ... “Did you guys go to the Dawn Unlimited event?” Apparently, I did not, so there are no photos of that happening.

Gerald Brown put in an early morning flight of just over 6 minutes, with Robert Marier just 30 seconds behind. Dan Berry and Chuck Powell were respectively 3rd and 4th. It was Chuck Powell who found me in the breakfast room and asked.

What a wonderful day to fly. In anticipation of the forecast, our CD, Andrew Barron, placed the NFFS trailer at the northeast corner of the field on Friday. Drift was to be from the northeast but managed to be bent a bit to the east. The F1S line was put there and it didn’t take but a couple of rounds to figure out that the wind direction was going to be from the northwest ... got it?

The gas pilots set up on top of what I found out was referred to as glider hill. For the first few hours, drift was nil. Julie Parker put up a max in F1S and it almost landed on her. Then the breeze picked up and models were drifting over to the cemetery. The flightline wasn’t taking advantage of the field and the F1S line was moved to the west side of the crest of the glider hill.

It turned out that some real thermals came through on a regular basis. Piggy backing was rampant all up and down the line, so you have to admire the fliers who pick their own air. But it is indeed hard not to pass up a model soaring overhead at roughly 300 foot and not drifting anywhere. Imitation is the finest form of flattery, and I am no exception to that observation.

Gas competitors often turn heads when they fire up the big ones. Super D was no exception. There were good scores too. Denny Dock put up four maxes for 480, Roy Stuart did 422, and Jim Hack, 324. C/D Classic Gas went with eight fliers and some respectable scores. Dan Berry was a minute ahead of the next three finishers who then were within a minute of each other. It was tight flying. Robert Dunham and Bane Bradley finished 2nd and 3rd respectively.

1/2A Gas is a wonderfully historical event. Many of us remember when there were some 50 or so entrants in the 1/2A processing line. Yes, things do change, but 14 stalwarts flew at this year’s Nats. Guy Menanno put in 6-plus maxes to take first. And, like C/D Classic, the flying was tight at the top. Five fliers maxed out and less than a max separated the top three fliers. Faust Parker took second and Ronnie Thompson took third.

Early 1/2A NOS had eight fliers. Bobby Hanford again flew to four maxes for first and David Sechrist flew three maxes for second, with John Oliver taking third with a respectable 328

Not quite the same horsepower, but making engine sounds nonetheless, ¼ A NOS had 10 fliers with Bobby Hanford topping the list with an even 320 for first, with Bane Bradley at 303 for second, and Mike Fedor with 284 for third. The next fliers were all in contention but not all finished their official flights.

Classic Towline had seven entries, which is great. Towline glider is one of the basic glider events, but in recent years morphed into FAI flying and hence we have Classic Towline for the rest of us. And the performance has not decreased. It is a great competition event and the numbers show that. Tim Batiuk scored 723 seconds with Senior flier

Larson Ringlien coming in second with a 503. Jesse Shepherd was 4th and Jan Langelus was 5th.

Participating in F1S was a juggle for me. F1S is flown in rounds. If I flew strategically, I could go to one flying site, take some photos, and then get back in time for the next flight. 15 fliers participated in the event. I managed to drop a round, as did eight others, and most completed their rounds, which was a good thing. Everyone in the flyoff gathered at the top of glider hill. You could tell that it was going to be exciting as the CD announced "Gentlemen, the round has opened." Now, there were seven minutes to get that flight off.

Having a flyoff in the middle of the contest may have been different than say the usual after-contest tie, but what a great idea! It has saved the day for many fliers who needed to get on to other things or events.

So, it took place. All were in anticipation of who would go first and that happened. I won't tell you who, but the person with experience, Bob Sifleet, launched on his own terms and bested Jack Murphy by only 5 seconds! Don DeLoach was only 13 seconds behind Jack Murphy and it was fun to watch.

The most contested event of the day was P-30. It looked like a large AMA Gas listing. The top score was 1,239 seconds, or over 10 maxes put in by Chuck Powell!!! The nearest competitor was Tom Batz, with over

7 maxes, and then Ross Jahnke getting 6 maxes to take third. Incredible flying.

For the Seniors, Roman Stalick was first with 328, Larson Ringlien second with 299, and Hailey Mattson with 157 for third.

Now for the exciting part. Junior Kiley DeLoach managed to fly for a score of 690 seconds ... a new national record! Her score was enough to tie for 4th with the Adult class. That's quite an achievement Kiley! William and Wes Reuter finished second and third respectively with 159 and 157 seconds.

