



NATIONAL AEROMODELING CHAMPIONSHIPS
ACADEMY OF MODEL AERONAUTICS · CHAMPAIGN IL · MUNCIE IN

NatsNews

Academy of Model Aeronautics
International Aeromodeling Center, Muncie IN
website: www.modelaircraft.org; email: natsnews@modelaircraft.org
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Today's Events:

CL Speed
CL Combat
CL Aerobatics
Pylon
RC Combat

Bill Bischoff (L) and
Charlie Johnson being
watched over by event
director Jim Gall and
assistant Jim Bradley.
Melvin Schuette photo.



Friday, July 19

CL Racing Day Wrap-Up

Thursday was CL Racing's fourth and final day. There were three events scheduled: Class I Mouse, Quickie Rat, and Rat Racing. All three events have one thing in common: they have very few design restrictions.

Rat Racing was up first. It has the fewest restrictions regarding design and what type of engine to use. The only requirements are that the engine must have a maximum displacement of .01525, and that it must have at least a one-wheel landing gear. For this reason, a number of people use airplanes that are designed for different events, but are both legal and competitive in Rat.

The results for Rat are:

Place	Contestant	Heat Race Time	Final Race Time
1 st	Bill Bischoff	3:16.46	6:58.56
2 nd	Les Akre	3:25.75	9:42.09
3 rd	Mike Greb	3:40.45	
4 th	David Betz	3:50.00	

Class I Mouse is a little more restrictive, but only by a little. The airplanes must use a reed valve .049 with an integral fuel tank engine, have external controls, and a one-wheel landing gear.

There was one person who brought a Cyclone .049 that had been converted from a front intake motor into a reed valve motor. Unfortunately, he did not use it in the races. Although Mike Greb ran fast enough that he qualified for the finals, he withdrew because he shared the same pilot, so the fourth-fastest contestant flew in his place.

Place	Contestant	Heat Race Time	Final Race time
1 st	Bill Lee	2:18.56	5:17.25
2 nd	Dave Rolley	2:57.12	7:19.20
3 rd	Les Akre	2:45.68	40 Laps
4 th	Mike Greb	2:38.63	
5 th	Bill Bischoff	3:14.10	
6 th	David Betz	5:42.56	
7 th	Melvin Schuette	39 Laps	

The final event of the day and of the 2013 CL Racing Nationals was Quickie Rat. The airplanes are required to be of profile construction with external controls and only single bypass ported .40-size motors allowed.

The most popular engine in this event is the K&B 4011. The most disastrous crash of the week occurred when Bob Oge completed his heat race. The engine suffered an unknown mechanical failure, causing a crash landing at more than 100 mph destroying the airplane.

On the upside, Bill Lee set a new Quickie Rat heat race time at 2:58.72. Due to the heat and the time of day, the contestants decided to use their best heat race time to determine their overall placement in the event.

Place	Contestant	Heat Race Time
1 st	Bill Lee	2:58.72
2 nd	Bill Bischoff	3:14.81
3 rd	Bob Oge	3:44.45
4 th	Jim Bradley	3:57.83
5 th	Mike Greb	14 Laps

The National Control Line Racing Association is the recognized Special Interest Group representing CL Racing. Each year at the Nats, the NCLRA awards two special trophies. Contestants are given a point value depending on where he or she finished in an event. The contestant who accumulates the highest point totals for the week is given the High Point trophy.

This year the award went to Bill Lee. The second award that is given out is the Sportsmanship Award. This year the award was given to Mike Greb. If Mike was not participating in a race, he would be sitting there timing and counting laps.

Plans are already being made to make next year's Nats even better than this year's!

—Melvin Schuette
reporter/photographer



Dave Betz's Fast Rat.



Les Akre readies his Mouse aircraft for a race.

Les Akre's Fast Rat.



Mouse Race winners.



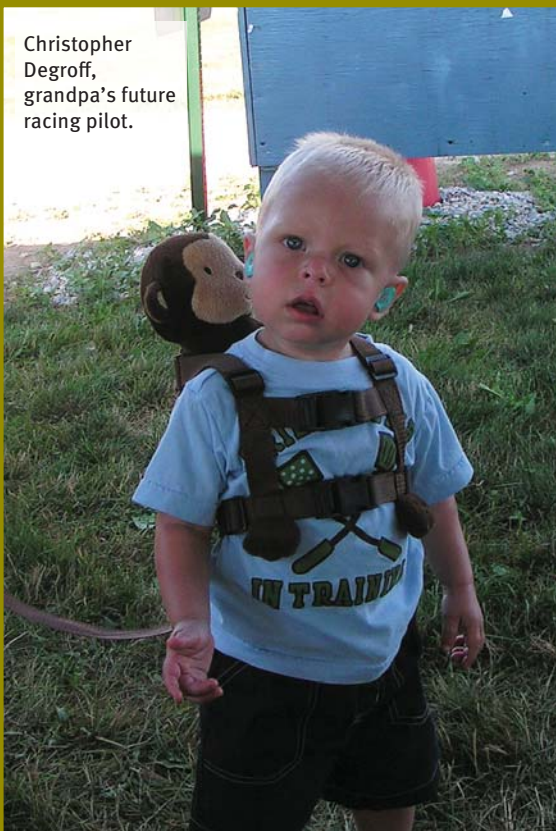
Quickie Rat winners.



Fast Rat winners.



Christopher Degroff, grandpa's future racing pilot.



Mike Greb (L), Bill Lee (center), and Bill Bischoff discuss strategy before a race.



Bob Oge's
Quickie Rat
before the race.



Bob's airplane
after the race.



Notice anything
missing?



No propeller (crankshaft
broke during a race)?



Bill Lee calling his pilot in for a pit stop.



Bill Bischoff and Bill Lee with record-setting race time.

CL Navy Carrier Wrap Up

Jenni Orebaugh photo.

Considering the wide variety of aircraft possible to be flown in Nostalgia Profile Carrier, Nostalgia Profile Class I Carrier, and Class II, .15 Carrier Expert, and .15 Carrier Sportsman, the final day of these exciting events is quite interesting for competitors and their spectators. Among the things the spectator may note is the calm and dignity with which these veteran campaigners come to terms with the things that can go wrong.

For instance, one pilot suffered the an unexpected puff of wind during slow flight during which CL Carrier aircraft are very vulnerable while flying at a high angle of attack. Instantly, his aircraft shortened the radius of the circle by slacking the flying control lines, then it dove toward its pilot and thumped into the hard ground, nose first. He was disappointed, yet calm and accepting. That's a pro!

In a veteran high difficulty starting of glow plugs were

another case, scorer's crew had the engine. Two changes necessary before the little monster roared to sky-chomping life.

Although the start procedure was running against the clock, these men reacted with action that would solve the problem, with professional fast-action calm. Good lesson for us all.

Good luck in the rest of the season, ladies and gentlemen. We look forward to being with you again next year.

—Steve Cuthbert
reporter/photographer



CL Navy Carrier



Orebaugh photo.



Orebaugh photo.



Orebaugh photo.



Orebaugh photo.

CL Navy Carrier

Orebaugh photo.



Orebaugh photo.



Orebaugh photo.



Orebaugh photo.

CL Navy Carrier

CL Aerobatics Day 5 Recap

Weather cooperated to the fullest extent of the law on Thursday. No one really complained about having to battle nasty, high-wind conditions. Actually some loss of aircraft probably came from lack of wind and pilots putting their models through their own turbulence in consecutive maneuvers, such as round loops, square loops, and other multiple sequence maneuvers.

I was able to capture many pilots, pit crew members, runners, judges, and others moving through the grassy area just north of the L Pad Pavilion. Those will be noted in each picture caption.

The Open pilots were slotted down to the Top 20 for Friday, while the upper half of Advanced and Expert went on to their respective Finals for Friday. Advanced and Expert classes will claim their winners on Friday while tomorrow will set the tone for the Top 5 in Open to go to their Finals on Saturday morning.

Saturday will feature the Open Finals, plus the best Senior and Junior pilot. The top one in each class will then vie for the Walker Cup later on Saturday morning. The finished shots of Saturday will showcase the winners of Advanced, Expert, Open, Junior, Senior, and the Walker Cup.

—Allen W. Brickhaus
reporter/phographer

Jason Greer and Jeff Traxler take in the day.



Michael Schmitt returns to the pits.