Finally, Pee Wee 30 took place. The engine used must be a reed valve engine no larger than a .020 cubic inch displacement and no mechanical timer is allowed. This event is scored by having each engine run under 15 seconds, scored as 15 seconds, and longer runs are what they are. Flight time has no max and the score is computed by taking the flight time and dividing it by the motor run time and multiplying that times 100. There are three flights and one must rise off ground. Rick Pangell took first with 1,646 points, Bill Kuhl second with 1,421, and Dick Kacmarsky third with 905 points.

That wraps up the 2019 Free Flight Nationals. I hope this news report has kept you up to speed each day and you enjoyed the offering.

Make an attempt to attend next year's Nats. It's a hoot. Thermals!



The Gas crowd showing approval.



Ed Sneed winding his OT Rubber.



George Bredehoft with his American Aircraft Stallion Rubber Scale.



Pat Murray's very pretty Fokker D.II.



Chuck Powell with his Fokker D.II.



Gary Morton holding Jim Conery's Albatros D.V, prepping for the World War I mass launch.



The flightline for the WW I mass launch.



Pat Murray's Fokker flying overhead.



Jim Conery's Albatros off in the distance.



Meet Mr. Dan McCall from Okeechobee FL!



Jim Kelly shopping at the Retro RC “store” operated by Mark Freeland. People such as Mark supply a lot of materials to fliers. Patronize them.



The on-site store for Easy Built Models, owned by David Niedzielski (yup, it’s a hard spell!).



Bill Shailor’s immaculate Me 109 E4, built from Czechoslovakian plans.



Ted Allebone’s Lincoln Beachy Gas Scale.



Ted Allebone himself!



Dave and Arline Bartik.



The F1S flyoff crowd ... 7 of them!



Kiley DeLoach waiting intently for that big one.



Kiley DeLoach launching into that proverbial "big one," setting a new Junior national P-30 record!



FAC Rubber winners.



FAC Jet Cat winners. Randall Krystosek won with an incredible flight of 735 seconds ... over 12 minutes!



FAC Civilian Scale winners.



FAC WW I Mass Launch winners.



FAC Peanut Scale winners.



Mike Welshans, FAC vice president, presenting the Walt Mooney award for scale to Don DeLoach.



Super D Gas winners.



Jack Murphy, winner of ABC NOS Electric.



Classic Towline winners.



1/2A Gas winners.



1/4A NOS Gas winners.



OT Rubber Stick winners.



Pee Wee 30 winners.



Adult P-30 winners.



Adult and Senior P-30 winners.



Senior P-30 winners.



Junior P-30 winners.



Dawn Unlimited winners.



F1S winners.



CD Classic Gas winners.



1/2A Classic Gas winners.



Guy Menanno and the 1/2A Jim McNeill Award.



The Jim Clem Memorial Trophy held by the 2019 CD Andrew Barron.



The 2019 Hi-Start winners.



The 2019 Electric National Champ, Jack Murphy.



The 2019 AMA Classic Gas Champ, Dan Berry.



Bobby Hanford, the 2019 NOS Gas Champion.



Senior National Champion Larson Ringlien.



Junior National Champion William Reuter.

Randall Krystosek's T-37 Jet Cat that flew an amazing 12:15 flight. He hooked a thermal to take first place.



101-105 ROW Gas (JSA)		
Last Name	First Name	Score
FEDOR	MIKE	176
SHEPHERD	JESSE	23
BAYS	KIT	18

OT Catapult (JSA)		
Last Name	First Name	Score
BAYS	KIT	212
DELOACH	DON	200
RAY	RALPH	191
Perkins	Frank	190
POWELL	CHUCK	175
KRYSTOSEK	RANDALL	147
HACK	JAMES	138
RINGLIEN	LARSON	135
PANGELL	RICK	110
GERSPACHER	DAVID	109
TOMASCH	ANDREW	107
RINGLIEN	ANDY	102
JAMES	JON	93
DALECKI	GEORGE	89
SCHLARB	W	79
KACMARSKY	RICHARD	76
BENNETT	ROBERT	64
DELOACH	KILEY	57

159 F1Q (JSA)		
Last Name	First Name	Score
SIFLEET	ROBERT	870
MURPHY	JACK	846
SCHLOSBERG	ARAM	825
TARCHER	BEN	601
WEGENER	RICHARD	294

120 Mulvihill (J)(S)(A)		
A		
Last Name	First Name	Score
BERRY	DANIEL	840
MARKOS	CHARLES	739
JONES	DAVID	385
BOYD	RAYMOND M	368
MCBRIDE	DUNCAN	345
BOYD	RAY	295
HARDIN	EDWARD	120
FERWERDA	JAMES	120
BROWN	GERALD	110
S		
MATTSON	HAILEY	46
J		
DELOACH	KILEY	216
REUTER	BECKHAM	51
REUTER	WILLIAM	33
REUTER	WES	26