Dennis Vander Kuur in flight.



Wes Eakin seeks out his pit man.



Kaz Minato's canopy shadow is so interesting.



Right: Mike Waverly checks out the flight order.

The Don Ogren family pass the tent.



Below: Mr. and Mrs. Neumann tease each other.



Linda Gleason heads to the brownie box.



Left: Kenny Stevens offers some refreshment.

Tom Dixon takes a Profile model to the big shootout.



Roger, Melanie, Mike, and Allen on the grass at AMA.



Eric Taylor and Allen Goff get Eric's model ready to fly.



Richard and Robert Storick spend time at the Nats.



Need a paint scheme, see Sina Goudarzi.



Glad to see Bob Gieseke at this Nats.



The Frank McMillan family relax between rounds.

Pylon Day 4 Recap

The week of racing is coming to an end and the new National Champion will be named today, but having the chance to come together with family and friends is always a plus.

I would consider the Pylon community a huge family, and like most families, we are sometime dysfunctional. It's this that keeps bringing us together year after year and the bonds that hold.

I wanted to take this time to reflect on a very special family member. He has been around the Pylon family for many years and has made many memories and impressions along the way. We are all so happy to have him with us this year after a tragic traffic accident that caused the loss of his wife recently.

Terry and Sandy Frazer just celebrated their 30-year anniversary in June of this year, and we all will miss her. Our hearts and prayers go out to you, Terry. You will always be a part of our family.

—Scott Causey, reporter

photos by Michelle Seaholm and Scott Causey



Sandy and Terry Frazer.

Terry Frazer
(L) with Steve
Baker (R).



Who says the Nats is all about flying? Some Seaholm family fun time trying to stay cool.



Team Horizon's Robert Vess (R)
and Joe Rafalowski tuning try to
get the perfect run.



A clean start
with callers Moe,
Dubb, Dennis,
and Billy. Who
do you think won
this battle?

Pylon



Dennis O'Brien and his extremely beautiful and detailed Pole Cat.



Pilots and their callers in the middle of the course battling it out.



On the buggy to be run out to the line.



Lots of concentration by Dubb Jett.

CL Speed Day 4 Recap

Day 4's events, A Speed, B Speed, and Nass Sport, was contested in the same weather as Monday through Wednesday: hot and muggy, with high humidity.

As he always does, Jerry Rocha was first to fly, and turned in a very respectable flight of 184.004, which would hold up all day for first place. Second was Christopher Montagino with 182.138. Joey Mathison and John Newton, Team Newmath, were third with 179.016.

This year's B Speed had seven entrants including many-time winner Glen Vansant, whose single flight of 177.154 was good for the win. Second went

to Bill Hughes at 173.927, and Chris Montagono's 166.399 was third.

Nass Sport Jet had 12 entrants and posted 25 official flights plus 10 attempts. This event is becoming really popular. Patrick Hemple is the National Champion with a fine 152.792. Second place at 151.633 was Dave Fischer, and third was Butch Andrews at 150.529. The speeds were closely bunched together.

Friday is D Speed, Fast Jet, and Nass C Speed.

—Warren Gregory
reporter/photographer



EVENT		A SPEED					BEST
CONTESTANT		1	2	3	4		
HUGHES, WILLIAM	ATT	170.038	179.06	170.198	192.318	172.384	4
NEWMAIR		198.004			177.989	179.06	3
ROUSA, JERRY	ATT		150.092	157.262		157.322	6
VANSAUT, JAMES		154.331	169.251	164.364		164.364	5
VANSAUT, GLEN		176.987	168.423	182.198		182.198	2
MONTAGINO, CHRISTOPHER							



A Speed winners.

EVENT		B SPEED					BEST
CONTESTANT		1	2	3	4		
LAYMAN, CARL	ATT	127.608				127.608	6
HUGHES, WILLIAM		157.738	173.927	172.410		173.927	2
VANSAUT, JAMES		146.521	163.377	162.789		162.777	4
VANSAUT, GLEN		177.164				177.164	1
LEE, GLENJ		163.052	156.827	162.789		163.052	5
NEWMAIR		166.399	165.192	167.093		166.399	3
MONTAGINO, CHRISTOPHER							



B Speed winners.