A Nos Gas (JSA)		
Last Name	First Name	Score
ERRIDGE	ROGER	600
BANE	RUTH	576
SOWDER	BOB	477
DAVIDSON	LARRY	430
HANFORD	ROBERT	407
SMITH	ROY	360
BLAKE	SIMON	350
SMITH	GENE	339
LAPRAIK	SCOTT	324
HACK	JAMES	305
BELL	H THOMAS	230
MARSH	DOUGLAS	210
KACMARSKY	RICHARD	157

Jetex (JSA)		
Last Name	First Name	Score
MATSUNO	CHRIS	182
OLIVER	JOHN	114
REUTER	BILL	81

104 C Gas (JSA)		
Last Name	First Name	Score
THOMPSON	RONNIE	743
BROWN	GERALD	724
MENANNO	GUY	712
MARSH	P JACK	600
DUNHAM	Robert	444
PARKER	JIM	360
CATON	CHARLES	240
Batz	Lindsay	199
BELL	H THOMAS	169
BANE	BRADLEY	120

1 Design Combo (JSA)		
Last Name	First Name	Score
ERRIDGE	ROGER	360
FOX	THOMAS	349
HANFORD	ROBERT	267
SPERZEL	HANK	249
MARSH	P JACK	241
LAPRAIK	SCOTT	240

154 F1H (J)(SA)		
(SA)		
Last Name	First Name	Score
HACK	JAMES	359
FEDOR	MIKE	321
POWELL	CHUCK	213
J		
REUTER	WILLIAM	70
REUTER	WES	58

152 F1C (JSA)		
Last Name	First Name	Score
PARKER	FAUST	658
MATHIS	RICHARD	540
CHESSON	DON	360
MENANNO	NEAL	114

OT ABC Pylon (JSA)		
Last Name	First Name	Score
ROMAK	BUD	284
KACMARSKY	RICHARD	180

158 F1P (J)(SA)		
(SA)		
Last Name	First Name	Score
FEDOR	MIKE	591
ASHWORTH	HAYDEN	571
STALICK	ROMAN	562

153 F1G (J)(SA)		
(SA)		
Last Name	First Name	Score
MATSUNO	CHRIS	564
JAHNKE	ROSS	555
JONES	GERALYN	304
MARKOS	CHARLES	173
JOYNER	LOUIS	168
CLAPP	JOHN	56
MATTSON	HAILEY	42
SIMON	GREG	0
J		
REUTER	WILLIAM	75
DELOACH	KILEY	73

Lg Nos Rubber (JSA)		
Last Name	First Name	Score
SNEED	ED	448
HANFORD	ROBERT	355

Super D VIT Fixed (JSA)		
Last Name	First Name	Score
DOCK	DENNY	480
STEWART	ROY	422
HACK	JAMES	324

Early 1/2 A Nos Gas (JSA)		
Last Name	First Name	Score
HANFORD	ROBERT	480
SECHRIST	DAVID	360
OLIVER	JOHN	328
ERRIDGE	ROGER	327
KACMARSKY	RICHARD	180
BELL	H THOMAS	152
BAYS	KIT	139
FEDOR	MIKE	89

Classic Towline (JSA)		
Last Name	First Name	Score
BATIUK	TIM	723
RINGLIEN	LARSON	503
SHEPHERD	JESSE	446
LANGELIUS	JAN	400
RINGLIEN	ANDY	360
BERRY	DANIEL	265
LORBIECKI	JOHN	200

110 CD Classic Gas (JSA)		
Last Name	First Name	Score
BERRY	DANIEL	750
DUNHAM	Robert	692
BANE	BRADLEY	600
DOCK	DENNY	592
HANFORD	ROBERT	463
HACK	JAMES	360
MARSH	P JACK	338
BELL	H THOMAS	93

1/4 A Nos Gas (JSA)		
Last Name	First Name	Score
HANFORD	ROBERT	320
BANE	BRADLEY	303
FEDOR	MIKE	284
DAVIDSON	LARRY	276
OLIVER	JOHN	255
ERRIDGE	ROGER	236
BAYS	KIT	229
BELL	H THOMAS	186
KACMARSKY	RICHARD	151
DOCK	DENNY	57

Pee Wee 30 (JSA)		
Last Name	First Name	Score
PANGELL	RICK	1646
KUHL	WILLIAM	1421
KACMARSKY	RICHARD	905