EVENT		SPORT JET					BEST
CONTESTANT		1	2	3	4		
STEVE, PERKINS		147.814	145.640	146.485		147.814	5
PATRICK, LEMPEL		148.052	147.409	152.798		152.792	1
DICK, BART		146.808	146.485	144.369		146.808	7
JOEY, MATTHEW	ATT		ATT		ATT	0	9
JOHN, NEWTON		145.532				145.532	3
SONNY, WILLIAMS	ATT		ATT				4
BUTCH, ANDREWS		148.823	150.529	ATT		149.865	6
GLEN, LEE		149.815	149.865	147.724		149.815	8
JIM, RHODES		143.311	147.845	ATT		147.845	2
GREGORY, WARREN		145.557	146.092	144.353		146.092	1
CARL, LAYMAN	ATT		149.615	149.615	151.633	151.633	3
DAVE, FISCHER							



Sport Jet winners.

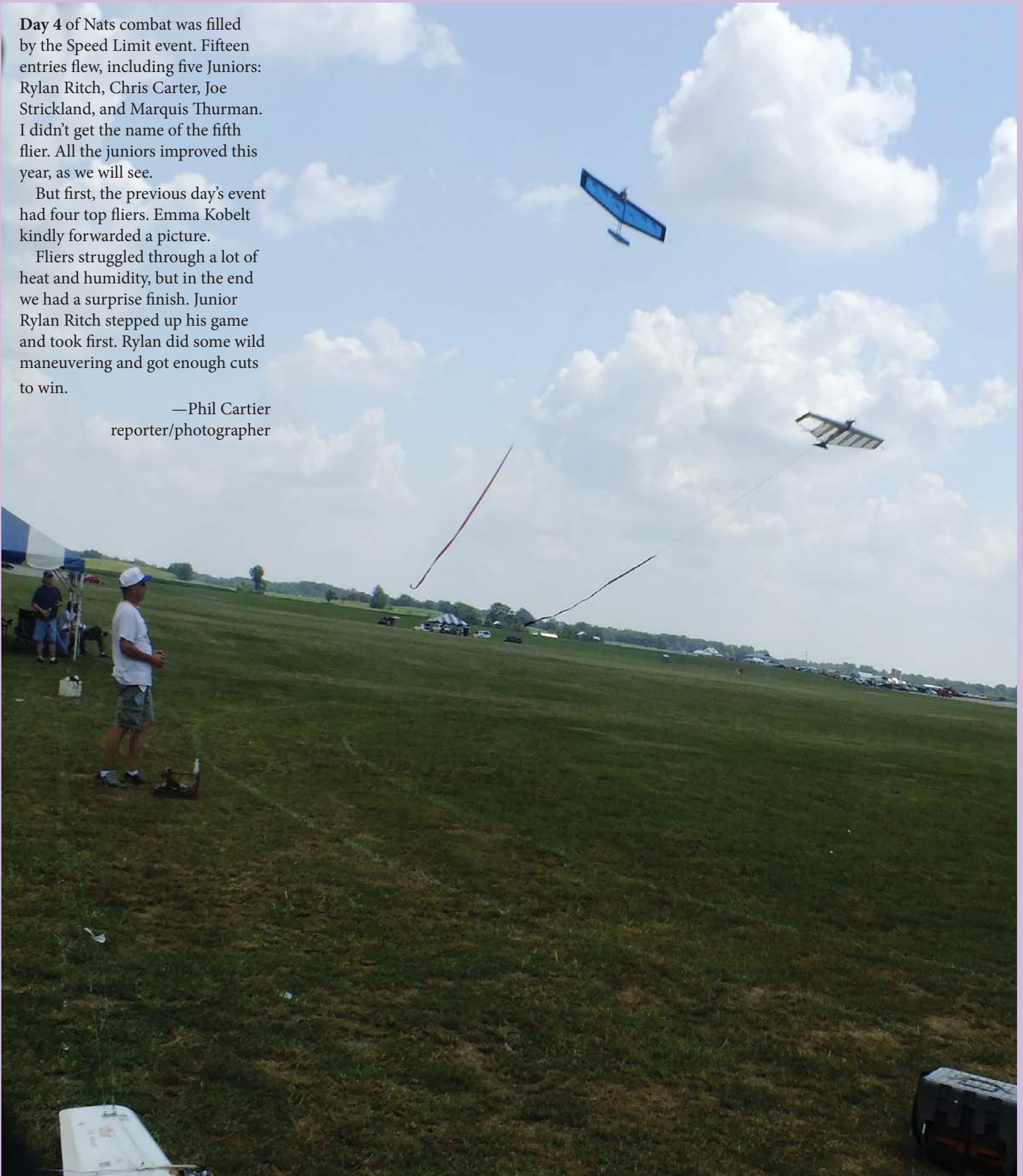
CL Combat Day 4 Recap

Day 4 of Nats combat was filled by the Speed Limit event. Fifteen entries flew, including five Juniors: Rylan Ritch, Chris Carter, Joe Strickland, and Marquis Thurman. I didn't get the name of the fifth flier. All the juniors improved this year, as we will see.

But first, the previous day's event had four top fliers. Emma Kobelt kindly forwarded a picture.

Fliers struggled through a lot of heat and humidity, but in the end we had a surprise finish. Junior Rylan Ritch stepped up his game and took first. Rylan did some wild maneuvering and got enough cuts to win.

—Phil Cartier
reporter/photographer



Howard got a cut on Neil Simpson.



Howard gets a cut on Neil.



Neil Simpson chases Howard Williams.



Speed Limit winners: Rylan Ritch (L) took first with some much-improved flying. Neil Simpson was second, Brian Stas third, and Bob Burch fourth.



F2D Fast winners (from left): Adam Kolbelt, first; Brian Stas, second; Neil Simpson, third; and Bob Burch, fourth. The 20-entry event was a big success.

RC Combat Day 3 Recap

Thursday was another hot day of RC Combat with one more to go. We started early in the morning with Scale 2948 flying five rounds. We had a total of seven pilots for Scale this year.

We had many different airplanes including Zeros, Ki43 Oscars, and P47s. Two twin-engine aircraft did not make it in the air today, but we hope to see them in the air in the morning.

Bob Loescher started the morning with some issues which took a few rounds to get worked out. He is currently in fourth place with a score of 700. In third place is Tom Neff with a score of 1,040. Second place was William Drumm III who, after dominating the first two days, had some issues, which made for a few low scores. Currently in first place is Eric Gilkey with a score of 1,668.

We still have five rounds to

go, which can change very quickly.

After we were finished Scale, we went right into Limited B with a total of nine pilots. We started the day really strong, but it quickly became a contest between only four pilots. Bob Star had some early issues and was only able to fly two rounds before he had to leave the contest.

We were going to fly only five rounds, but since Friday is the get-out-of-town day, we decided to continue flying as long as people had airplanes to fly. After five rounds, we broke for lunch and were told that we would continue at 1 p.m.

Dirk Oosting went to his RV parked behind the flightline and was having an ice cream when he heard some engines running. Next thing you know, he showed up late and no one noticed and he got up in the air for the last few minutes of the round, but he lost his streamer to William

who snatched it up right after he got in the air.

Bob Loescher was in such a hurry to get Combat going that he cut Eric Gilkey before the “start combat” call and was chasing me before we yelled to let him know that Combat had not started.

After all was said and done, we ended up finishing up Limited B. In fourth place was Tom Neff with a score of 3,620. Just 2 feet of streamer ahead—or 8 points—was Andy Runte with a score of 3,628. In second was William Drumm with a score of 3,852. The winner of Limited B for the Nats was Eric Gilkey with a score of 4,828.

We will be continuing on the Friday morning with five additional rounds of Scale and see if William or Eric will come out on top.

—Don Grissom
reporter/photographer

Author Don Grissom
got caught in
front of the
camera.





The North William Drumm (WI) and the South David Turner (TX) can get along.



The Scale fliers pose for a group shot.



RC Combat

This week's events:

Saturday
Control Line

Sunday
Pattern (Aero)

Monday
Pattern (Aero)

Tuesday
Pattern (Aero)

Wednesday
Pattern (Aero)

Thursday
Pattern (Aero)



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**Thank you for joining
us this year!**

A midair downed CL Combat airplanes
flown by Neil Simpson and Howard
Williams. Phil Cartier photo.