101 1/2A GAS (J)(S)(A)		
A		
Last Name	First Name	Score
MENANNO	GUY	750
PARKER	FAUST	694
THOMPSON	RONNIE	593
BROWN	GERALD	580
BARTICK	DON	452
BELL	H THOMAS	351
MOLLENDORF	JOSEPH	323
MARSH	DOUGLAS	316
SPERZEL	HANK	284
PARKER	JIM	281
LAPRAIK	SCOTT	187
DUNHAM	Robert	147
HANFORD	ROBERT	120
FEDOR	MIKE	58

124 P-30 (J)(S)(A)		
A		
Last Name	First Name	Score
POWELL	CHUCK	1239
BATZ	THOMAS	858
JAHNKE	ROSS	780
RINGLIEN	ANDY	690
MARKOS	CHARLES	510
MILLS	DAVID	502
GREENING	CRAIG	384
MCBRIDE	DUNCAN	364
DELOACH	DON	360
CRAWFORD	DOHRMAN	359
VANCIL	MARK	345
GERSPACHER	DAVID	332
McCall	Dan	325
POWELL	LINDA	321
Perkins	Frank	315
BERRY	DANIEL	314
DALECKI	GEORGE	260
KUHL	WILLIAM	250
JONES	DAROLD	222
BARTICK	DON	195
MURPHY	JERRY	86
S		
STALICK	ROMAN	328
RINGLIEN	LARSON	299
MATTSON	HAILEY	268
J		
DELOACH	KILEY	690
REUTER	WILLIAM	159
REUTER	WES	157

166 F1S (J)(SA)		
(SA)		
Last Name	First Name	Score
SIFLEET	ROBERT	825
MURPHY	JACK	820
DELOACH	DON	807
RAY	RALPH	697
MURPHY	JERRY	689
FREELAND	MARK	678
HOOKE	DRAKE	668
GROGAN	HARRY	592
GREENING	CRAIG	588
PARKER	JULIE	585
BARTICK	DON	585
SECHRIST	DAVID	577
PANGELL	RICK	547
REUTER	BILL	288
BUDDENBOHM	STAN	80

122 Dawn Unlimited (JSA)		
Last Name	First Name	Score
BROWN	GERALD	363
MARIER	ROBERT	333
BERRY	DANIEL	241
POWELL	CHUCK	189

140 HL Glider (J)(S)(A)		
A		
Last Name	First Name	Score
BUDDENBOHM	STAN	347
LANGELIUS	JAN	342
SIMON	EVAN	296
DELOACH	DON	285
DALECKI	GEORGE	285
REYNOLDS	TODD	271
GAGLIANO	CHARLIE	226
KREMPETZ	KURT	216
BATIUK	TIM	211
RINGLIEN	ANDY	184
JAMES	JON	173
POWELL	CHUCK	135
BARNETT	KEITH	117
HACK	JAMES	108
BERRY	DANIEL	87
S		
RINGLIEN	LARSON	317
STALICK	ROMAN	62
J		
REUTER	WES	50
REUTER	WILLIAM	43
REUTER	BECKHAM	16
DELOACH	KILEY	15

C Nos Gas (JSA)		
Last Name	First Name	Score
DAVIDSON	LARRY	480
MARIER	ROBERT	426
HANFORD	ROBERT	357
SMITH	GENE	355
MARSH	DOUGLAS	352
SMITH	ROY	344
DOCK	DENNY	319
ERRIDGE	ROGER	312
BLAKE	SIMON	120
BELL	H THOMAS	43

160 Electric A (JSA)		
Last Name	First Name	Score
SIFLEET	ROBERT	495
MATTES	ROBERT	442
MURPHY	JACK	439
SECHRIST	DAVID	423
GREENING	CRAIG	415
TOMASCH	ANDREW	414
MURPHY	JERRY	339
JONES	JENNIFER	288
JONES	DAVID	221
McCall	Dan	206
FREELAND	MARK	204
PANGELL	RICK	186
MARSH	P JACK	133
TARCHER	BEN	120

102 A Gas (JSA)		
Last Name	First Name	Score
MENANNO	GUY	900
Batz	Lindsay	893
MOLLENDORF	JOSEPH	720
BROWN	GERALD	550
DOCK	DENNY	540
THOMPSON	RONNIE	470
BANE	BRADLEY	442
PARKER	JIM	329
BELL	H THOMAS	164
MENANNO	NEAL	120
DUNHAM	Robert	109
HACK	JAMES	70

1 Design Gas (Shocer/Maverick) (JSA)		
Last Name	First Name	Score
FOX	THOMAS	337
SMITH	GENE	321
ERRIDGE	ROGER	265
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